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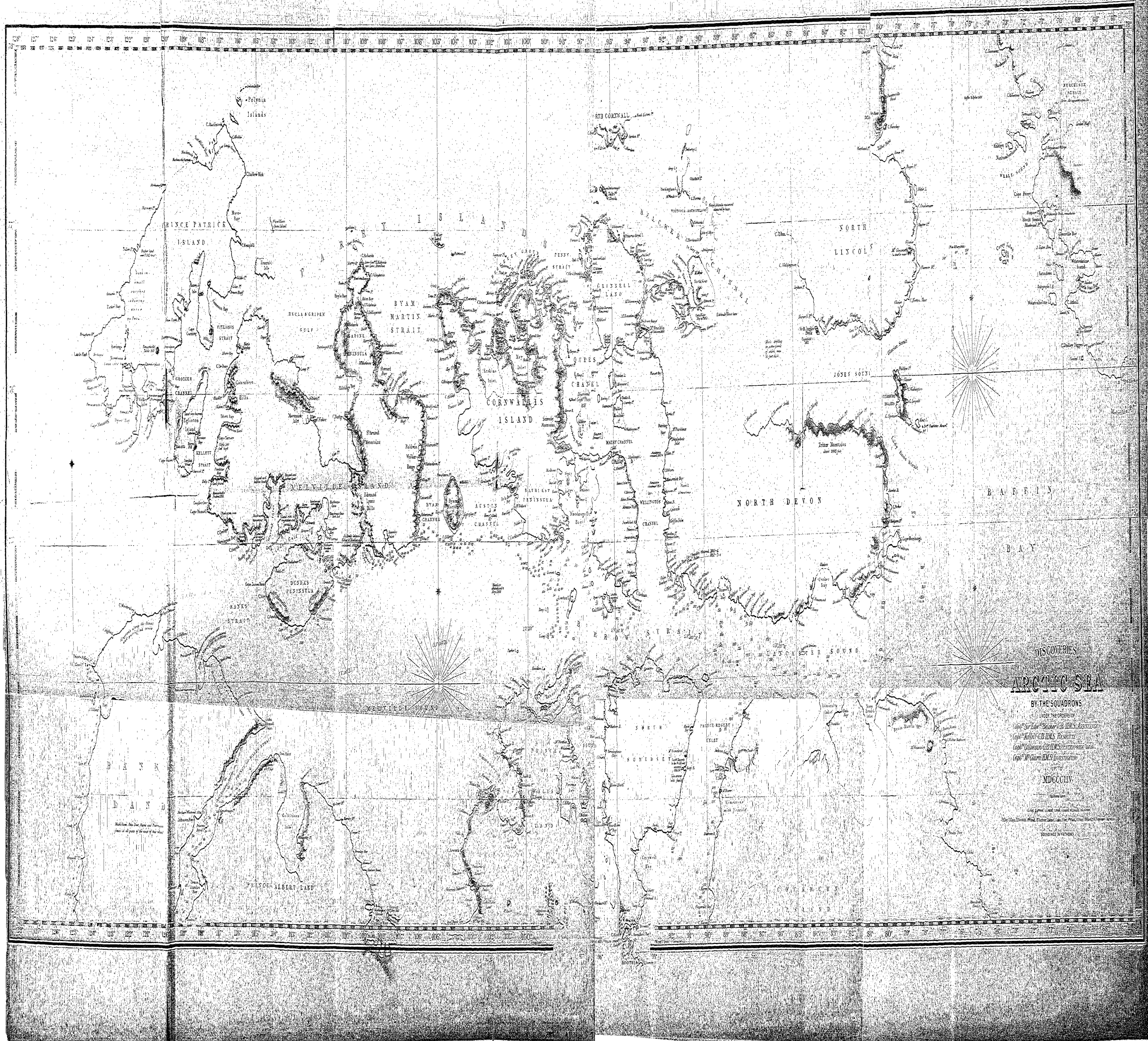
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DISCOVERIES
IN ARCTIC SEA
BY THE SQUADRONS
UNDER THE COMMAND OF
ADMIRAL SIR EDWARD BELCHER
IN THE YEARS 1845, 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100

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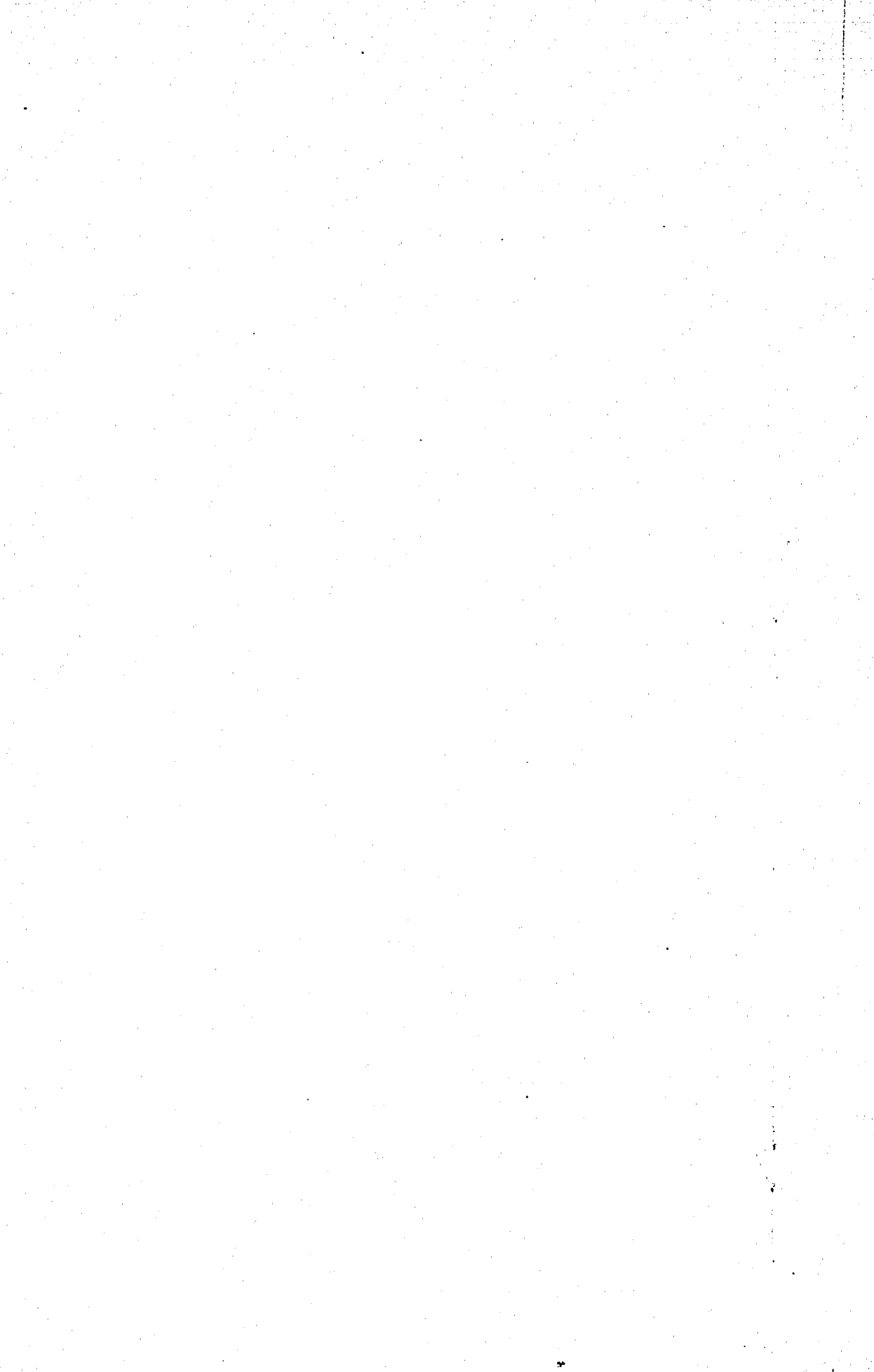
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FURTHER PAPERS

RELATIVE TO THE

RECENT ARCTIC EXPEDITIONS

IN SEARCH OF

SIR JOHN FRANKLIN

AND THE CREWS OF

H.M.S. "EREBUS" AND "TERROR."

Presented to both Houses of Parliament by Command of Her Majesty.
January 1855.



LONDON:

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

1855.

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RELATIVE TO THE

RECENT EXPEDITION IN SEARCH OF SIR JOHN FRANKLIN.

Orders and Proceedings.

I.

Orders to and Proceedings of Captain Inglefield, of H.M. Steam-Vessel "Phoenix."

No. 1.

ORDERS TO CAPTAIN INGLEFIELD.

Orders to Capt. Inglefield.

By the Commissioners for executing the Office of Lord High Admiral,
&c.

HAVING appointed you to the command of Her Majesty's Steam Vessel "Phoenix," for the purpose of proceeding to Beechey Island in Barrow Straits, you are hereby required and directed to take under your charge Her Majesty's Ship "Talbot," and the transport "Diligence," and so soon as the former vessel and the "Phoenix" are loaded with provisions, stores, coal, and warm clothing for the ships now in the Polar Seas, and the "Diligence" with coal, you will proceed to sea, and make the best of your way to Davis Straits, putting into Disco, or such other harbour as you may deem expedient, for the purpose of transferring the coal from the "Diligence," which transport you are then to direct to return to England; and you are to proceed with the other vessels to Beechey Island.

You are now so well acquainted with the navigation of those seas, and have so successfully performed your previous service, that we do not consider it necessary to bind you with any specific directions, but leave you to carry out the great object of your voyage with the least possible delay, and to the best of your judgment.

We enclose you instructions for Captain Sir Edward Belcher, which you will deliver to him if at Beechey Island, or, if absent, you are to send them to him, and we also send you herewith a copy of those orders for your own information and guidance, that in case you should find yourself senior officer on your arrival at that place, you may take the necessary steps to carry out the said orders.

Although this country is now at war with Russia, you are clearly to understand, that you are not to commit any hostile act whatever, the ships under your command having been fitted out for the sole purpose of aiding those engaged in scientific discoveries; and it being the established practice of all civilized nations to consider vessels so employed as exempt from the operations of war.

Given under our hands this 28th day of April 1854,

To Edward A. Inglefield, Esq., Captain
of Her Majesty's Steam Vessel "Phoenix."

R. S. DUNDAS.

ALEX. MILNE.

By command of their Lordships,

W. A. B. HAMILTON.

Enclosure to No. 1.

INSTRUCTIONS to Captain Sir EDWARD BELCHER, C.B., or the Senior Officer of Her Majesty's Ships at Beechey Island. Orders to Sir Edward Belcher.

SIR, Admiralty, 28th April 1854.

My Lords Commissioners of the Admiralty have directed Her Majesty's Ships "Phoenix" and "Talbot," under the orders of Captain Inglefield, to proceed with provisions and stores to Beechey Island, for the purpose of replenishing the ships and depôts under your orders; and I am com-

manded by their Lordships to acquaint you that, on the return of the "Phoenix" from Beechey Island last year, they had the satisfaction of hearing of the safe arrival of H.M. Discovery Ship "Investigator," under the command of Captain M'Clure, at Banks Land, having completed the discovery of the North-West Passage, though, unhappily, without discovering traces of Sir John Franklin, and that part of the crew had been enabled to reach Captain Kellett's station at Melville Island. By despatches which they received from Behring Straits they have information that, in August 1851, Captain Collinson, in H.M. Discovery Ship "Enterprize," passed the entrance of the Colville River; and their Lordships trust, by the reports he may have obtained from the natives of Prince Albert's Land, as well as from the records deposited by Captain M'Clure on his passage along that shore, that he may also have been enabled to reach some harbour on Banks Land, from whence he has made known his position either to Captain M'Clure or Captain Kellett.

Their Lordships have desired me to direct your special attention to the measures they now require to be adopted for at once withdrawing, if possible, the whole of the force now employed in the search of Sir J. Franklin, from the Polar Seas; for effecting this object they refrain from issuing any positive instructions how you are to act, or what steps you are to take, as they are aware you must be entirely guided by the position of the ships, and those varying circumstances which in that region must influence your operations; but their Lordships' views may be stated generally as follows:—

1. If the crews of the "Enterprize" and "Investigator" are at Banks Land, they must abandon their ships, and every endeavour should be made to get them to Beechey Island, that they may return to England. If this has already been effected, and Captain Kellett, with his ships, has returned from Melville Island, you are immediately to proceed to England with the whole of the ships and their crews, abandoning all further search for the missing expedition, unless any circumstances (on consultation with the senior officers of H.M. ships) should induce you to believe that your remaining out another year would tend to clear up the fate of our missing countrymen. But if Captain Kellett has been unable to move from his position at Melville Island, it may be necessary to give orders to him to abandon the "Resolute" and "Intrepid," and secure his retreat to Beechey Island; but as this cannot be accomplished this year, you need not detain any officers or men who may have already reached Beechey Island, but send them to England forthwith.

2. Should no tidings have been heard of Captain Collinson in H.M.S. "Enterprize," it becomes absolutely necessary to provide for his safety. For this purpose the Melville Island depôt must be replenished with provisions and stores, and it will be necessary for a ship and steam tender to remain there; also the "North Star," or "Talbot," with a tender, at Beechey Island, and at those stations every thing which can add to the health and comfort of the crews should be deposited; and, having done this, it does not appear to their Lordships to be necessary that any of the other ships should remain another year in the Polar Sea, unless, as before stated, you consider further search to be prudent and necessary.

These are the views of their Lordships; their great object being to recall, with the least possible delay, the whole of the ships, or crews, named in the margin, if it can be done; if not possible to do so, they leave it to your judgment and discretion, to send home such of them as may not be required, and to adopt those measures which you consider most necessary to ensure the safety of Captain Collinson and his crew, and their speedy return to England; this their Lordships are aware must depend on the information you may have received from Melville Island, the position of the respective ships under your orders, the state of the depôts, &c.; all their Lordships can do is to confide in your judgment, and they authorize you to take such steps, and give such orders, and to make such exchanges of officers and men, as you may deem necessary for carrying their wishes into effect.

They trust, however, Captain Collinson is safe; and if so, it will be a source of much satisfaction to them, if during the approaching autumn the whole of your ships and crews shall arrive in England.

On the return of any of the ships to England from Beechey Island, it is desirable that the coast to the southward of Ponds Bay, namely, from the River Clyde towards Cape Walsingham, should be examined, and you are,

"Assistance"
 "Pioneer."
 "Resolute."
 "Intrepid."
 "Enterprize."
 "Investigator."
 "North Star."
 "Phoenix."
 "Talbot."

therefore, to endeavour, in your instruction to the ships proceeding to England, to meet this contingency. Orders to Sir Edward Belcher.

In the event of your health rendering it necessary for you to return to England, and the necessity of a part of the squadron remaining out another winter, you are to make known to the officer whom you may appoint to succeed you in command; all your views and arrangements respecting further proceedings.

Although this country is now at war with Russia, you are clearly to understand, that you are not to commit any hostile act whatever, the ships under your command having been fitted out for the sole purpose of aiding those engaged in scientific discoveries; and it being the established practice of all civilized nations to consider vessels so employed as exempt from the operations of war.

I am, &c.

R. OSBORNE.

No. 2.

Captain E. A. INGLEFIELD to the SECRETARY of the ADMIRALTY.

Proceedings of Capt. Inglefield.

Her Majesty's Steam Ship "Phoenix," at Lievely Disco,
5th July 1854.

James Clinch, A.B.
Jas. Hassell, A.B.
Thos. Doughty, A.B.
Chas. Gill, A.B.
Josh. Bucket, A.B.
Robt. Meddes, A.B.
Anty. Meddes, A.B.

Sir,

I HAVE the honour to report to you for the information of my Lords Commissioners of the Admiralty, that I have this day despatched the "Diligence" to England, after taking seven volunteers from her, as per margin, in lieu of six men sent home from this ship and the "Talbot," considered by the doctor unequal to endure the rigours of an arctic climate, or for reasons of inefficiency.

Being off Holsteinborg on the 8th June, after a favourable passage, I deemed it necessary to put into that port for the purpose of examining the stores placed in the gun-room, lower deck cabins, and bread-room of the "Talbot," continual leakage having occurred ever since the ship sailed from Stromness, owing to the imperfect fitting of the rudder-coat. I enclose a copy of Commander Jenkin's letter to me of 26th May last, reporting the circumstance; and, herewith, reports of survey I ordered to be held on the vessel and damaged bread, by which their Lordships will perceive that 12,096 lbs. of bread have been totally destroyed and thrown overboard. The leak was so continual, and the water that found its way into the after part of the ship so abundant, that it was necessary with any sea way to keep hands continually at the fire-engine, to draw the water off the deck of the gun-room, which was literally flooded, as well as all the cabins on the lower deck.

I am happy to say that we have succeeded in carrying 1,700 lbs. of fresh beef, and 968 lbs. of vegetables in excellent preservation; and this supply is being kept solely for the use of Sir Edward Belcher's expedition.

The past winter is spoken of by the Danish authorities as very severe in Greenland, and the ice has only lately broken away off Disco. Three whalers put into Lievely damaged, but had repaired and sailed ere I reached that island. Snow and hail occasionally fell whilst we remained at Holsteinborg, and this is an occurrence which has not taken place in the month of June since the residence of the present Governor in Greenland, now upwards of twenty-nine years. I mention these facts that their Lordships may not be too sanguine as to the success of the expedition with which they have been pleased to entrust me; but they may be assured that, whilst on the one hand nothing shall be wanting (as far as exertion or enterprise can command,) to carry out their Lordships' directions, still on the other, I feel certain that though no provision is made in my orders for the possible contingency of not being able to effect a passage to Lancaster Sound, that it is farthest from their Lordships' wishes that the vessels should be risked a winter in Baffin's Bay, by too long a perseverance in the object of the enterprise. Should we only succeed in reaching Dundas Harbour, I should probably feel it my duty then to place the "Talbot" in secure winter quarters at that spot, and leaving her with the fewest possible number of hands, dispatch the "Phoenix" to England with Commander Jenkins or Lieutenant Elliott, proceeding on foot myself to Beechey Island, with their Lordships' despatches to Sir Edward Belcher, and deliver them

Proceedings of Capt. Inglefield. to him or Captain Kellett; but should neither be present, act upon them myself with the least possible delay.

Their Lordships will readily understand how difficult it is to surmise upon a subject of so much uncertainty, and I thus feel it is needless in an official despatch to enter into all my views and intentions consequent upon the failure of getting through Melville Bay. I will, however, briefly state for their Lordships' information, that I have landed 20 casks of beef and pork at this place with about 220 tons of coal; the former with a view to being of use, should any casualty occur to the expedition in Melville Bay, and, at any rate, otherwise necessary for the passage home of the vessel calling for the supply of fuel.

The warrant officers whose inebriety I had occasion to speak of in my letter to their Lordships of 15th May last, have since behaved entirely to my satisfaction, and I ordered Mr. Osborne back to his duties as ice-master of the "Talbot" on the 19th ultimo.

On my landing at this place a salute was fired by the Governor as upon former occasions; I regret to say, however, that an Esquimaux, who was loading, suffered severely by the explosion of the small magazine, containing 8 lbs. of powder, which he was holding under his arm, when the flash from the neighbouring gun exploded the whole quantity; one eye is completely destroyed, and his leg and hand much lacerated. The doctors of this ship and the "Talbot" have attended him, and he is rapidly recovering. I have ordered him to be supplied with such medical comforts as we could afford, and, if it is considered necessary by our surgeon, I propose taking him to the hospital at Jacob's Haven when we leave this port, there being no medical man at this place.

For the purpose of examining the coal mines, I propose to go north, by the passage of the Waigat, and trust in my next despatch to be able to afford their Lordships some information on this subject.

Herewith are forwarded specimens of leather from the "Talbot" rudder-coat, showing its decayed state, and the cause of the leakage.

I have only further to add that we are at this moment, 4 P.M., getting underweigh, with "Talbot" in tow. "Diligence" running out with a fair wind from the eastward.

I have, &c.

E. A. INGLEFIELD, Captain.

Commander ROBERT JENKINS to Captain E. A. INGLEFIELD, Her Majesty's Ship "Phoenix."

Her Majesty's Ship "Talbot" at Sea,
Friday, 26th May 1854.

Sir,

I HAVE to inform you that in consequence of the rudder coating being badly fitted, the gun-room, all the lower deck cabins, and the magazine have been flooded, and a great quantity of the bread in the cabins has been thereby totally destroyed.

Whenever there has been any sea, the watch were obliged to be kept constantly at the fire-engine from the gun-room, and the pumps from the well.

I have also to acquaint you that the main deck and cabins have been afloat, the water coming through the hawse holes, scuppers, and ports. The upper deck also leaking, the nails of the butt-ends of the diagonal doubling having split the waterway plank in a line fore and aft; I think it right therefore to inform you of the same that the earliest opportunity may be taken for examining the perishable stores stowed in the after part of the ship.

I am, &c.

(Signed) ROBERT JENKINS, Commander.

No. 3.

Captain E. A. INGLEFIELD to the SECRETARY OF THE ADMIRALTY.

Her Majesty's Steam Ship "Phoenix,"

Sir,

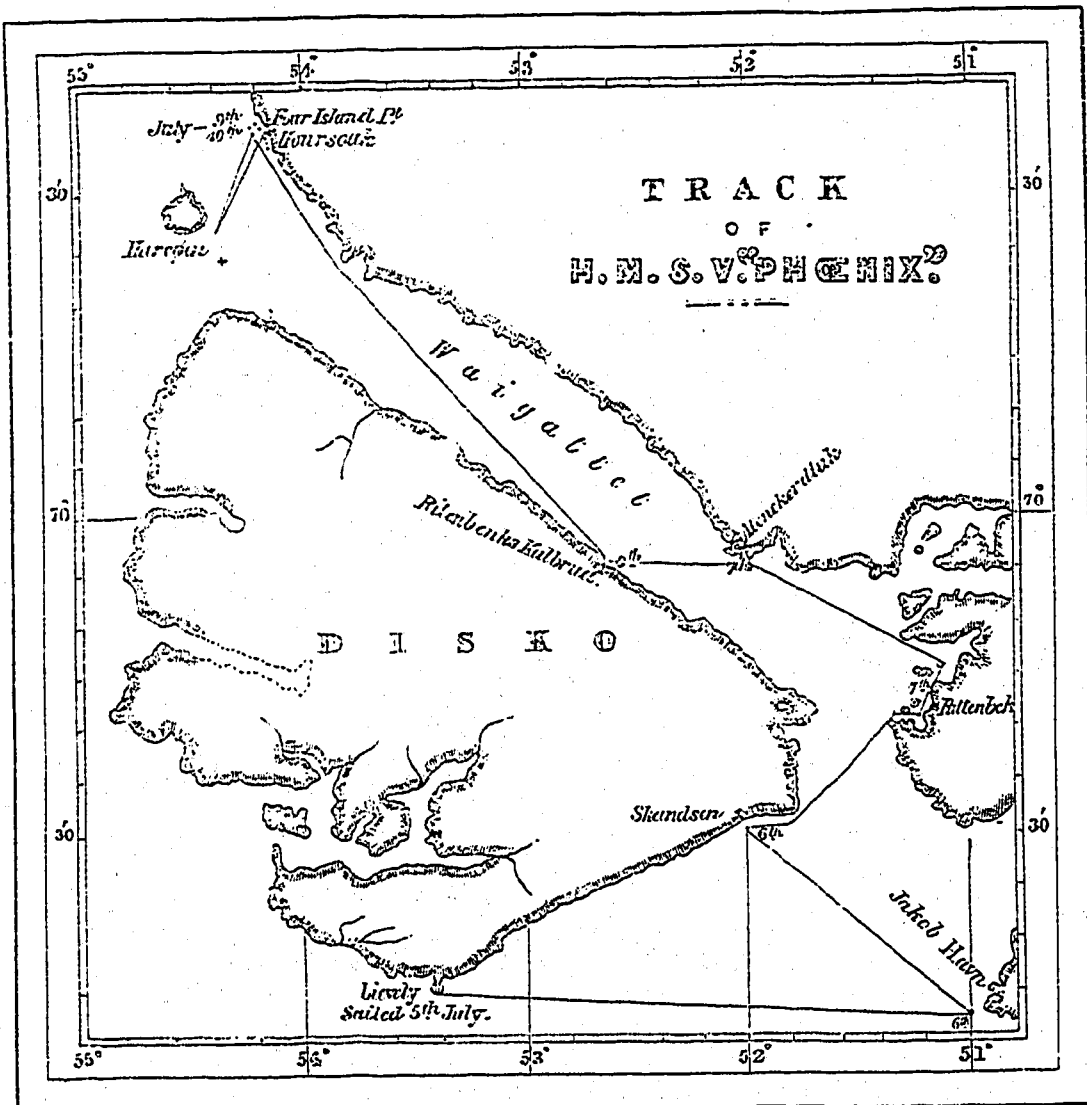
at Four Island Point, 9th July 1854.

THREE days back I despatched by the "Diligence" to England a letter containing an account of our proceedings up to that date (a duplicate of which I now enclose.) The opportunity that will shortly offer of sending

by a Danish vessel a further statement, enables me to give their Lordships some information with reference to the coal deposits on the Island of Disco, which I think will be found interesting, as regards its utility, but doubly so as geological data.

With "Talbot" in tow we parted company from the "Diligence," at 6 P.M. of 5th instant, and last sighted her standing with a fresh wind from the eastward down the coast. We reached the harbour of Jacob's Haven at 5.30 A.M. of the following day, but found it so thickly beset with heavy ice from the neighbouring glacier, that it was with much difficulty we succeeded in getting sufficiently near to the hospital to land the Esquimaux I alluded to in my letter of the 5th instant, and whose precarious condition rendered it advisable he should be conveyed there; ultimately the doctor came off in a whale boat, and thus was enabled to communicate with our surgeon; the necessity for our landing was therefore avoided, and so we proceeded immediately towards "Skandsen" on the Island of Disco, as shown in Rinks chart, a tracing of which I enclose. The principal officer

Coal Districts at Disco.



of the Danish Government in North Greenland, Mr. Orlie has kindly accompanied me on this visit to these coal districts, and through him I have been enabled to communicate freely with the natives along the coast, and thus obtain much useful information. "Skandsen" was reached at 3 P.M. of the 6th, and landing, we soon found the spot that had been previously worked by the Danes. A specimen of the coal found here (and which is in a strata cropping out of the bank on the beach, covered only by light clayey sand) is forwarded through the courtesy of Mr. Orlie, in a box, addressed to the care of the English Consul at Copenhagen. This is marked No. 1. Skandsen, as well as some of the superincumbent soil. The vein varied from 1 foot to 4 feet 6 inches in depth; but as a far superior specimen of coal for steaming purposes has been since met with, I shall not trouble their Lordships with further particulars of this spot, excepting that good holding

ground in from 8 to 10 fathoms was found off this coal strata, though exposed to the southerly winds, at which time a heavy sea sets right upon the shore. A wooden house has been erected some years ago, but now uninhabited; it would form, however, good shelter for a party collecting coal, which could be shipped in fine weather, or during northerly winds when the sea is perfectly smooth.

Leaving "Skandsen" at 5.30 P.M., we then proceeded towards "Ritenbenk" for the purpose of communicating with a Danish bark that arrived the previous day, and which afforded us European intelligence twelve days later than our own.

The captain of the vessel, when acquainted by Mr. Olic with the object of the expedition, gave me 78 lbs. of potatoes, which I have added to our stock of vegetables for the Arctic squadron. We passed inside the small islands, as seen in the track chart enclosed, and observed an extensive loom and kittiwake rookery, where thousands of birds and eggs might be readily obtained. I learn that a still larger rookery is situated at "*Niakornak Næs*," an island a little to the northward. I paid a visit to the Governor of "Ritenbenk," whom I had previously known as governor of Lievely. The vessels were kept under weigh in the mean time, and by 8 A.M. of the 7th we were well clear of the small islands which lie near the settlement.

A strong breeze from the northward prevented our reaching "*Atmekerilluk*" before 5 P.M.; here we found excellent sheltered harbours, the northmost one for vessels during southerly winds, and the other affording capital shelter with north winds, and with very good stiff clay holding ground. We came to in 23 fathoms and rode out the gale, which was doubtless putting the "*Diligence*" well through Davis Straits. Shortly after anchoring I landed with a party of officers from both vessels, for the purpose of visiting a petrified forest reported by the Esquimaux, but which had never been previously visited by any European, excepting Mr. Rink.

Here, at a measured elevation of 1084 feet above the level of the sea, we found extensive remains of petrified trees, though nearly entirely embedded in sandstone clay; the specimens collected were in all stages of petrification, some charred into coal. That this has been a forest of considerable extent, and that the species of tree was doubtless what now only exists in a far more temperate clime, is beautifully illustrated by the widely scattered specimens found of petrified leaves, identifying the lime, beech, fir, &c., and some sorts of fern. To the geologist this cannot fail to be a source of the greatest interest, and must be viewed by all as matter for great speculation.

A small piece of amber was found, and I succeeded, though with much difficulty, in reaching a spot at the edge of the cliff, where a portion of a semipetrified tree still stood at an angle of about 45°, and sloping towards the north, the hill upon which the forest is situate facing the south.

This tree was about the size of a man's body in girth, and four feet of it stood exposed; a small portion is sent, marked A. Some pieces of the coal found in the neighbourhood is also forwarded. I defer sending a more detailed account of the geological formation of the land at this spot as being more suitable for a paper to the geological societies, than for an official letter to my Lords Commissioners. I will therefore only add, that the commencement of what is known as greenstone, sandstone, clay slate, and trap formation, was clearly defined at a spot a short distance from our anchorage, and where it was met by the gneiss and granite of other periods.

At 7 on the following morning our anchor was tripped, and we steamed across the Waigattet towards Ritenbenk Kulbrud. On landing, I soon found an extensive strata of coal, extending, as far as my own observation went, for more than a mile along the coast; this vein is from 3 to 6 feet in depth and of a species known in England as anthracite. Considering that there could be no better proof of its available position and means of obtaining it, I ordered all the quarter boats of the two vessels on shore, for the purpose of taking a load, and though it had to be broken out from the bank and put into the boats which had then to pull off to the ship, which was lying to under steam, at a distance from the shore varying from three-quarters to a mile, we, nevertheless, got off upwards of twelve tons in four hours, and this working only the boats' crews at the strata in different spots, and themselves loading and carrying off their own boats

alongside, each making three or four trips in that period. The coal has been used since, and is found of good quality; it is spoken of by some of our men who are accustomed to the coal trade, as being worth thirty-five shillings a ton. A copy of the engineer's report is enclosed herewith.

There seems *no limit* to the quantity that might be obtained, and at high water it may positively be thrown into the boat (a distance of four feet) from the bed in which it is deposited. The shore ground gradually slopes from three fathoms to twenty (about a mile distant), and a ship can lay in fine weather within 200 yards of the beach. A sample of this coal is forwarded, as well as a portion of the clay upon which it is embedded. The superincumbent strata is composed of a sort of black band (similar to that we have in Scotland) immediately upon the coal strata, and a clayey sand above that. This is perfectly loose, and can be cleared away with the greatest facility, leaving a table of coal running level with the shore, and perhaps five feet above high water-mark. Large blocks were broken out more than three men could lift. The coal stratum inclines to the N.E. at a very small angle. It is not to be supposed we have hit at first upon the best kind to be found for steaming purposes, but it has been proved to be very useful mixed with our quick burning patent fuel, and when a jet of steam is applied, as used now for many of the Mediterranean steamers which burn "*anthracite*" coal, (and which this most resembles), a great heat and more rapid combustion is obtained. The two harbours on the northern shore of the Waigattet off Atanckerdluk, and within fifteen miles, would be always available for a ship coaling at this spot, as she could find shelter from either a northerly or southerly gale, the only winds that blow with any fury in this strait.

On Sunday, the 9th, at 10 A.M. we anchored at Four Island Point, to await the clearing of the fog and cessation of a strong south wind, which prevented our approaching the south-east coast of Haresen or Hare Island, a spot said to have much coal.

Four Island Point

The harbour at Noursoak or Four Island Point is small and dangerous for large vessels to enter. We found, however, secure anchorage in a bight about a mile to the southward of the settlement, with fifteen to twenty fathoms water, sand and mud.

Since the above was written, we made an attempt on the morning of the 10th to get over to Hare Island, but a heavy southerly gale prevented our reaching the point at which the coal is said to exist. We bore up for our previous anchorage at Four Island Point at noon, and the wind still continuing, I shall probably proceed to the northward without further delay, though when we sailed from Lievely, we were seven days in advance of last year's dates, and with thirty-six tons more coal on board.

Since the engineers' report was drawn up, they have made further experiments with the Ritenbenk coal, and have found it in specific gravity equal to Welsh. Four hours they kept one fire continually charged with it, and finding its combustion was good, for two hours after employed the Disco coal unmixed for the whole six fires, and report that it answered well, keeping steam, and that the combustion was perfect, with comparatively no smoke, and without any cinders, a residue of white ash and clinker only remaining. As far as the last experiments have gone, this coal is as economical as the Welsh.

July 12th.—Bad weather has detained the expedition at this anchorage since our return from the attempt to reach Hare Island. I do not consider that any time has been lost, since we learn that a fortnight ago all was solid ice, as far as the eye could reach, in all directions from this spot.

9. A.M.—We are now getting under weigh in a calm to proceed north, and expect to fall in with the ice in twenty-four hours. I intend, if possible, to communicate at Proven and Upernavik, for the purpose of obtaining dogs and an Esquimaux driver.

I have, &c.,
E. A. INGLEFIELD, Captain.

CHAS. K. RENWICK, Chief Engineer, PATRICK G. LAMBERT, Assistant Engineer (1st Class), to C. A. INGLEFIELD, Captain.

H.M.S.V. "Phoenix," off Hare Island, Baffin Bay,
10th July, 1854.

Sir,

Qualities of the coal at Disco.

In accordance with your directions relative to our report as to the qualities of the coal supplied by you to Her Majesty's Ship "Phoenix," we respectfully beg to state, that so far as we have had an opportunity of testing its capabilities for marine steam purposes, we are of opinion it will, in well proportioned boilers, when mixed equally with Welsh coal or patent fuel, meet all the demands of the marine steam-engine.

Further, from the slight trials we have made of it burning alone, we believe it to be in every respect a most useful fuel, and capable of generating sufficient steam for at least a middle degree of expansion; the proportion of ash and clinker is greater than in Scotch coals generally, but produces less smoke.

We have, &c.

(Signed) CHAS. K. RENWICK, Chief Engineer.
PATRICK G. LAMBERT, Assistant Engineer, 1st class.

Proceedings of Capt. Inglefield. LETTER from Captain INGLEFIELD reporting his PROCEEDINGS and ARRIVAL at CORK.

Her Majesty's Steam Ship "Phoenix" at Cork,
28th September 1854.

Sir,

My letter of the 5th July, forwarded by the "Diligence" from Disco, and of the 12th July sent home by a Danish vessel, will have fully informed their Lordships of my proceedings up to that date. I have now, therefore, to report what measures I have taken for the further fulfilment of the instructions under which I sailed.

On the 12th July, the wind having moderated, we got under weigh from Four Island Point with "Talbot" in tow, and passing amongst some heavy bergs, steered away to the northward. The following morning, having a fair wind, I cast off the "Talbot" and proceeded to Proven under sail and steam for the purpose of obtaining dogs, and having purchased five joined the "Talbot" off Upernavik at 6.30 P.M. Here I landed to communicate with the Governor concerning an Esquimaux driver and a further supply of dogs, but ere I could return to the ship a strong breeze from the southward had sprung up, and I found it necessary to seek an anchorage for the "Phoenix," ordering the "Talbot" to keep under weigh for the night. In the morning, the breeze still continuing, and observing the Tender crippled aloft, I went out to her, and learnt she had fallen foul of an iceberg and carried away a quarter boat, anchor stock, starboard cathead, and main top-gallant mast. Anchoring her, however, astern of the "Phoenix," her damages were shortly repaired.

Strong southerly winds detained us at this anchorage till the 21st inst., during which time I made a complete survey of the harbour and islands in the neighbourhood, a tracing of which I inclose.

I learnt from the Governor of Upernavik that eleven whalers which had been seen to go north passed south a few days back, having failed in making a passage through Melville Bay.

On the 21st inst., the wind having drawn round to the eastward, I determined on making the attempt to get through Melville Bay. Accordingly we reached Cape Shakleton on the morning of the 22d, and passing a small island covered with ducks, I landed with Commander Jenkins and Mr. Elliott, and in three hours we killed seventy-seven, and obtained a boat load of eggs. At noon the boats of both ships were dispatched to the Loom Rookery, and by 3 o'clock they had returned, and 558 looms were added to our stock of fresh provisions. Of this supply 300 birds and sixty dozen of eggs were set aside for the use of the Arctic squadron. Before the evening the duck islands were sighted, and at 9.30 P.M., though

surrounded with loose ice, we succeeded in getting near enough for the ice-master and myself to land upon the largest of the group, and from the top of it no water was to be seen to the northward or westward. Mr. Manson observed that, during forty-seven voyages to this country, he had always found at a much earlier date forty miles of water off these islands, and never before seen so much ice at this point. He stated that he believed it would be impossible to make the passage of Melville Bay this season, and advised my relinquishing the attempt and at once proceeding up the west coast. During the time we were on shore the ice had closed so rapidly round the vessels that it was with some difficulty we regained the ship, having to drag the punt in which we landed over several floe pieces which were coming up with the southerly breeze, and which threatened to beset our vessels. We now pushed to the southward, and on the 25th we entered the Waigatte. In the afternoon we passed a dangerous rock about the middle of the straits, abreast of Noursoak, six feet above water, and which was not marked in the charts nor had it been previously observed. I sounded round it, and fixed its position as nearly as the imperfect outline of the coast would admit.

A strong southerly wind springing up, and being unable to steam against it, we bore up to seek shelter in a bight that we observed a little to the northward of Noursoak, and finding good anchorage came to under the lee of a point marked in Rink's chart as Makkaho Elven. The whole of the 26th we were detained here with strong southerly winds, but on the 27th at noon, the weather moderating, we weighed, but owing to the difficulty in casting with the "Talbot" in tow amongst ice, with a long swell, that vessel struck the bottom twice ere we succeeded in getting out of the bay.

On the 29th, at 3.30 A.M., we anchored in four fathoms off the coal mine I discovered on the 8th July, and immediately commenced digging out. By 8 A.M. of the following morning we had shipped about seventy tons, when a swell setting in with a fresh breeze from the southward we were forced to weigh, and the wind continuing to freshen we bore up for the anchorage I had remarked from the top of *Atanekerdluk*. Ere we succeeded in gaining this point the wind had freshened to a gale, and on rounding the little peninsula which formed the harbour, it blew so strong we were unable to steam to windward at full power with Talbot in tow, and the wind taking the ship on her starboard bow drove her towards a bluff point which formed the northern shore of the little bay. The Tender was cast off and both anchors of each ship were let go, but with sixty fathoms of chain they failed to reach the bottom, and nothing but a small iceberg, which providentially lay against the shore, saved both vessels from being stranded. We, however, fell broadside on to the berg, and a hawser was passed round all, whilst we steamed ahead to keep the ships on the weather side of it. Towards the evening, the wind moderating, we succeeded in getting the "Phoenix" into a good berth, where she lay securely for the night, and the following morning towed the "Talbot" out of her dangerous position.

We now proceeded to the southward, and at 5.30 A.M. on the 1st of August, being abreast of Lievely, I landed to deposit a letter with the Governor, forwarding to you a statement of our proceedings up to that date. At 7 we proceeded to the westward under sail and steam, and on the 3d, at 1 P.M., sighted Cape Broughton and five whalers, communicating with the "Jane" of Bowness and delivering their mails. Captain Walker informed me that a barrier of ice was fixed against the west shore, and that he doubted our being able to get near the land. On parting company, we, however, stood towards the coast to assure ourselves that no passage existed, and the ice-master and myself being satisfied of its impracticability, I determined upon at once taking the pack in the latitude of 71° or 72°, and endeavouring to force a passage through. We therefore shaped a course again for Lievely, which we reached a little after midnight on the 6th, and immediately commenced coaling. By 9 A.M. of the following day we had filled the bunkers and taken a deckload, completing 270 tons. At 9.30 we steamed out with "Talbot" in tow, and on the ninth took the pack abreast of Upernavik.

Proceedings of Capt. Inglefield.

For ten days we pushed on through heavy ice, blasting, boring, charging the nips and making but slow advance; the bay ice forming strong every night much retarding our progress, and on the 17th we were closely beset at the edge of a large floe some miles in extent. Luckily a strong gale from the westward broke up the edges of this floe, and on the weather moderating, slacked the ice sufficiently to admit of our pushing through, and on the 19th we were fortunate enough to get into the west water. Deeming it beneficial for the service upon which I was employed, and acting under the discretionary orders with which their Lordships have been pleased to supply me, I determined upon examining the depôt near Wollaston Islands, deposited by the "North Star" in 1850; for that purpose I made the south shore of Lancaster Sound, and on the 21st, about 8.30 P.M. we passed near enough to Cape Hay to observe the coals deposited there in 1849 by Captain Parker of the "Truelove" for Lady Franklin. Observing that the staff and two casks containing letters and provisions were missing, I landed and found that no trace remained of these, but a portion of the head of one of them and some broken preserved meat tins. The coals too had been either carried away by the Esquimaux or the ice, there being only 21 bags. A little after 10 we rounded Cape Castlereagh, and shortly found the *remains* of the "North Star's" depôt. Anchoring in 5 fathoms we lashed the "Talbot" alongside, and on landing I found that this spot had also been visited by the Esquimaux, and not only plundered of all that was useful to them as savages, but that degree of reckless wantonness was exhibited (in the destruction of every article that remained) so peculiar to the habits of the uncivilized tribes of man. Of the 608 casks and cases that were landed by Mr. Saunders only 114 remained, and each had been stove to examine their contents, which consisted of flour, peas, Scotch barley, oatmeal, and tobacco. Finding the flour only partially destroyed in each cask I determined on embarking all that still remained, and the whole was shipped off to the "Phoenix" with 10 tons of patent fuel, and which latter I did not hesitate to embark, as Sir Edward Belcher had sent a vessel two years before to examine this depôt, and directed her commander to take the whole of the coal from the neighbouring point.

Supplies at Navy Board Inlet

Each cask of flour I found contained a certain portion of undamaged contents, and I trust their Lordships will approve of the measures I have taken to secure the remaining portion of this valuable depôt for the use of Her Majesty's service, and to obtain the far more important information for the guidance of those who might otherwise be misled by the widely circulated cairn records, which set forth as an existing *cache*, at Navy Board Inlet, a *depôt of provisions for 100 men for 12 months*.

In six hours from the time we anchored the ships were again underweigh, and standing across the Sound we reached Cape Warrender in the evening of the same day, where I landed for the purpose of examining the cairn I erected here last year. Returning on board, I found a strong westerly breeze with ebb tide prevented our making much headway, and accordingly we returned to seek an anchorage for the night in Dundas Harbour. Unfortunately, when picking up a berth we struck soundings in 15 fathoms, and immediately after 3, when both ships grounded on a mud bank, and the tide falling, every exertion to get the "Phoenix" afloat proved useless, though the "Talbot" was shortly warped off into deep water, where both her bower anchors being let go, the chain of the small one was passed into the "Phoenix's" quarter hawse hole and a heavy strain brought upon it. At 3 the following morning the strong breeze broke the ice away from the head of the bay, and driving out took the "Phoenix" on her starboard broadside, and laid her over on her beam ends, forcing her still farther on shore, and tearing off the whole of the false keel. The "Talbot," though pushed again upon the bank, escaped any damage from the ice, being sheltered by this vessel which was to windward of her. The day flood proving only a half tide, we remained immovably fixed until the evening, by which time all the boats of both vessels had been laden with heavy stores to lighten this vessel, and I am happy to say that about 11 P.M. both ships floated off into deep water with no other damage than I have stated.

The following morning, the wind having moderated, we steamed out with "Talbot" in tow, and having obtained dogs from the Esquimaux (encamped near this spot), stood towards Beechey Island, which we reached (with a slight detention of a few hours at Rigby Bay) by 1 P.M. of the 26th. Proceedings of Capt. Inglefield.

The "North Star" was observed through the fog standing off and on, and shortly an officer boarding us, acquainted me that the whole of the officers and crews of the "Investigator," "Resolute," "Intrepid," "Assistance," and "Pioneer" were on board that ship, the first three having been abandoned by Sir Edward Belcher's order in May last, and Sir Edward himself with his own party having just deserted the "Assistance" and "Pioneer" about 50 miles from Beechey Island.

Having delivered to Sir Edward Belcher the despatches, &c., with which I was charged, I have followed his instructions for my further guidance, and therefore have only to state, as having especially reference to the vessel under my command, that a slight accident to the screw shaft occurred on the 1st September, owing to the key of the coupling block working slack. In a few hours the shaft was re-secured, and no inconvenience has been experienced from a very slight deflection in the line of axes.

I am, &c.

E. A. INGLEFIELD,

Captain commanding Arctic Relief Expedition.

To the Secretary of the Admiralty,
London.

No. 5.

Captain E. A. INGLEFIELD to Commodore JOHN SHEPHERD.

Recommends Lieut. Elliott.

Her Majesty's Steam Ship "Phoenix," at Woolwich,
3d October 1854.

Sir,

In my official despatch of the 28th ultimo, I forbore from making any allusion to the services and conduct of the officers belonging to this ship. I felt that such was deserving of a separate letter. I have now to request you will lay before my Lords Commissioners of the Admiralty my earnest desire that they will grant the promotion of Mr. Elliott, the senior lieutenant of this ship, not only on this voyage, but on the last, when he commanded one of the vessels in the expedition. He also served in Captain Austin's expedition, and was promoted to a lieutenant from the rank of master, for services in Borneo, whilst master of Sir Thomas Cochrane's flag-ship, the "Agincourt."

Lieutenant Elliott has been 28 years in the service, out of which he has been more than 14 years a commissioned officer. For myself, I must add that, as my second in command, he has ever shown that zeal and ability to which I mainly attribute the success of our undertaking; and as the peculiar service upon which we were employed occasionally obliged me to be absent from the ship, and sometimes for days, Lieutenant Elliott had upon these occasions, entire charge of this ship and her tenders.

His greater experience in ice navigation has frequently been of essential service to me, and I have continually consulted him as to the best method of carrying out the great object of our voyages.

I have, &c.

E. A. INGLEFIELD, Captain

No. 6.

Sir, Admiralty, 21st October 1854.

REFERRING to your letter of the 5th July, dated from Disco, and of the 28th of last month, reporting your having anchored at Cork, I am commanded by my Lords Commissioners of the Admiralty to signify their approval of your proceedings during your late voyage, and to acquaint you that they have this day signed a commission promoting Lieutenant James E. Elliott to the rank of commander.

I am, &c.

Captain Inglefield, W. A. B. HAMILTON.

Proceedings of
Sir Edward Belcher C.B.

Proceedings of Captain Sir Edward Belcher, C.B., Her Majesty's
Discovery Ship "Assistance."

No. 1.

LETTER from Sir EDWARD BELCHER, C.B. detailing his Visit to JONES' SOUND, and further Proceedings to the 10th September 1853, when the "Assistance" was frozen in near Cape Osborn in the Wellington Channel.

Subject—General Proceedings.

Her Majesty's Ship Assistance, 8th August 1853,
Wellington Channel,

Sir, 5 Miles East of Baillie Head Island (Port Surprise).

THE hurried and unexpected visit of Commander Pullen afforded me little time to enter into an account of the proceedings of this season as fully as I could wish. But I will now endeavour to complete what may yet be required, in order that the extent of our research may be properly estimated.

Since Commander Pullen quitted, we have been nearly locked up in the pack, having at this date gained but 10 miles (since 26th July), but this has afforded me time to put my work on paper, and I am now enabled to forward a fair tracing of the North Eastern discoveries.

On the 2d May, the N.E. division, as explained in my former letter of that final date, left the ship, and without difficulty reached our old discoveries of last season in 5 days.

Our first object, seen from our depôt placed here on 27th April, was an island nearly in connexion with the land, about 9 miles E.S.E.

Towards this we pushed, but found the ice treacherous, swamping the sledge, and placing me for a few moments in an uncomfortable bath. By this we lost near 96 lbs. of bread, one of the most important items of our provision.

Princess Royal Island.

On the 8th we landed, and took possession of the island, giving the name, as the first of our discoveries this season, "Princess Royal."

Mount Parker.

Our course ran still to the E.S.E., as I fondly hoped for the entrance of Jones' Strait. The next important and commanding station I landed at and took possession of as Mount Parker, in compliment to Rear Admiral Hyde Parker.

A whale found on the side of this mountain, about 569 feet above the level. Skeleton imbedded.

The outer coastline here runs off so nearly into the sea, that until the thaws commence one scarcely knows when he stands over land or water, and the rise so gradual that we found ourselves some 50 or 60 feet, in thick weather, above the sea level before we discovered our error. Fortunately it lay in our direct route, and the result was simply a down hill run.

On the 14th we reached a most remarkable cape at the entrance of a considerable inlet, which I fully expected was to lead into Jones' Strait, all the geographical features, the course, everything, seemed to promise it. But the summit exhibited to us a south and western direction, and without sufficient inducement to diverge for the chance of an eastern lead

As the commissariat sledge "Enterprize" had now reached her limit, the "Londerborough" and "Dauntless" were completed to 40 days each, and Mr. Allard returned to the ship, to meet us again with further supplies on the 1st of July at Princess Royal Island, preparatory to further examination of North Cornwall.

C. Disraeli.

This position received the temporary name of Cape Separation. I intend "C. D'Israeli" for it, as it keeps the purse of a very important sac.

The sight which I obtained from this cape, elevated 680 feet above the sea, led me to hope for better success due east. On that course we proceeded three days on a smooth floe (making 36 miles), when we reached on the 18th the entrance of a splendid channel.

Fog had for some time worried us with indistinct glimpses of the approaches, but as it now cleared off and the sun enlivened the scene, we were regaled

with such a magnificent view of successive beetling headlands, on either side of the channel, and extending for about 20 miles, that it really became a puzzling matter to find names for them. Of one thing I felt quite convinced, viz., that we were now really in Jones' Channel, and that by nothing but *bad taste* in nature could we be deceived. The latitude, the direction, the limit in longitude to which we could see, only required an extension of 60 miles to lead to the cairn erected by Captain Austin's party.

Who could dream of failure on the 18th May? The roughness of the frozen "pack" now compelled us to take to the land, and we advanced easily 5 or 6 miles, when a further stop to our progress was opposed in the shape of an abrupt glacier, half a gale of wind, and the mortifying discovery that *its base was washed by the sea*, and the off-lying pack rotten and tumbling asunder.

Not easily daunted, it was determined to try an overland route, and avoid this unfortunate hole, as we then thought it.

Provisions, &c. were strapped on, and we soon started to view what we had to contend with before deciding on our ultimate mode of action.

The hills continued increasing in height as we advanced, until they reached 1500 feet; we then descended and took up another position at nearly the same height at the last bluff, where we encamped for the night. "Britannia Heights."

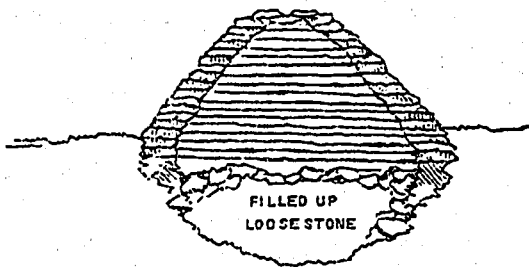
All our hopes were crushed. Between us and the distant bluff the *open sea* prevailed on the 20th May. The horizon was streaked with *open* "sailing ice," and all communication cut off for sledges. The bluff, distant 16 miles, was clearly the turning point into Jones' Channel; no land was visible beyond it.

To the north of us lay the new land of "Kent" (named after his late Royal Highness the Duke), and far to the westward a new chain hereafter to be examined. "North Kent."

Fortunately our weather was beautifully clear, and we not only saw all the distant objects, but obtained the requisite observations for planting them in their proper places.

The rotten ice off Cape Derby now recurring to us, the nature of that also off Cape D'Israeli, made me anxious to recover our boat (left in depôt) in case we should perchance be cut off from retreat; we therefore retraced our steps and reached Cape D'Israeli on the 26th. As we were now on the *terra firma* of our quarters I determined on making a last effort for some clue to a lead towards Jones' Sound by this channel. Arthur's Channel.

Our progress was tantalizing and attended with deep interest and excitement. In the first place I discovered on the brow of a mountain, about 800 feet above the sea, what appeared to be a recent and a very workmanlike structure of a dome (or rather a double cone or icehouse) built of very heavy and tubular slabs, which no single person could carry. It consisted of about 40 courses; 8 feet diameter, and 8 feet in depth when cleared, but only 5 in height from the base of the upper cone as we opened it.



Most carefully was every stone removed, every atom of moss or earth scrutinized: the stones at the bottom also taken up, but without a trace of any record, or of having been used by any human being. It was filled by drift snow, but did not in any respect bear the appearance of having been built more than a season. This was named Mount Discovery.

Our anxiety certainly was not abated. As we moved southerly, with every appearance of a "*cul de sac*," the channels opened suddenly in a fresh direction, until at last, having reached the bottom of a lake or bay, we found that any further progress must be confined to frozen streams or ravines, which connected with a series of great lakes leading into another sea. Mount Discovery.

Proceedings of
Sir Edward Belcher, C.B.

Disappointment Bay.

Leaving our crew pretty well fatigued to pitch the tent and prepare the customary pemmican meal, I ascended the mountain above us and discovered that we really were not far from our old position last year on Cape Hogarth, and had Cape Majendic and Hamilton Island to the west about 20 miles.

My surprise however was checked suddenly by two structures rather in European form, and apparently graves. Each was singularly constructed, and, like the dome, of large *selected slabs*, having at each end three separate stones, laid as we would place head and feet stones. So thoroughly



satisfied was I that here was no delusion, I desisted from disturbing a stone until it should be formally done by the party assembled.

The evening following (for where the sun is so oppressive to the eyes by day we travel by night) we ascended the hill and removed the stones; not a trace of human beings!

If this had been a *cache*, and the carcase removed, I cannot understand why the stones should have been so carefully and systematically replaced. Eventually, on digging to the hard quarry, from which the *cache* had been clearly formed by art, we discovered a quantity of minute black dust, which on examination by a powerful lens I found to be the chrysalis shells of minute flies which possibly had been generated by the remains of meat left here at a former date.

At various places we have found apparent *marks*, and had fancied that some of the explorers from the "North Star" had sought Jones' Strait by this channel; but invariably every such mark had been placed where it could not serve the purpose of a geographical pile. One in particular, found by Mr. Grove on Pitch Mount, which he kept untouched until I examined it, was so methodically constructed of five stones, that on the disturbance of any one the others would tumble; and yet if Esquimaux were concerned in its original structure how many years had it stood. My own opinion is strongly in favour of a late visit, or within the last *ten* years.

Grove Mount.

Quitting this position (half of our party having already erected marks in advance and assured us of very easy travel), we proceeded the next day to examine the outer headland commanding a full view of Wellington Channel. We reached our position before 10.30 and had a good view of objects within the strait as far as C. Majendic on the west, Dundas and Hamilton Islands, southerly, and C. Hogarth easterly, including the Bay of Prince Alfred which we were compelled to diminish very largely. From our position it certainly appeared deep; but when the angles were laid down *on paper* the delusion vanished.

Mount Pym—after Rear-
Admiral Sir Samuel Pym.

From this position I discerned our cairn of last season, as well as the very remarkable one placed by nature immediately behind it. It appears very strange that the parties who searched that coast so narrowly, and who, I am informed, scouted the idea of further examination by Mr. M'Cormick of the "North Star," should have missed a landmark which caused me to cast off the steamer and go in with her to examine it. Further that Mr. M'Cormick, who states that he visited Point Hogarth, saw neither it nor our beacon! It almost makes one doubt that the search made by ourselves may not have left some mark unexamined, although in my own particular route I fear that I too often led the way to "disappointment cairns."

Nature's Cairn, Hogarth Port.

Never passed the North Horn
of Baring Bay, five bays
intervene.

Pitch Mount

We now commenced our return, ascending the mountain where Mr. Grove, as before stated, found an insignificant pile truly, but still important, as formed by *art*. Our ascent of this hill was for the purpose of ensuring the connexion of our work with Cape Hogarth; and as it was much stained by black water and gave out as they moved the stones a very strong odour of naphtha, I named it Pitch Mount. The stones proved to be limestone, which when broken or roughly handled, give out this unpleasant odour.

We reached Cape D'Israeli on the 3rd and Princess Royal Island on the 6th, where we were welcomed by Dr. Lyall and Mr. Allard; and

received the missing "*despatches*" which Mr. Cheyne found on his second attempt, accompanied by Dr. Lyall. They turned out, however, to be merely the official communications of Commander Pullen.

Dr. Lyall, however, brought the latest intelligence of the health and success of Commander Richards and party to the S.W.

Having recovered our icboat and having satisfied myself from the hill stations that the floe was still firm to the N.N.E., preparation was made for examining the group seen from the hills above Jones' Strait

We could now dispense with our sledge, which was sent back by "Dauntless" and "Enterprize," charged with the duty of forming fresh back depôts, from the superfluous provision now no longer required. "The Lady Franklin," Dr. Lyall's sledge, was retained to accompany and aid us, in case of accident or failure, in being able to drag the boat laden with provision.

Taking leave of our late comrades, we again broke into the floe on a new and yet interesting excursion.

It occurred to me that under any circumstances, either as regarded Sir J. Franklin, Captain Collinson, or Commander M'Clure, that if any of them entered the Polar Sea here on the range of these northern islands with comparatively open water, for *perhaps* 100 miles, they might drift to and fro for years; or until they experienced one of these northern nips which would form a mount above them in a very few seconds. The more I have seen of the action of the ice, the *partially* open water, and the deceitful leads into "*the Pools*," the more satisfied I am that the man who once ventures "*off the land*" to seek a passage is in all probability sacrificed. He may desert his vessel, and by hard travel succeed in gaining some place of rendezvous, under the present dispositions effected by Captain Kellett as well as myself, but there is no calculating as yet that our exertions, before the cruize be complete, may not be directed to a similar object.

Under any circumstances, however, every portion of the country, the prominent headlands, or rising mounds of the marshy grounds, is so completely marked by our cairns, that whoever may reach them will readily understand, even if the date alone should remain, in what direction, if he has called at two, he ought to proceed. But full instructions will probably be found untouched by animals.

Our journey was much heavier than I anticipated, and without the aid of the second sledge crew our advance would have been impossible. On the second day, however, we reached the smooth floe, and on the 4th, shortly after midnight, or 4½ days, had landed on a new portion of Her Majesty's territories.

To this island, the southernmost of a most extensive archipelago, leading to the N.E., or possibly to the pole, I gave the name of "Buckingham Island," and the group, the "Victoria Archipelago." To separate, survey, or make any further examination at present with a view to name them, was quite out of the question. The heavy, even solid state of the floe surrounding, or where "nipped," the almost berg-like lumps which protruded, afforded a fair inference that the sea is seldom seriously disturbed in these latitudes.

On the other hand, if we take into consideration the *exuvia* of whales and other animals, found at every elevation, even to the summits of hills above 800 feet, the extraordinary wear or abrasion of the outlines which nothing we have experienced could effect, it almost leads one to imagine that Nature at some moments, possibly past, and for ever, and fatally perhaps for those we seek, has piled up layer over layer to effect what otherwise nothing but a recent deluge could account for.

The visit to this island leads to remarks of this nature particularly.

On ascending the high ground the sun had not yet affected the frozen crust, or denuded it completely of snow. Anxious to save every moment of the fine season, I determined on waiting up there for the latitude and other observations, the party sending two hands in succession to relieve each other; the remainder went to their bays, to sleep.

Before noon the temperature became oppressive notwithstanding the thermometer in the shade was at 34°. The black earth soon became sticky, and before 2 p.m. the island might be declared in a *semi-fluid state*.

Windsor Mt. Buckingham
Island.

Victoria Archipelago.

This is only one out of many cases of the sort, which, at certain moments, render the passage across ravines difficult, if not dangerous.

Having completed our work here, and by a different course over the floe obtained a better road and convenient stations for fixing some of these islands, we reached Princess Royal Island on the 16th June; weather sharp and snowing, and objects mostly obscured. For the first time, this day, we noticed three musk oxen on the side of an inland range; five deer were subsequently seen. But no single human being could subsist himself by the aid of his gun throughout our whole range, and as to a party of five or seven men, it is *impossible*.

By extraordinary good fortune, bears might fall in the way of the traveller; but having killed and eaten his proportion, I much doubt if his strength would enable him to drag the remains until another piece of similar good fortune befel him. The assertion, therefore, of any "teeming or abundance of animal life" in this north-eastern district is utterly untenable.

The remainder of our journey being merely the return over known ground by our previous discovery last season, requires no comment beyond this: that the opening and open water now interposing between us and North Cornwall, rendering it unsafe for sledge as well as boat, all hopes of further examination this season were at an end.

On my return I met with Lieutenant Cheyne, who was the bearer of intelligence forwarded by Commander Richards of the safety of the crew of H.M.S. "Investigator," and that the vessel was ice-bound in a part of Banks Land, to which Commander M'Clure had given the name of Baring Island.

Commander Richards, upon meeting with the officer sent by Captain Kellett by arrangement to seek for my despatches at the appointed rendezvous, learned that Commander M'Clintock was on the same route as himself in the Queen's Channel. As there was little use expending further labour and provision where one had already gone, he very wisely determined on passing overland to the "Resolute," and obtaining full particulars, as well to complete on his return the search of the Byam Martin Channel communication with the Polar Sea, which it was intended that the officer sent for despatches should complete. He however came overland, and by the Liddon Gulf.

On my return to the ship on the 22d June, I found the ice occasionally in motion, but the reports of open water and anything like risk to the vessel quite out of the question.

Every exertion was immediately made to get the stores embarked, the ship ready for sea, and the canal for our exit in readiness when an opportunity might offer for removing easterly.

On the 6th July, considering that Commander Richards and party might not be quite in a condition to handle a heavy whale boat, in addition to one of the light iceboats, I despatched the master to seek him. Fortunately he reached just at the instant his aid was *opportune*; and our canal being complete to the open water on the 12th July, I had the satisfaction of receiving and shaking by the hand at its mouth my worthy second, Commander Richards, charged with the duplicate despatches, which I have already directed Commander Pullen to forward should any unforeseen difficulty prevent the ship or myself from reaching Beechey Island this season, or before the 1st September, before which date I shall endeavour, if unable to pass further in the ship, to despatch a light boat or two with the invalids and my final reports.

On the 14th July, as by my previous letter, the "Assistance" left her winter quarters, leaving behind "*en cache*," under a heavy beacon constructed on Mount Beaufort, the rations as per inclosed report.

Lieutenant Osborn rejoined at midnight amongst the ice which first blocked us. We then moved forward, reaching the entrance of Sir R. Inglis Bay on the 17th, and on the 26th another opening enabled us to pass about five miles to the eastward of Cape Becher.

I had sent a boat to examine that cairn for *further* accounts (as intimated) from Commander Pullen, and "to bring away my despatches if no one

97 days absent.

Arrival of Commander Pullen.

had yet taken them." About noon we perceived, as we passed the low point, that both packages (in kegs) were dug up, and nearly at the same time discovered a boat pulling up from Dundas Island for the ship.

Shortly after I had the pleasure of congratulating Commander Pullen on his arrival to seek these despatches. He was the bearer of much additional interesting matter relative to the "Investigator," a few of whose officers and men had safely reached the "North Star."

Fully aware of the anxiety, next to the fate of "Erebus" and "Terror," respecting the "Investigator," and the "North Star" having two medical officers as well as ample accommodation for the crew of the "Investigator," I directed Commander Pullen, on the arrival of the commander and crew, whom I trust Captain Kellett will forward without awaiting the chances of his own extrication, to proceed at once to England (waiting until the 1st September for invalids, &c., and further despatches), and report his arrival to their Lordships' Secretary.

I had felt so confident of getting to Beechey Island either in the ship or in one of the boats, to superintend the movement, that I had almost detained Commander Pullen for this easier mode of travel. But after the springs, on the 19th or 20th I shall give up all hope of catching him with the ship. Still, however, I trust that I may be so much nearer that I may communicate and send four men whose lives would be jeopardized by another winter.

Our detention over this ground, shifting position frequently, has enabled me to place Dundas and Baillie Hamilton Islands where they should be, as well as Cape Becher and Cape Majendie. But as far as geography or navigation is concerned, I am not inclined to suspect that any human beings will, from choice, attempt to revisit a portion of the earth's surface so utterly barren and void of interest in animal, vegetable, or mineral productions. The picture which Captain Kellett may draw of Melville Island would be a paradise to this.

Thus far I had written on the 17th of August, when, a lane opening to the northward, I immediately took advantage of it, and secured a fair berth to what I thought would insure a fair "lead," should the spring tides of the 18th set the ice in motion.

Our position was now becoming critical. I had only one safe alternative known to me, and that was the shelter of Sir Robert Inglis Bay. Failing in that I must, if the ice did not yield this season, winter in the pack, and make my mind up to the buffeting which befel the American vessels, or reach the inshore floe and hold on all we had gained.

Our present prospect of the season last year at this date left little hope of release to many minds here. I thought differently, and had made up my mind not to give up hope of escape until after the first week of October, perhaps later.

The selection of my berth was fortunate. Before midnight, the wind having chopped to the eastward and barometer falling rapidly, a gale was expected. The mercury fell to 29.37, lower than we have before experienced it, and blew a strong gale.

The entire ice was in rapid motion westerly, our water rapidly shoaling from 37 to 11 fathoms, and as the snow storms intermitted, discovered to us the close neighbourhood of the northern heights near Cape Majendie, into the bight of which the great floe, turning in azimuth, was wheeling us with unpleasant rapidity.

Our only chance was that the ice might carry us through the channel between Cape Beechey and Dundas Island, or that it might be arrested before reaching it.

Provisionally the latter suddenly occurred, the ship being then in *eight fathoms*, within half a mile of a low spit which had long interested me, as promising a refuge if water enough could be found behind it or up to it.

The greater danger now threatening us was, that the impetus of arresting the ice to leeward would bring upon us the weather floe, entailing inevitable destruction to both vessels, although our preparations for preserving the crew were probably complete. Another providential relief again occurred. The *weather ice* was arrested by a low point to *windward*; the ship became stationary, weather improved, permitting a boat to sound up to the low

point alluded to, where eleven fathoms were found; sail made on the vessels, and in a few minutes both vessels were within 100 yards of the low point, and secured to the land ice in eleven fathoms.

To this magnificent and secure harbour I have given the name of "Port Refuge." Here, if necessary, we could safely and satisfactorily winter, more securely even than in Northumberland Sound.

Our escape from our position of the 16th and 17th now appeared even as wonderful as our late delivery. Had the vessels remained there with the channel between Dundas and Baillie Hamilton Islands open, our fate would probably have been sealed—at least that of the *vessels*. All open water in that direction had been sealed up, and by a force which was irresistible.

Our detention here, although attended by great anxiety, was one to which we could cheerfully submit, even if compelled to winter. But my excursions along the coast about ten miles easterly revealed to me about *fifteen miles open water up to Point Hogarth*, and southerly from thence as far as the eye could reach. The water, however, in shore, when "leads" offered, did not admit of our passing.

Hope had, I believe, deserted most of our crew, and they had made up their minds fully to winter here.

Thus far had we dissipated the month of August. I felt as the bay ice now began to present a very formidable barrier to our escape, that with certain open patches which I had noticed, unless I made up my mind to winter so distant from Beechey Island, that a great effort must be made to take the *outer ice at once*. I instantly decided on active measures, cut and blasted out in four hours, and shortly after noon on the 31st August, after very laborious work, the "Pioneer" was towing the ship slowly through the lanes which occasionally offered *close along the land*.

We effected about 3 miles before 10 P.M. and hung on for the night for change of current or tide. It ran 15 *hours* to the westward, changing at 3 A.M. on the 1st September, when I ordered the ship to be made fast to the best "tug floe," and to be drifted with it until the ice again eased.

About 8 A.M. on the 1st the "Pioneer" again took us in tow; by noon I saw enough to satisfy me that I should be free for all canvas, and shortly after noon both vessels were again nearly untrammelled on their proper element under all sail.

Our prospects were indeed so flattering with a speed of seven knots, having cast off "Pioneer," that we were calculating on the moment of arrival at Beechey Island, just in time to save the "North Star" from departure with our despatches.

At 8 our hopes were cut short by the ice closing on C. Osborn, and at 9.30 we were secured in 17 fathoms about three miles off shore; but before "Pioneer" could reach our comfortable position, nearly a mile of ice filled in between us, depriving us of the advantage of her power should the water suddenly offer us escape.

This brings me to remark that the *UTMOST POWER* should in this service be *available* if required. The *diminished* power is *at command*, and the requisite consumption of fuel readily *adapted*; but I feel satisfied that on several occasions this ship would have made much more satisfactory progress on the *double consumption of fuel*, and eventually have saved considerably. Indeed it is the opinion, I believe, of all that the increased power would probably, at a saving of 20 tons, have placed both vessels at this moment securely at Beechey Island.

Our movements, until the "Pioneer" can effect a junction, must be reduced to the tardy operation of warping as leads offer.

On the 4th, I despatched one watch with a Lieutenant to aid "Pioneer," and with the other, warped a considerable distance towards Cape Osborn, until I reached a line of very heavy masses of grounded glacier ice, (probably detached from C. Osborn), in seven fathoms, and within which I had at first intended to seek security.

Whilst we were engaged in warping along them, elevated about 25 feet above water, the ice quarter-master, from the crow's nest, reported: "something like a coal bag made fast by a line to one of the in-shore blocks of ice, and an uniform cap near it." Our better glasses on deck soon detected the black mass to be one of Halkett's Indian rubber boats,

and Mr. Grove, mate, was immediately dispatched with the dingey, which was hauled over a narrow neck, to investigate the matter.

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Sir Edward Belcher, C.B.

The object proved to be one of Halkett's boats, the bellows of which, lying on the ice, was mistaken for a cap. A tin case containing a chart, a tin pot, part of a tin cylinder of Fortnum and Mason's glaze, lint, adhesive plaster, a box of salve, a hank of new log-line, evidences of a human being having sojourned there, and by the book of time azimuths, between the leaves of which were found two prayers, one in print, the other in the handwriting of Commander Pullen, the chart also being his "Arctic Admiralty Chart," no doubt remained as to whom the case referred. But further, no clue has been obtained along the coast line, or up to Cape Osborn, subsequently examined by Mr. Grove. The opinion to be formed I must leave to be decided by the officer who will be despatched with this to Beechey Island, so soon as the weather permits of such a measure with security.

Vestiges of the melancholy
fate of Lieut. Bellot, of the
French Navy.

The ship is now fast to heavy ice grounded in six fathoms, within 100 yards of the shore, safe I cannot say; indeed no vessel can be safe, bound to make her escape at all hazards this, or any ensuing year, from the difficulties which must be encountered in a length of coastline of nearly 100 miles.

At present, and so long as the ice holds together, both vessels are safe, and if an easterly gale should succeed that which has lately pressed us in from the west, it is probable that a much nearer advance may be effected towards Beechey Island. But as we advance from hence, dangers rather increase than diminish, and our only remedy, if it should offer, must be to seek an off-shore berth in the pack, and trust to its drift down Wellington Channel; for the *tides* have not, for some time past, been sufficiently active to afford any hope from their influence.

On the other hand, should winter seal us here, I feel well satisfied, provided no further disruption of the ice occurs, that we are again almost providentially cared for by the advantages we possess. Our preservation, freedom from sickness, accident, or other depressing cause, our general success up to this moment, are matters deeply impressed on the minds of all. We cannot but feel, even if disaster should now eventually befall our vessels, that we have much to feel grateful for; and that should the elements or the will of God place our vessels on the land at any moment, that the means of security for our lives at present, in this position, is within our reach.

If Commander Pullen, or any of his parties, should have moved northerly in the hope of falling in with me, and have passed, unnoticed, during our rapid progress down here, I have deposited ten days' provisions (in security, two iron-bound casks,) for eight men, for their relief on the shore abreast of us.

The tracings of our discoveries, and other documents, will be forwarded by this conveyance to Beechey Island, where I trust Captain Kellett will have reached before this. If the "North Star" should have quitted with the officers and crew of the "Investigator," and no vessel left, which I cannot well understand, the intent of my orders being, that he was not to quit unless relieved by the "Intrepid," then the despatches, &c. will be deposited in the house constructed there, and we must trust to relief next summer from England, should we still remain sealed here.

If I should be reduced to the necessity of wintering here, I shall remove all documents and valuable stores to Beechey Island in the spring, establishing at secure intervals convenient posts for deserting the ship should orders from their Lordships or necessity render such a deplorable termination of the voyage imperative.

As such a step can only be anticipated as a final measure, it must, of necessity, be deferred until all hope is at an end, and the next season leaves me no alternative. But before that period arrives, I feel satisfied that such information will have reached their Lordships as will prevent such a decisive step emanating from me. It is true that verbal communication left me without doubt as to the intentions of their Lordships, but I have *no decided "orders."* On the other hand, should accident have befallen Commander Pullen, I have enclosed duplicates or rather triplicates of the despatches entrusted to him, and of course "North Star" will still be

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found at Beechey Island; but I sincerely trust that no misfortune has occurred. The officer entrusted with this despatch (Lieutenant Osborn, for I cannot spare any officer from this ship) has been instructed to complete any information upon the above most exciting subject, and any further matter that may interest their Lordships and the country under the circumstances. Should the "Resolute" fail in reaching the depôt, or what I still more fear, should Captain Kellett have yielded to the wish of Commander M'Clure, in staying by his ship for another season, against every prospect of release, (and if anything could have been effected the last season alone could warrant hope of success,) then I fear that a most distressing difficulty will be added.

The severity of last winter, the extraordinary thickness of the ice which we have encountered this (in many instances 12 to 18 feet in thickness), leads me to imagine that the escape from Barrow's Strait will be very difficult. But upon all these matters the final report of Lieutenant Osborn will convey decisive grounds for action, should opportunity still remain for communicating with England by the arrival of the "Intrepid."

I have delayed the departure of Lieutenant Osborn, in order that he may be the bearer of the entire proceedings up to the latest moment which may be important—the tracings of the lines of search.

It is needless almost for me to add that the primary object of our expedition has proved unsuccessful. But I trust that the safety of the "Investigator's" crew, and I sincerely hope that the measures adopted by Captain Kellett may, if Captain Collinson did advance, add that also of the "Enterprize," may furnish proof that our mission has not been in vain.

I must apologize for the hurried state in which all my documents must appear, but I have simply the excuse to offer that I have laboured heavily to effect even the little that does appear, and that I cannot well load the sledge boat, the "Hamilton," with the weight of valuable documents which are on board, and cannot be copied in time.

Trusting that their Lordships will feel satisfied that we have as yet done our duty, and feeling well satisfied that I have those around me who will not be wanting when further need demands their exertions.

Three miles N.E. of Cape
Osborn, 500 yards from
shore, 6 fathoms.
10th September 1853.

I have, &c.

EDWARD BELCHER,
Captain commanding Arctic Squadron.

No. 2.

Sir EDWARD BELCHER, C.B., to Mr. HARWOOD, Chief, and Mr. WEBB, Second Engineer, H.M. Steam Tender "PIONEER."

IN transmitting to the Admiralty the magnetic documents, I shall have the pleasing duty of expressing to their Lordships the volunteer of yourself and Mr. Webb to share in the duties attendant on the observations connected with the magnetometers, and my own approbation of the complete devotion which you both evinced up to the latest moment.

Whatever weight others may attach to their travelling duties, I can assure you that I fully appreciate the duty which you have so well performed.

Given on board H.M.S. "Assistance," this 21st August 1853.

(Signed) EDWARD BELCHER, Captain.

No. 3.

Mr. G. H. RICHARDS to Sir EDWARD BELCHER, C.B.

H.M.S. "Assistance," Wellington Channel,
4th May 1854.

Sir,

I HAVE the honour to report to you my arrival here on yesterday the 3rd inst., with the sledges, "Sir Edward," "Success," and "Reward," and to lay before you an account of my proceedings since I have been detached from you, the 22nd February.

My letters from the "North Star" in March will have apprized you of the movements of the division up to that time and of its departure (seven sledges in all) on the 16th of that month.

Shortly after leaving Beechey Island we got among heavy pack, which entirely disabled the three sledges of the "North Star," and obliged Commander Pullen to return with them to his vessel for repairs, the remainder of the division moving on.

Our sledges were more or less damaged by the heavy ice on this and the following day; but we were enabled to make them good on the floe.

On the 21st of March, when 10 miles east of Cape Hotham, we fell in with a sledge belonging to H.M.S. "Resolute," under Mr. Court, acting master of "Investigator."

My letter to you by him, as well as that by Lieutenant Cheyne from Assistance Bay, will have put you in possession of the measures which I thought it necessary to adopt on learning the position of the "Resolute" and "Intrepid," (viz.) 28 miles S.W. of Cape Cockburn, with the crew of the "Investigator" on board. Lightening my own sledge at Cape Hotham of everything I could possibly spare, and reducing my provisions to 28 days, I determined to proceed with all dispatch to Captain Kellett. From the 22nd till the 29th of March we experienced a succession of gales from W.N.W., with very severe weather; and although no day elapsed that we did not travel, yet our progress was very slow and tedious, and my people suffered considerably from exposure. I consider, however, that travelling under the most unfavourable circumstances (where it is possible) to be less objectionable than lying in a tent with a temperature below 30 minus.

On the morning of the 29th we passed one mile south of Browne Island, and steered across M'Dougall Bay, the weather very thick.

On the 1st of April we found ourselves two miles westward of Moore Island, and on the following morning struck off for the "Resolute's" position.

We shortly got into a close and heavy pack through which we worked (occasionally getting on a smooth floe piece of small extent) until the 5th of April, when we saw the "Resolute" and "Intrepid," 8 or 10 miles distant.

On the 6th at noon I arrived on board the "Resolute," and delivered to Captain Kellett your despatches, as well as the mails from England by the "Phoenix."

On the 11th, Lieutenant Hamilton arrived with the dog sledge from the "Assistance;" and I received instructions from you for my further guidance.

On the morning of the 12th, I received orders from Captain Kellett to proceed on my return as soon as the weather (then blowing a gale from S.E.) should moderate.

On the 13th at 1 p.m. I left the "Resolute," Commander M'Clintock starting at the same time in the dog sledge. I soon lost sight of him, and steering a course direct for Cape Cockburn, avoided the heavy pack we had crossed on our outward route.

On the 15th at noon we arrived at Cape Cockburn, and steered easterly over the low land.

At Moore Island and Point Prayers I left records and instructions for passing sledges, and on the 23rd arrived at Assistance Bay, where I remained until midnight, examining and securing the depôt.

On the 24th I met Commander M'Clintock with the dog sledge returning to "Resolute." On the 25th, leaving my sledge to follow, I walked to Beechey Island, arriving on board the "North Star" at 9 p.m. My sledge and the "Success" arrived on the 26th, and Commander M'Clure, with the last of the "Investigator's" people, came in on the following day.

I found at the "North Star," the "Dauntless," "Reward," and "John Barrow" belonging to the "Assistance," they having arrived on the day previous from Assistance Bay.

The "Dauntless," Mr. Grove, and the "John Barrow," Mr. Pym, I despatched on the 26th with empty casks to secure the depôt on the point of that bay now completed to 2,170 rations, exclusive of those deposited by Captain Kellett, amounting to over 600. Lieutenant Cheyne I instructed to proceed to the "Resolute," with a sledge and crew from the "North Star," and they left in company.

The disposition of the sledge force is now as follows:—

“Sir Edward” }
“Success” } arrived on board “Assistance” on the 3rd of May.
“Reward” }

“Reliance,” Lieutenant May, arrived at Beechey Island on the 29th of April.
“Dauntless,” Mr. Grove, } en route to Assistance Bay and to return
“John Barrow,” Mr. Pym, } to “North Star.”
“Owen,” of “North Star,” Lieutenant Cheyne, left Beechey Island for
“Resolute” on 26th April.
“Steadfast,” of “North Star,” Mr. Shellabeer, left Beechey Island for
“Resolute” on 22nd April.
“Cardigan,” of “North Star,” Mr. Jenkins, left Beechey Island for
“Resolute” on 28th April.

A sledge with mixed crew from “North Star” and “Resolute,” Lieutenant Pim, left Beechey Island on 28th April to take station at Cape Hotham. There are thus three sledges on their way to the “Resolute.”

I have directed Lieutenant May, on the arrival of the “Dauntless” and “John Barrow,” which will be about the 6th inst., to proceed up the Wellington Channel in the execution of your orders, placing the tents on the way. Commander Pullen’s tent will be placed in the position directed before the 10th; and I have already established that of the “Success” a day’s march from this ship. I beg to enclose you a track chart of my journey, as well as a list of the temperatures, and shall lay before you at an early date copies of all orders which I have received from Capt. Kellett, and of those which I have issued to the officers of the division late under my command, as well as those connected with the service at Beechey Island.

I trust you will allow me to express my perfect satisfaction at the conduct of the officers and crews of the sledges while acting with me, and of my own particular party during their entire absence from the ship of 70 days. The casualties among the whole of our people, though exposed to intense cold and very severe weather, have been comparatively few and unimportant; and I feel much pleasure in bearing testimony to the great care exhibited by the officers in general to the comfort and safety of their people.

I have, &c.

G. H. RICHARDS, Commander,
Late commanding western division of Sledges.

No. 4.

SIR EDWARD BELCHER, C.B., Captain commanding Expedition, to
W. J. S. PULLEN, Commander, “North Star.”

Memo.

THE stores, clothing, &c., supplied to the “North Star” and other vessels under my orders having been estimated for the service on which they were employed, it is my most positive direction that no officer under my command interfere with or order the issue of any of the additional stores, or warm clothing, forwarded by H.M.S. “Phœnix” without my special sanction.

They are not supplied for the use of these vessels, but to meet the distress of those who may stand in much greater need.

Given under my hand on board H.M.S. “Assistance” this 11th day
of October 1853.

(Signed) EDWARD BELCHER,
Captain commanding Expedition.

No. 5.

SIR EDWARD BELCHER, C.B., commanding Arctic Squadron, to
Commander PULLEN, H.M.S. “North Star.”

HAVING already furnished you with a copy of my letter to Captain Kellett, you will be guided essentially by its spirit in carrying out these instructions.

2. The difference of climate between Northumberland Sound and Beechey Island last spring was so great that I was surprised at finding you had preceded my party at Cape Beecher on the 10th April (nearly one month). It will therefore be impossible for me to assign any date for your first effort in advancing your depôts across this channel. This duty, therefore, I must leave entirely to your judgment, premising that I do not see that any good can result to either party by undue exposure. Your men will have a long journey to accomplish in the spring, and they should be particularly exempted from any of the heavier labour of pushing over depôts. Captain Kellett has deposited 7 days for 90 men on the east point of Assistance Bay.

4. It becomes a matter of very serious consideration, if the "Intrepid" started with the crew of "Investigator," further increased by those Captain Kellett intended sending from his ship, reducing his complement to 38, where she may be, and what sustenance she can have for such numbers.

5. Bearing this in mind you will narrowly watch the ice in the channel on your return to the "North Star," and if you should deem it practicable by aid of a light boat to cross the channel and ascertain if any have reached the above depôt, you would of course conduct them to the "North Star." Such an event would of course be made known to me, and would call for much earlier movements than would under present uncertainty be at all warranted.

6. At Cape Hotham I find that Captain Kellett left a boat complete, and 2 casks of good bread. If any party should be advancing by land, or leave "Intrepid" to make their way to "North Star," they would undoubtedly seek this boat in order to secure their retreat, and I still think it probable that they may reach "North Star" by the period of your return.

7. Should your track lead you up to Cape Hotham, examine the condition of this boat, and report her requirements.

8. I now commence on the line of points which you will, at all events, *indicate* by flags to those following up your track. You are not to be delayed in *your* advance; but those following will be instructed to examine more intimately the localities so marked by you, and to select for their *caches* such positions as may serve double purposes, as position for "Resolute" or Tender as well as depôt. But to an observant traveller the features almost of the land he passes indicate with almost unerring precision what to other minds can only result from laborious inquiry. You will preserve as direct a course towards Cape Capel, on the western side of Macdougall Bay; as you conveniently can, making your resting places, if possible, serve the purpose at 3 *days' marches* for the depôts.

9. But your particular attention, or that to which I wish you to direct the officer following up your track, must be to some secure position where the "Resolute" or "Intrepid" may be conveniently placed as "Midway Depôt," between Melville and Beechey Island.

10. The chart appears to favour that in the vicinity of Cape Capel. On this doubtless Captain Kellett has already formed his own opinion, and he has with him Mr. Macdougall who originally, I believe, furnished the materials for the chart.

11. But I am not aware that either he or any other person took the precaution of testing *the bottom*, or if there was sufficient water and security combined for a vessel of the "Resolute's" draught.

12. The officers entrusted with this duty must be provided with hand leads and sounding lines, and also a light gouge, such as we are in the habit of using for blasting, to enable them to bore the ice. Particular flags should be established to denote the examined and eligible spots in contradistinction to those for mere provision depôts. The loss of one hour we *painfully know* may prove total failure in the extrication of a ship for that year, or under the same principle securing for her safe winter quarters *without a crew*.* In order to obviate any excuses amongst the subordinates of want of paper, materials for writing, &c., you will cause your clerk, if you have not time to print, to rule out a certain formula, which is to be duly filled up and carefully covered with other paper before insertion in the cylinder.

Proceedings of
Sir Edward Belcher, C.B.

General remarks.
Temperature.

Time of starting left to judgment of Commander Pullen.

Where is "Intrepid?"

Examine, if possible, depôt at Assistance Bay.

Boat at Cape Hotham.

Line from Cape Hotham to Cape Capel.

Selection of position for "Midway Depôt."

Cape Capel examine narrowly.

Must be satisfactorily sounded.

Leads, lines, gouges, flags, &c.

Paper for notices and tin cylinders.

Proceedings of
Sir Edward Belcher, C.B.

Provision for depôt in casks.

Bread to be previously re-
baked; no dust and full
weight.

Bacon, half. Pork, half.

Fat for fuel taken on charge.

Master of "North Star" to
have a copy of these instruc-
tions for his guidance.

Tents.

Sledges for invalids.

Signals.

To forward parties as they
arrive, and not wait for those
following.

Officer appointed to reside and
command at Cape Hotham.

It will be well to lash the cylinder to the staff. The flag may be torn down by bears, but I have never failed to recover the cylinder. If the precaution be taken of carrying a small supply of tarred duck to place round the joint of the top the bears will not taste it. They even dislike tarred yarns.

14. All provisions intended for depôt should be stowed in small casks, and they should have their heads taken out this autumn, be well charred within, and immediately before packing.

15. Bread should be baked two days before it is packed, and as this is of the *utmost value* to the hungry traveller, I must impress upon you that the weight should be of *dry bread*, and whole, not dust, rather in excess than short.

The grumble of a disappointed stomach is grievous to witness. The bacon is too fat to be used alone. Boil half the quantity of lean pork, and add it to the half proportion of bacon; the fat of both reduced by boiling must be accounted for by the clerk in charge as fuel for travelling.

17. These instructions must be fully impressed on the officer left by you in command, and will be rigidly carried out, either by Commander Richards or myself, when we reach "North Star." You have therefore *principally* to look to the immediate preparation of your own sledge and that of the officers who may have to accompany you up to Cape Capel or Cape Cockburn, as you may deem requisite.

18. The duration of your absence will guide me materially in my arrangements. But it is not at all improbable that *fixed tents* may be established for invalids, and thus relieve the sledges of their weight.

19. Sledges for invalids may also, if other duties permit, be expressly prepared, and left at the nearest depôts to Cape Capel.

20. Established signals may be made during the early part of the spring, when darkness will lend its aid. But no distant signal at a greater distance than seven miles is available by day.

21. The events of the last season, and the experience of Ross and Austin point out how very uncertain the movements of the ice are in the mouth of Wellington Channel.

You will therefore consider it as the prominent feature in all your operations that *no uncertainty shall exist*.

22. That you forward immediately every party that reaches, or pass them on, with the charge "to lose no time in gaining Cape Hotham."

23. There it will be my duty to place some reliable officer to superintend the crossing of the Wellington Channel, and you will not fail to bear in mind that when it may be closed below our present position, that it may to a comparatively late period be safely crossed and relief obtained by a slightly prolonged journey to the "Assistance." As this will not probably occur before June, I think that we shall be prepared before that period.

24. Captain Kellett's letter mentions early in April as his time for reaching Cape Cockburn; but if you should gain no direct tidings of him, and further, if the intelligence which you do receive does not appear to you such as will satisfy the importance of the mission entrusted to you, you will, if duly provisioned, push on to Melville Island and deliver my despatch to Captain Kellett, returning with all possible dispatch with the fullest information.

25. I have endeavoured to be very precise on every matter which might seem to call for decision.

26. I must leave the remainder to your intelligence and zeal, and now commit you to the care of that overruling Providence to whom submission is due.

Given under my hand on board H.M.S. "Assistance," off Cape Osborn,
this 16th day of October 1853.

(Signed) EDWARD BELCHER,
Captain commanding Expedition.

SIR EDWARD BELCHER'S PROCEEDINGS to March 1854, off Cape Osborn.

H.M.S. "Assistance," 10 miles N.N.E. of Cape Osborn,

Sir,

Latitude 75° 32', January 1854.

My last communication of the 10th September was despatched to and reached H.M.S. "North Star," and on the 22nd I received their Lordships' communication (printed) of the 11th May 1853, together with copies of orders to the respective officers in command of vessels connected with the Arctic search, &c. Subjects.

At that period, from the frequency of open water, I had not given up the hope of wintering in Union Bay, on the north side of Beechey Island; but the extraordinary stoppage of Lancaster Sound and Barrow Strait, as reported by Commander Pullen, completely frustrated my intention of moving from this very exposed position.

Commander Osborn having produced to me two letters addressed to him from the Secretary of the Admiralty, informing him of his promotion, I have given him the customary order to do duty as additional commander of this ship, as I perceive his name so inserted in the Official Navy List, a step which I trust is in accordance with the intention of their Lordships. Commander Osborn.

These matters disposed of, I trust that I shall further meet their Lordships' wishes by the continuance of my general proceedings since my last.

The accounts of the ice below rendered any movement from hence impossible until a huge floe of 12 feet in average thickness, and nearly half a mile in breadth, was by its release suffered to move off. The winter was fast setting in, we were all firmly frozen in 9-inch ice, and I had commenced my new scheme of fitting, hereafter explained, for the more certain comfort of my crew, as well as that more essential condition, health. But until winter had undoubtedly sealed us I could not consent to the final covering I contemplated.

Repose until the end of September had nearly lulled us into security. The second master of the "North Star" (Mr. Krabbé) had arrived with parcels left behind, and intimation that Commander Pullen would shortly come for final orders. Mr. Ricards, assistant surgeon, returned with him to fill the vacancy of Mr. M'Cormick; Mr. Cheyne for tidal duty at Beechey Island, and our return sledge would bring back Mr. Jones, assistant surgeon, to his proper ship.

Scarcely had these parties started, than a gale from S.E. off shore commenced. The water between Union Bay and this position was reported partially open by Mr. Krabbé, but all sealed beyond. Gale.

On the 10th October I experienced unusual restlessness at the non-appearance of our return sledge, or of Commander Pullen. I felt more anxious about the ice, and from the hill behind us noticed the peculiar dark streak of water or a wide fissure. The ice quarter-master, however, termed it from the crow's nest "Fog."

At 10:30 P.M., the wind having freshened from N.E., and it being right aft for the "Pioneer" whose jib boom pointed between our fore and mainmasts, I left orders "to call me if the ice parted at the bows, and take care that the 'Pioneer' did not run into us." Little did I dream that the reality was at hand. Indeed, hardly had I got into bed when the officer of the watch reported, "The ice broken off within a few yards of the bow and the lane opening rapidly."

The hands were turned up, cables bent after very severe labour; for the present use provisions had been crammed into the bows, and hawsers coiled above them on a platform, which much impeded work.

By 2 A.M. the men were allowed to rest. Anchors in ice work are seldom thought of, and after being so firmly frozen in the cables had been unbent as dangerous to handle.

The morning brought a severe snow storm from S.E. Every heavy article, guns, stores, &c., were struck below to give her stability, the lower yards and topmasts struck as low as possible, hatches battened down, and saws and axes ready for cutting away the masts. Snow storm.

Their Lordships may possibly think that all these precautions were needless. But no officer or man in the ship (myself possibly excepted) believed she would stand up. I expected to see her on her beam ends, but to "right" again. As our preparations proceeded the weather became worse. Masses of ice were drifting past us, and if we broke out even then the anchor was useless until the surrounding ice allowed it to reach the bottom. To let it go on a floating piece of ice was useless; there it would be suspended and drift with the ship.

It was my first intention to furl the awnings; this would have doubled the danger, and given the wind full power under the boats and every rough surface. They were at present all under one smooth inclined surface, on which the pressure would be negatived by her "customary heel under royals."

About 4 P.M. the ice began to yield, separate into pieces, and the heavy grounded berg pieces to which our stern posts were well secured floated off. Even the beach line was denuded. The ship gained great way before the ice cleared the bow, when the anchor was let go. The careen of bringing up frightened some few who attempted various foolish acts, one of which was to loosen the weather curtain. This fortunately I succeeded in stopping and had it secured. The lurch had been very heavy, and the water to leeward wet the decks. Still she was safe if the anchor held, and therefore I gave her the whole cable in 19 fathoms. She fortunately rode out, but kept "a heavy list to starboard." Fortunately the wind continued more off shore, and prevented many heavy masses of ice from striking us, or parting our cables.

It moderated on the morning of the 13th, and before noon on that day we had regained our position within a berg piece aground in four fathoms, and which had remained firm.

The question now resolved itself in my mind into risk of losing anchors, or risk of greater damage to ship. I therefore moored with reference to the release next summer (should she be saved).

But as the sea was now clear, and our return sledges would inform me of any better position, I determined on having "Pioneer" in readiness; in addition to which I wished to know (from conflicting reports) what I could trust to. It affords me great satisfaction to state that from being unpacked for the winter, the chief engineer reported his machinery together in 16 hours, exactly the time he had computed. It required some further delay of getting up steam, and clearing bottom valves of ice before she was ready for service.

Commander Pullen.

At this moment Commander Pullen was noticed walking along the coast with one man, and as we had now open water a boat was sent for him, and another beyond Cape Osborn to bring up his sledge crew, where he had left them. But his report precluded any better shelter between this and Union Bay now completely blocked by very heavy "pack ice."

I determined therefore for one prominent reason to remain here, that was, "That nowhere between this and Union Bay did the land offer such convenience to a wrecked crew." Here the bottom was soft tenacious clay, but below a most unpromising rocky outline, unless by chance I got into some of the bays, of the depth or nature of the bottom of which no one had the slightest knowledge, and the land, if driven on shore, very unpropitious.

Nature indeed, if a westerly gale did not put us well upon the beach, seemed to say "stay here." I therefore veered in to our own draught, having before me the advantage of being well set in the ground end on, which my cables secured, to the possibility of being caught by the broadside, and turned over, or "piled" beyond release.

To the outer large berg I trusted for my main barrier. It would collect all the worst. Commander Pullen had a very narrow escape by being on the floe without a boat. His tent was blown down, and they suffered much from the snow storm which prevented its being secured.

Having fully discussed with Commander Pullen the various matters touching the western division, from which I have no communication, and given him in writing all the necessary orders for his guidance in the spring, and

in the event of not being there myself, or of despatching Commander Richards; and further, such instructions for Captain Kellett as the late orders and circumstances which occurred to my mind as likely to prevail may render expedient; he took leave of me on the 17th, and on the 20th Mr. Grove returned, having met him half way, thus for the season releasing me from further anxiety, excepting for our western division.

Copies of orders will accompany this.

On this 20th day of October we were as much perplexed as to the motions of Nature as we were on the 20th September. The ice had formed around us in a smooth clean sheet to the shore, of a thickness of 9 inches. But a "run of the ice" is at work along the coast; the roar, as of a surf, is heard of the ice buckling up slab over slab, raising an artificial barrier. To seaward the pack is pressing in, twisting, tumbling, piling, and overlying in chaotic confusion. Where it will end God only knows. The ship is far from safe. A saw cut of the width of the ship (free) was sawed with a slight curve to coax her off the near berg pieces, aground, and we anxiously awaited Nature's orders as the piling ice advanced to and pressed her bow. Cable was given, and she took her direction, with beautiful precision, forcing beneath the floe the entire mass, thus cut and detached, until she had imbedded her sternpost, as I imagine, about 15 inches in mud. Then the cables were stoppered. Nature seemed to coincide with us; enough had been done. The piled ice ceased just at our bows. Environing us by a great arc of 1000 fathoms radius, a complete rampart was thrown up of accumulated ice, resting probably on the ground; within this the "Assistance" and "Pioneer" were gently pressed into yielding unctuous clay, from which, if Nature pleases, they can easily be removed in summer by Nature's own "camels,"—the floe. If I be presumptuous, may God forgive me! But after this visitation with an off shore wind, what could we expect from a N.W. gale with the entire weight of the collected pack at least 50 miles to the N.W.? Would 9-inch ice resist?

Run of the ice.

I landed to look for refuge. To explain my feelings does not come within the scope of official correspondence. But before me lay the beautifully terraced slope rising by ten plateaus to 100 or more feet, not a stone exceeding one pound.

Before me Providence had done all. Slabs of ice of any dimensional surface, and of nine inches thickness, offered the building materials. The order issued—and with the crew I have the honour to command, the wish is nearly completion—spades, carpenter, boatswain—an 80 feet by 20 house is lined out, moulds for the building slabs prepared, saws at work, and before sunset the foundation of that, and an observatory as a flanking bastion, were well in progress, 18 inches being the thickness of the walls. Tents were erected, provisions, &c. landed, and on the 9th November, the anniversary of the birth of the heir apparent, under the British union the health of Her Majesty, "God bless her!" then of the Prince and Royal Family, were drunk with accustomed honours; and the Crystal Palace, named "Albert house of Victoria town," was habitable, and a very comfortable asylum in case of distress.

I should not have vacated until the spring, perfectly assured that aided by coals and the wrecks, we should have been much more comfortable than crammed together on board the "North Star," where several of our invalids could not possibly reach. Here our visitations ceased, and we have not been troubled by any westerly gale throughout the late year. The ice, now four feet three inches, is sufficiently strong (possibly) to withstand any common pressure, yet we have witnessed how fragile that of seven or eight feet is.

The result of the new arrangement is as follows:—

Housing and internal fittings.

Last year, the temperature of the upper-deck throughout, external and internal temperature the same.

Lower-deck.—Constant heavy moisture. Men complained of wet hammocks, coughs, colds, &c.

This day, the external air — 54
the deck — 22.5

January 20th.

Condensor, upper deck, main hatchway + 32

Lower-deck, main-mast + 49

Proceedings of
Sir Edward Belcher, C.B.

Derived from wrecks.

Died, George Harris. A.B.

Beams where the crew live dry, decks dry and very comfortable. Bows given up to artificers. Moist condensation just outside gun-room and main-mast.

The materials for executing this service are totally insufficient; had they been available, a surprising improvement must have resulted.

But had the vessels been so fitted in England, and so sailed, the exposure on an even keel above the gunwale would have been 36 yards of surface. Secondary fittings easily stowed within.

On the 10th January, George Harris, A.B., doing duty in the "Pioneer," died from scorbutic affection, having been 198 days on the sick list. This man, from my own observation, seemed determined to resist recovery, and was a most troublesome patient as regarded constant attention from the medical attendant.

After repeated conversations with my able friend Commander Richards, he being also an old shipmate with Captain Kellett in the "Starling" under my command, I determined on sending him forward to the "North Star" with six sledges from this, to be reinforced by two more from that vessel. They were ordered for service on the 13th February, and two under his orders started on the 22d, at the rise of temperature.

Two more with Lieutenant May advanced on the 28th, and the remaining pair under Mr. Grove will move at the next propitious moment.

As the situation of this ship is far from safe, I have packed all documents, collected the private journals, &c., and transmitted them for safety to Beechey Island. Our persons, therefore, as well as the instruments, chronometers, &c., must remain to the last moment, or until their Lordships decide upon further movement.

By the instructions furnished to Captain Kellett, as well as to Commander Richards, their Lordships will be fully apprized of the definitive orders which appear to me requisite for the movement of the western division. Of two things we cannot be secure, the safety of the ships and crews. Of the latter, singly, if it has pleased Providence to spare them, we have the utmost confidence; they can as easily reach the "North Star" as our party sent there to convey my decision.

I shall endeavour, if my health permits, to repair to the "North Star," and there conduct in person the necessary arrangements for the assemblage of so many persons, as well as to be in readiness to act instantly and vigorously, on any further commands which their Lordships may send in July next, despatching at once to England one vessel at least with those who are no longer effective here.

It is not impossible, should my health permit, that before that period I may be found by the relief vessels near Cape Warrender, where I have some idea that the Esquimaux will repair this season, and may have other papers to sell than those taken from our own cairns.

Although I fear that the crews of the vessels under my orders are not, after the travel of two seasons, fit to encounter a third winter, still, if volunteers should come forward from the relief vessels, I should man one of the tenders, and give her instructions to winter at Pond's Bay or Remesok (Clyde), and endeavour to determine from the natives whether any white men in boats wintered on their coast. The information derived from Commander Inglefield will, I trust, clearly indicate to their Lordships my belief that from the natives alone can we hope for any ultimate tidings of the fate of our missing countrymen.

Died Isaac Barnett, capt.
m. top

On the 28th January Isaac Barnett, captain of the maintop, who was sent back from travelling in May last from the north-east division with swelled ankle joint, departed this life suddenly. Being of a scrofulous tendency disease of the bones of the foot ensued, and he became a cot patient. He remained cheerful, but inaction, confinement, want of light, &c., brought on scurvy, effusion on the chest, and thus terminated the third life in this division.

At the commencement of the winter I had the "Pioneer," being lofty and susceptible of greater temperature if required, fitted as the hospital. The sick, therefore, were not incommoded by noise of carpenters, and were attended by Dr. Lyall and Mr. Jones, assistant surgeon. Every comfort,

increased rations, &c., have been issued, but a generally impaired digestion amongst a small portion of the crew calls for very minute attention.

The most important article in their diet, and which *far exceeds* all the other vegetables, is the desiccated cabbage supplied by Masson (French). In private consumption his spinach, beans, pease, asparagus, &c., even surpass the former. His dried apples also are superior to the Normandy pippin, which, in our cases, are deficient in acidity.

Thus far I have carried up my proceedings in the event of my being unable to reach Beechey Island. But I trust from thence to send a more favourable continuation of the general proceedings of the entire squadron.

I have, &c.

EDWARD BELCHER,

Dated 10th March 1854.

Captain commanding the Arctic Squadron.

No. 7.

Sir EDWARD BELCHER, C.B., Captain commanding Arctic Searching Squadron, to the SECRETARY OF THE ADMIRALTY.

Sir,

H.M.S. "Assistance," 10th March 1854.

HEREWITH I inclose the following numbers for the elucidation of my last No. 1:—

- No. 1, Orders to Commander Richards, 15th February 1854.
- 2, Orders to Commander Pullen, 15th February 1854.
- 3, Orders to Commander Pullen, 15th February 1854.
- 4, Orders to Commander Pullen, 15th February 1854.
- 5, Orders to Lieutenant Cheyne, 15th February 1854.
- 6, Orders to Lieutenant May, 15th February 1854, sent by Commander Richards on 22d February.
7. (1st part.) Orders to Commander Pullen, &c., &c.
7. (2d part.) Notices, &c.
10. Extension of cachettes, and advance of Search from the "Assistance" Division, 1854.
- Copies of other Orders ordered to be forwarded by Commander Pullen from Beechey Sound.
11. Copy of confidential Letter to Captain Kellett.

I have, &c.

EDWARD BELCHER, Commander.

No. 1.—ORDERS to Commander RICHARDS, 15th February 1854.

By Captain Sir Edward Belcher, C.B., commanding the Arctic Searching Squadron, &c. &c.

1. HAVING selected you for the very important command of the division connected with the western search from Beechey Island, &c. You will repair forthwith to the "North Star," where Commander Pullen has been instructed to afford you, not only every possible assistance in your equipment, but also to accompany you and to receive from you his ultimate instructions as in the inclosed packet directed to him.

2. You will demand in writing all stores which you may require from his vessel; and he is required to man three sledges (commanded by himself, Lieutenant Cheyne, and his mate or second master, or as may to you appear most advisable.

3. To Lieutenant Cheyne independent of my special instructions to him, you will give the command at Cape Hotham, or as circumstances may arise either to him or Lieutenant May.

The post is important, and without any regard to seniority (or rank) it must be maintained by the most efficient you can select before you finally quit Cape Hotham on your return.

4. The sledge force from this ship will include six, with three from the "North Star," amounting in all to 87 men, with 4,030 rations, the distribution of which is set forth in the accompanying tables.

5. The period of starting from the "North Star" must be governed by circumstances connected with temperature. Men who have to undergo the extended travel to which your crews will be subject must not be exposed to frost-bites. And I cannot perceive how they can safely take the floe before the termination of the 10 first days of March.

6. It is a puzzling question to arrive at any precise period of parallel temperature. The guess of last year, although exact in every essential point, does not appear to conform this season to the general deduction resulting from the reports of my predecessors.

1 commander,	10 men	-	11
1 ditto,	8 "	-	8
1 second master,	10 "	-	11
<hr/>			

Lieut. Cheyne.	30
C. Hotham.	

9 sledges	- - -	87 men.
Rations	- - -	4030

Proceedings of
Sir Edward Belcher, C.B.

Assistance Bay
630 rations.

Nevertheless, I will advise you to quit on the first decided rise of temperature after the 10th of March, and to nurse your crews from that date until the 23rd, after which I consider absolute winter at an end, and spring suddenly to commence.

7. Your first position will be the east point of Assistance Bay, where Captain Kellett deposited 630 rations, less probably by 130 taken by the sledge crew which passed to the "North Star." 500 therefore may remain to be examined by the relief parties following your traces.

8. Having reached this position you will at once be able to discover whether the "Intrepid" has been in the neighbourhood, or left any record of her movements, or those of "Resolute."

9. If any traces be there found, of course it will interfere in some measure with your westerly journey, unless the "Intrepid" alone has progressed.

10. If the "Intrepid" has left records of her easterly advance, then the orders to Commander Pullen, Lieutenants May and Cheyne must be vigorously carried out.

11. Your precise duty is, to find Captain Kellett; to deliver to him the accompanying instructions, furnish him with every information he may require, and return to me with all possible despatch.

12. During your journey to the "Resolute," you will *decide* on the most appropriate positions for depôts.

At present the islands appear to furnish the most direct lines. But you must take into consideration that as spring advances they may become surrounded by water and access barred. It will therefore be incumbent on you to fix upon decided points where the crew of "Investigator" or Captain Kellett may be *certain* of finding supplies, without disturbing those especially set aside for the relief of our distressed countrymen.

13. Captain Kellett's second *cache* appears to be "about three miles west of Alison's Inlet: and at present probably consisting of 1,000 rations. However, it is probable that Captain Kellett, being detained near this spot, landed the provisions. You will examine the spot, and if necessary, after releasing Lieutenant May at C. Cockburn, desire him to leave instructions for its removal to Cape Cockburn.

14. All the depôts for the return parties should be on the main land so as not to involve any water risk.

15. Captain Kellett will of course make good the depôts for any who may follow up his traces up to Cape Cockburn. To that point I shall direct our main supplies to be pushed.

16. On your outward route it will very much conduce to the comfort of the travellers, as well as to their speed, if you designate four distinct points between Cape Cockburn and Assistance Bay as *caches*, (for you must consider them to be laden with documents, instruments, &c.) Say C. Cockburn, Frazer Point, Cape Rosse, and the eastern point of Assistance Bay. These will *insure* safe in-shore travelling, even if the water makes.

17. On reaching Cape Cockburn on your return, you will give such directions to any officers commanding sledges as may appear to you likely to aid the advance of the weak or invalids either of "Investigator" or "Resolute." If it be possible, I think that one large sledge with provisions up to Byam Martin Island might be very grateful to the retreating crews. But these remarks apply more directly to the sick and feeble, particularly to the crew of the "Investigator." They must form the first division.

18. The second will, of necessity, have to remain until the final necessary duties have been completed, and as they will advance, forming *caches* up to Byam Martin Island, you will assure them of all necessary supplies from C. Cockburn, easterly.

19. I now arrive at a more difficult question. That is the probability of finding, before you reach Cape Cockburn, information of the movement of Captain Kellett last season, and of the unaccountable non-appearance of "Intrepid."

20. My general measures have been adopted to meet this peculiar matter. Commander Pullen is instructed to cross the channel to Cape Bunny, and to move on to Port Leopold.

21. You will then have to select such a route as will deviate completely from that pursued by him, taking probably that intended for Lieutenant May, and you will give him one over a deviating line, but ensuring the visit of two or more officers to Cape Bunny, where I intend to establish the southern turning post, and divert any travellers from Captain Collinson to Beechey Island, instead of the misery they must inevitably encounter at Port Leopold.

22. In this latter part of your instructions you will have to bear in mind that you are seeking persons in all probability in want of sustenance, and therefore no question of expeditious travelling must be suffered to interfere with the full load of provision which may be available; and you must also bear in mind my object of placing on Cape Bunny, on the eastern side of Peel's Straits, a large *cache*, in the event of Captain Collinson coming up that channel, or calling at Cape Walker, on a northern march.

1000 rations: near Alison's
Inlet.

Cape Cockburn. }
Point Frazer. } Depôts.
Cape Rosse. }
Assistance Bay. }

Especial sealed notices will be supplied for that branch of the searching division.

23. By the accompanying table you will understand my final arrangements, by which the entire southern lines will be traversed by Commander Pullen, Lieutenant May, and possibly by Lieutenant Cheyne.

24. Your provisions have been increased in bread and meat, under the conviction that on this second season men should eat all that appetite can render salubrious. Indeed it must be excited by herbs and other adjuncts supplied. I cannot therefore urge more than the preservation of all which is not consumed.

25. This does not apply to spirits; my own experience satisfies me that the men are enervated even by their present allowance, and immediately after it is drunk are not fit for undue exertion. It is possible that it may not injure them before sleeping; but its entire loss would not grieve me.

26. I now arrive at a subject which I would wish to avoid; but the duty I have to perform renders it imperative. I have to report "instanter" my proceedings:

Under my former orders, unfortunately those of my predecessor, I enjoined "journals within a reasonable period after return." In some few cases these were sent in. But that order, or rather request (for it has not been responded to as an order) I shall supersede. The custom of the service requires "copy of log, track chart, and report of proceedings." This will enable me to execute my duty, and I decline receiving any further "journals," for which I shall have full reasons to give to my superiors should they require them.

27. You will therefore, on your return, furnish me within 48 working hours with your report of proceedings, track chart, or the one you made use of, and explain verbally any matters I may not then ask for in writing; but your journal of proceedings you will prepare for their Lordships. With matters concocted on board I have nothing to do; it belongs to your private journal. The idea of waiting three months for a report of proceedings is too absurd, unless where daily verbal explanation has put me "*au courant*" with all that I required.

28. You are furnished with copies of my former orders to Captain Kellett as well to Commander Pullen, by which you will be guided, when not me, by these instructions. You have also my final instructions of this date to Captain Kellett. These cannot be sealed at present, as they must in some degree guide you, but you will consider them as confidentially open to you and seal them before you deliver them to Captain Kellett.

29. My general orders respecting notices and cairns you will carry out, and without reasons to be explained, those relating to the commands of sledges will of course be observed.

30. You will in the full spirit of the instructions draw up, during your detention at the "North Star," such further hints for the officer left in command as may prevent any possible mis-conception of the duties intended. I will further send especial orders by the next division as to the second journies of the sledges to Assistance Bay.

31. Every possible facility has been afforded to you for the most perfect equipment of the sledges placed under your direction; and having full confidence in you, and that your energy will be fully adequate to the arduous service entrusted to your command, I now commend you and your gallant companions to the care of the great Disposer of events, praying earnestly that your return in safety may be attended with the welcome intelligence of the well-being of Captain Kellett's division.

Given under my hand on board H.M.S. "Assistance," this 15th day of February 1854, in the Wellington Channel.

EDWARD BELCHER, Captain, &c. &c.

Commander Richards, H.M.S. "Assistance."

No. 2.—ORDERS to Commander PULLEN, 14th February 1854.

By Captain Sir Edward Belcher, C.B., commanding the Arctic Searching Squadron.

LOOKING to the possibility of Captain Collinson's advance by some of the eastern channels, and that he may seek Port Leopold, by Cape Bunny, Cape Rennell, I have deemed it necessary to entrust you with the duty of making the double examination for any traces of our own squadron, and of placing proper notices at all the leading stations in connexion with Port Leopold, which may afford timely notice to any travelling parties, and divert them from seeking Port Leopold.

Towards Cape Cockburn you will accompany Commander Richards in the advance, as far as Assistance Bay, in the chart. Before you reach that position, you will have obtained some clue as to the proceedings of the western division.

At all events, your line thence to the south point of Griffith's Island (30 miles) will cut a traverse which will be satisfactory, if it should happen that the "Intrepid" tender took a southerly course.

At Cape Bunny it is possible that Captain Collinson might have touched last season, and may now be, with expectation damped, at Port Leopold. Our means, unfortunately, were not adequate to this examination, a question however not overlooked by me, and to which Captain Kellett's letter to you pointed. But the arrival of Mr. Kennedy in the autumn of 1852 released me of the anxiety for that year.

But search must be made this season, the last which may possibly be within my province. It must be well and truly done, but at the same time not with any degree of rashness or undue exposure of the men under my command.

At Cape Bunny some trace must be apparent of any visit. This becomes the turning post of that channel, and there you will cause your heavy sledge to leave supplies to sustain the traveller across to Assistance Bay.

You will deposit my sealed papers there, and erect a conspicuous cairn, with every information you may collect for the officer who succeeds. But all letters or notes for me must be directed on service, and sealed. I do not consider the best interests of this expedition advanced by discussion of correspondence between the seniors commanding.

From Cape Bunny you will advance to Cape Rennell (31 miles), and there, undoubtedly, if the party missed Cape Bunny, some decided mark would be left; still no *doubt* must *exist*, no loophole be left for cavil hereafter.

If the state of the ice admits you will visit Port Leopold, leave behind one of the sealed papers, and return to Cape Rennell, unless it should be your conviction that you could more easily reach the "North Star," a distance of 40 miles.

The entire distance to be travelled amounts to about 228 miles less than your journey last year to Cape Beecher, at a much earlier date. Taking the low average of six miles *per diem*, this will occupy thirty-eight days; so that I may expect your important report on the 17th or 18th of April, long before we can anticipate any movement of the ice.

If Commander Richards should fall in with any traces of "Intrepid," either at Assistance Bay, or beyond, you will be guided by communication with him as to making a direct course by the south end of Griffith's Island to Cape Bunny from Assistance Bay, or from Browne's Island to Griffith Island and Cape Rennell.

But should Commander Richards thus lead you to avoid Cape Bunny, a most important point, I can only concede it to the certainty of *two officers* in succession visiting and forming an *adequate depôt* on Cape Bunny.

Upon the subject of journals I must impress upon you the necessity of rendering to me, within forty-eight hours after your return, an official account of your proceedings, and as I am pretty well conversant with the materials of "notes taken on the spot," those covering thirty-eight days cannot, by anything interesting to me, occupy more than eighty hours, just half the time required for 300 heavy pages. Your private journal (for the information of their Lordships) you can embellish on your return. What I require is merely the materials afforded in a despatch—"the information from an intelligent officer." This, with some chiefs, is gathered instanter *vivâ voce* (in warmer climates). You will find me at the "North Star" before your return, where I shall probably await the arrival of the vessel from England, and direct the main proceedings.

Before quitting the "North Star," you will concert with Commander Richards very definite instructions for the officer left in command, and see that he fully comprehends his position.

You will instruct your "clerk in charge," to draw out definite papers for victualling and depôt, (separately) so that the packed depôts shall not be molested.

You will leave for my information and use, sealed up, all originals, as well as copies of documents entrusted by me *confidentially to you*, for transmission to England.

And commending you now to the care of an all-wise Providence, I shall earnestly pray for your success, as well as safe return, with those associated with you.

Given under my hand, on board Her Majesty's Ship "Assistance," Wellington Channel, this 15th day of February 1854.

EDWARD BELCHER, Captain.

No. 3.—ORDERS to Commander PULLEN, 14th February 1854.

By Captain Sir Edward Belcher, C.B., commanding the Arctic Searching Squadron.

HAVING directed Commander Richards to repair to the "North Star," and there victual and commence his journey to the westward.

It is my direction that you comply with the demands of Commander Richards so far as the articles on board, or in charge of the "North Star," can be available for the service. But this does not apply to any of the recent supply of extra clothing, and other supplies brought out by the "Phoenix" (and which do not pertain to the ships or tenders); they are to be kept for my special order, and in *no manner* to be *interfered with*.

You will provide three sledges (two of eleven and one of eight persons) for service, whenever Commander Richards may deem fit.

The first will be commanded by yourself on the service set forth in my instructions; the second by Lieutenant Cheyne; the third by your mate or second master, as may be arranged by Commander Richards. The entire division will be under the direction of Commander Richards, until he separates near Griffith Island.

Your especial route is set forth in the annexed orders, which may probably be completed much within the tardy pace which I have allotted, viz., six miles *per diem*.

You will furnish Commander Richards with your most complete team of dogs, to enable him to pursue in the small sledge his most arduous journey.

I enclose a distinct order for the master to take charge during your absence, and you will instruct him in the forms which he will be required to observe during these sledge operations.

Given under my hand, on board H.M.S. "Assistance," this 15th day of February 1854.

To Commander Pullen,
H.M.Ship "North Star," Beechey Island.

EDWARD BELCHER, Captain.

No. 4.—ORDERS to Commander PULLEN, 15th February 1854.

General Orders to Sledges; for Officer at "North Star."

1. On the return of the "Reward," Mr. Pym will be revictualled, and is hereby required to return with all despatch to the ship.

2. The "Dauntless," Mr. Grove, mate, forty-eight hours repose, to be completed with 550 rations; twelve days deducted for crew (loose), the remainder in packages for depôt (bread in casks); to return to Cape Assistance; carefully stow depôt; return to "North Star," and on to ship; dates back; expected at ship on 24th April.

5 April or earlier.
2 days' rest.
6 forward.
5 back.
—
18 April.

3. The "Success," Mr. Herbert, mate; on return to be allowed forty-eight hours' repose; revictualled similar to "Dauntless;" to perform similar duty, returning to ship on the 3d. May. Return to "North Star," 15th April, + 2 + 6 + 5 + 5 = 3 May.

4. The "Lady Franklin," Lieut. May, will return to "North Star," and if no orders to the contrary have arrived, to come on after forty-eight hours' rest to the ship.

5. Mr. Shellabear, on his return to "North Star," will load to 550 rations, and deposit the same quantity at Assistance Bay as the "Success" has done, taking simply the same number of hours.

The above orders are to be implicitly obeyed by the several officers to whom they apply,—as No. 1. Mr. Pym, mate.

- " 2. " Grove, "
- " 3. " Herbert, "
- " 4. Lieutenant May, "
- " 5. Mr. Shellabear, second master.

EDWARD BELCHER, Captain commanding
Arctic Searching Squadron.

H.M.Ship "Assistance."
15th February 1854.

You are hereby required to furnish each officer with a copy of the order under his number, countersigned as a true copy by yourself, and to cause the officer to sign the receipt of the same, returning this paper to me when so completed.

Given under my hand on board H.M.Ship "Assistance," in Wellington Channel, this 15th day of February 1854.

EDWARD BELCHER, Captain commanding
Arctic Searching Squadron.

To Commander Pullen, or officer left in
command of H.M.Ship "North Star."

No. 5.—ORDERS to Lieutenant CHEYNE, 15th February 1854.

By Sir Edward Belcher, K.C.B., &c., Captain of H.M. Ship "Assistance," commanding the Arctic Searching Squadron.

HAVING directed Commander Richards to apprise you for duty, you are hereby required to accompany the general division to Assistance Bay, where you will remain and superintend, by proper documents furnished to you by the clerk in charge of H.M.S. "North Star," the completion of provisions up to the moment of separation. As your services then cannot, as far as I can contemplate, be called into play, you will take upon your sledge rations for nine days, make the circuit of Griffith Island, and examine carefully for any traces of the "Intrepid," "Resolute," or any of Captain Collinson's crew, who may have attempted reaching Cape Hotham.

72 rations.

On returning from this duty you will take 320 rations with one of the marquees, and establish your head quarters at Cape Hotham, forwarding all sledges which may pass you (completing your depôt up to 800 rations from them by portions as will be allotted), and reporting by those travelling to the "North Star" your general proceedings.

320 rations.

On the return of Commander Richards he will give you such orders as the service may require, but unless replaced by him you will continue to aid the parties seeking the "North Star" until the arrival of Captain Kellett, who will probably bring up the rear and release you from further duty.

Proceedings of
Sir Edward Belcher, C.B.

The parties which arrive from "Investigator" or "Resolute" are not on any account to be delayed, but every aid and assistance afforded by your party, even if but two should remain with you (they will of course rejoin immediately).

A very conspicuous mark or cairn should be established before leaving Cape Hotham, and full information left, to be completed by the *last senior officer* before finally quitting it.

Captain Kellett mentions a boat, complete, and some provisions; these should be examined and reported on.

I have directed Commander Richards to furnish you with additional instructions relative to the aid you are to supply between Assistance Bay and Cape Hotham, as well as to any other duties which he may consider you should pursue during the necessary blank which will intervene, until some final intelligence reaches.

Given under my hand on board H.M. Ship "Assistance" this 15th day of February 1854.

EDWARD BELCHER, Captain.

Lieutenant Cheyne, H.M. Ship "Assistance,"
(sent to "North Star").

No. 6.—ORDERS to Lieutenant MAY, 15th February 1854.

By Sir Edward Belcher, Kt., C.B., Captain of H.M. Ship "Assistance," commanding the Arctic Searching Squadron.

HAVING been selected to accompany Commander Richards to Cape Cockburn, on his journey to Melville Island, you are hereby directed to place yourself under his command and obey all orders which you may receive from him on the aforesaid route.

On your separation from Commander Richards he will indicate on this document, to be presented to me on your return, any deviations he considers it necessary to direct, owing to altered views of the service entrusted to him, but should no alteration take place, you will, having left behind at C. Cockburn 243 rations, quit Pt. Frazer with 198 rations, making a direct course for Cape Walker, and grazing the islands Garrett and Lowther, on their western extremes, very carefully looking out for any traces of the visits of any of our western division. From Cape Walker you will make a direct course for the southern end of Griffith Island, and thence on to Assistance Bay—complete to five days—and, calling at C. Hotham, return to the "North Star," and there await further orders.

On arrival at the "North Star" you will be immediately victualled for further service by special orders issued by me either for your return to Assistance Bay or to this ship, as occasion may require.

Committing you and your companions to the protection of the great Disposer of events, and with the earnest prayer that your exertions may be crowned with success, I have only to enjoin the strictest care of your crew.

Given under my hand on board H.M. Ship "Assistance" this 15th day of February 1854, Wellington Channel.

EDWARD BELCHER, Captain.

No. 7. (1st part.)—Sir EDWARD BELCHER, Captain commanding Expedition,
to Commander PULLEN.

LOOKING to the possibility of Captain Collinson's advance by some of the eastern channels, and that he may seek Port Leopold by C. Bunny, C. Rennell, &c., I have deemed it necessary to entrust you with the duty of making the double examination for any traces of our own squadron, and of leaving proper notices at all the leading stations in connection with Port Leopold, which may afford timely notice to any travelling parties, and divert them from seeking Port Leopold towards Cape Cockburn.

You will accompany Commander Richards in the advance as far as Assistance Bay. Before you reach that position you will have obtained some clue as to the proceedings of our western division.

At all events, your line from thence to the south part of Griffith's Island, 30 miles, will cut a traverse which will be satisfactory if it should happen that the "Intrepid" tender took a southerly course. At Cape Bunny, it is possible that Captain Collinson might have touched last season, and may now be with expectation damped at Port Leopold. Our means unfortunately were not adequate to this examination, a question, however, not overlooked by me, and to which Captain Kellett's letter to you pointed. But the arrival of Mr. Kennedy in the autumn of 1842 released me of this anxiety for that year.

But search must be made this season, the last which may possibly be within my province. It must be well and truly done, but at the same time not with any degree of rashness or undue exposure to the men under my command.

At Cape Bunny some trace must be apparent of any visit. This becomes the turning post of that channel, and there, after you will cause your heavy sledge to leave supplies to sustain the traveller across to Assistance Bay, you will deposit my sealed papers there and erect a conspicuous cairn, with every information you may collect for the officer who succeeds. But all letters or notes for me must be

Examine the islands, and make sketches as to their true form—any harbour, &c. &c.

directed on service and sealed. I do not consider the best interests of this expedition advanced by discussion of correspondence between the seniors commanding.

From Cape Bunny you will advance to Cape Rennell, 31 miles, and there undoubtedly if the party missed Cape Bunny some decided mark would be left; still no doubt must exist—no loop-hole left for cavil hereafter. If the state of the ice admits, you will visit Port Leopold, leave behind one of the sealed papers, and return to Cape Rennell, unless it should be your conviction that you could more easily reach the "North Star" (a distance of 40 miles).

The entire distance travelled amounts to 228 miles, about 40 less than you travelled last year to Cape Beecher at a much earlier date. Taking the low average of travelling at six miles, this will occupy 38 days, so that I may expect your important report on the 17th or 18th April, long before we can anticipate any movement of the ice.

If Commander Richards should fall in with traces of "Intrepid," either at Assistance Bay or at Browne's Island, you will be guided by communication with him as to making a direct course by the south end of Griffith Island to Cape Bunny from Assistance Bay, or from Browne Island to Griffith Island and Cape Rennell.

But should Commander Richards thus lead you to avoid Cape Bunny, a most important point, I can only concede it to the *certainty* of two officers in succession, visiting and forming an *adequate depôt* on Cape Bunny.

Upon the subject of journals I must impress upon you the necessity of rendering to me within 48 hours after your return an official account of your proceedings, and as I am pretty well conversant with the materials of notes taken on the spot, those covering 38 days cannot, by anything interesting to me, occupy more than 80 hours, just half the time required for 300 very heavy pages. Your private journal for the information of their Lordships you can embellish on your return; what I require is merely the materials for affording in a despatch the information from an intelligent officer. This with some chiefs is gathered instanter, "*viva voce*" (in warm climates). You will find me at the "North Star" before your return, where I shall probably await the arrival of the vessel from England, and direct the main proceedings.

Before quitting the "North Star," you will concert with Commander Richards very definite instructions for the officer left in command, and see that he fully comprehends his position.

You will instruct your clerk in charge to draw out definite papers for *victualling* and *depôt* separately, so that the packed depôts shall not be molested.

You will leave for my information and use, *sealed up*, all originals as well as copies of documents entrusted by me *confidentially to you*, for transmission to England. And commending you now to the care of an all-wise Providence, I shall earnestly pray for your success as well as safe return, with those associated with you.

Given under my hand on board H.M.Ship "Assistance," Wellington Channel, this 15th day of February 1854.

(Signed) EDWARD BELCHER, Captain.

Commander Pullen,
H.M.Ship "North Star," Beechey Island.

W. J. S. PULLEN, Commander, to Captain Sir EDWARD BELCHER, Kt., C.B., H.M. Ship "Assistance," commanding Arctic Squadron.

Reporting Proceedings to Port Leopold and back.

Her Majesty's Ship "North Star,"
Beechey Island, 28th April 1854.

Sir,

HAVING now so far recovered the use of my sight since my return from the duties you ordered me on, I am enabled to furnish you by this first opportunity of communicating the details of my journey to Port Leopold.

(2.) After Mr. Shellabear leaving me, as before stated in my letter of the 18th instant, half a day's journey south of Cape Hotham, I travelled over smooth floe, passing over small ridges of apparently young ice forced into hummocks by pressure, and got into the land of North Somerset on a clear lead, at the time going direct for Port Rennell, but, as I before stated, it being hazy at the time, deposited the notice at what I considered the most conspicuous point to the eastward, as shown in my track. In fact I considered I had got to the eastward of the real point.

(3.) I now proceeded eastward along the land, and the travelling rather hummocky and tedious our progress was not so rapid; however, at 11.30 A.M. of the sixth, I arrived at Port Leopold.

(4.) My first object was to examine into the state of the provisions, stores, &c., which appeared to me to be in rather a confused state, with many empty casks lying about, which service fully occupied me until noon of the 8th, and on opening some of the casks I found the provisions in a very bad state. The brine in the salt provision casks was in hard and solid masses, and the pork very yellow, one piece of which I boiled was hardly eatable. One cask of bread opened was damp and greatly mildewed; tea, peas, barley, suet, and chocolate good; vinegar, flour, and sugar I

136
31
167

56
223
40
263
33

did not open, as the latter can hardly have suffered; but the cask of sugar which Mr. Kennedy speaks of as having been opened by the bears was a short way under the upper surface good. Cranberries, pickles, and lime juice casks open and their contents lying about in all directions. One cask I saw marked on its head "blanket bags," but on turning it over it was found to contain old newspapers, and the number I made on counting was 272 full and 10 empty, making the whole 282, being 22 short of what Sir James Ross's lists gave.

(5.) There was only the skeleton of the frame of the house remaining, *all* the covering, &c., torn down and to pieces, and I could only find sufficient remaining to hang up at one corner, under the lee of which the tent was pitched.

(6.) The coals were all buried under the snow, the coke in bags only partially, but apparently short as to quantity. I had no means of ascertaining. I used some of it for the purpose of thawing and drying *our* blanket bags, for they were more like two deal boards than anything I can compare them to on reaching that place. In fact I consider it was the means of averting much sickness, all the sleeping gear being in such a state from the severe weather that it was a difficult job to make use of it.

(7.) The preserved meats were all of Mr. Goldner's supply, and I must do him the justice to state that out of 12 or 14 I opened only one was bad. They, however, seemed short of weight.

(8.) The boat appears to be in rather a precarious position, rather too close to the point, upon which there has been forced a great deal of ice, and one piece, 30 or 40 feet high, looks as if it would almost fall into her. It is possible that the point may have given way somewhat. The steam engine is close to, and apparently uninjured.

(9.) When I first saw the open water outside Port Leopold I could hardly conceive that it could really be other than land lightly covered with snow, but on getting close saw immediately what it was. Throwing stones in it showed there was a very light covering of ice at the time forming in the calm still weather, but not sufficient to prevent a seal swimming about, who looked at me with as much astonishment as I did at the large space of dark surface before me. This was the afternoon of my arrival, the sixth; the three following days it blew fresh, so that on Monday, the tenth, the day I came away, being calm and fine, I saw more of it than I had previous, that dense vapour generally lying over it having somewhat dispersed. One of the great northern divers was seen passing over this water flying south.

(10.) I could find no tallow, which we were much in want of; from having had so much wind on our outward journey our stock was all expended but 5lbs. I, however, took a little oil, but what I found in the cask was very far short of what is given in the lists. I also took about 25lbs. of biscuit and a case of pemmican, thinking that I might have to keep well to the westward from seeing so much open water.

(11.) After having removed nearly every cask that I could find, partially clearing the snow out of the boat, copying all notices I found there, copies of which I inclose, leaving your notices and a flag attached to the signal staff still standing, I commenced my return on Monday the 10th of April, keeping close along shore inside the hummocks towards Cape McClintock, passing over the narrow neck of land both going and returning. In fact, I hardly think we could have got round Cape Clarence by reason of the water.

(12.) The second day I was detained after 10 A.M. by a heavy gale, which breaking early on the morning of the 12th, I was again able to proceed, but much to my chagrin, not very far. All the morning I had felt very unwell, when, on getting a little beyond Cape McClintock at 11.30, I was so ill that I could not move any further, obliged to pitch the tent and get into my bag as fast as possible, just at the time too when a fair wind was springing up. This was the second time I had been so similarly attacked and obliged to stop (very acute rheumatism), and I now gave up all idea of going further west; therefore resolved on making the best of my way to the ship as soon as I recovered.

(13.) All the following day it blew a gale from south, veering occasionally to S.E., causing a very heavy snow drift, when, on the morning of the 14th, it moderated so much, and the wind swerved to the west, being somewhat recovered, that I was enabled to proceed, and make for the northern shores of Barrow Straits. About noon, however, another gale came on, just before I had cleared the first ridge of inshore hummocks, which completely belted the shores of North Somerset, east from Rennell, nearly the whole way to Port Leopold, and we were once more detained until the next morning, which coming in fine, I moved on, and at 6.30 P.M. of the evening of the 17th I got into the land a short way east of Cape Riley, reaching the ship the same evening, as mentioned in my former letter.

(14.) In my journey across to Cape Hotham the ice generally was apparently of young formation, such that would soon break up, except that immediately along the shores of Cornwallis Island as far as I saw, and round Beechey Island. That, especially the latter, and on its southern shore, which I know for certainty to be the heavy stuff driven there by the gale of September 1852, I have seen but little

old ice in Barrow Straits, and coming from Port Leopold, after getting over the first belt and heaviest hummocks, all the remaining journey was smooth floe, crossing narrow belts of small hummocks, occasionally formed of young ice by pressure from either wind or current. Among these hummocks there was quantities of soft snow, such as I found it at the same time last year in those channels between the islands in Wellington Channel.

(15.) Accompanying this I forward a trace of my route, with a copy from my daily notes of the temperatures morning and evening; also a copy of the notices left.

I have, &c.,

(Signed) W. J. S. PULLEN, *Commander.*

		<i>Detention on Route :</i>	<i>Dys. Hrs.</i>
Going.	{	From ship to Cape Hotham	- 2 5 by gale.
		Cape Hotham to land of North Somerset	- 1 4 ditto.
		Eastward to Port Leopold	- 1½ 0 by illness.
Returning.	{	At Port Leopold	- 3½ 0 { gales, and examining into state of provisions.
		Port Leopold to ship	- 1 5 by gale.
		And	- 1½ 0 by illness.
		Total	- 9 6

Eight to nine hours, including stoppages for lunch, has been my usual travelling daily.

TEMPERATURES taken in travelling to PORT LEOPOLD and back, between the 18th March and 17th April 1854.

Date.	Generally at		Remarks.
	8 A.M.	7 P.M.	
18th March 1854.	—	-23.5	Wind fresh all night from N.W.
19th " "	-26	-29.5	At 5 p.m. gale came on from N.N.W.; much drift.
20th " "	-31	-32	Gale and heavy drift (stopped all day).
21st " "	-28	-30	Wind moderate from N.W.
22d " "	-30	-31	Fine, wind N.W.
23d " "	-29	-28	Strong wind, much drift (stopped all day).
24th " "	-29	-24	Strong wind N.N.W.; no moving until 11 a.m., when the wind lulled, and we were enabled to travel until four, when gale up again.
25th " "	-24	-27	Fine morning, strong breeze in afternoon; wind N.N.W heavy drift.
26th " "	-23	-28	Fresh breeze from W.N.W.; sent Mr. Jenkins back with disabled men; proceeded, and stopped 4 hours by gale.
27th " "	-34	-18	Wind strong N.N.W. crossing Barrow Straits.
28th " "	-28	-19	Wind strong from west (stopped all day).
29th " "	-11	-10	Moderate W.N.W.; best travelling day yet had.
30th " "	-15	-11	Fine morning, light wind from east.
31st " "	-21	-32	Got into the land, and deposited notice.
1st April.	-29	-32	Fine weather. One man sore eyes.
2d " "	-31	-23	Wind light from W.N.W.; fine.
3d " "	-25	-27	Fresh wind from W.N.W.
4th " "	-29	-17	Wind light from west.
5th " "	-12	- 6	Wind light from N.W.; stopped half the day by illness also one man.
6th " "	- 2	-8.5	Wind light from east, fine weather; arrive at Port Leopold; see open water.
7th " "	-11	-19	Weather fine, wind light, from N.W.
8th " "	-15	-17	Fine weather, wind light from N.W. in the morning; gale in the evening; much open water in Port Leopold.
9th " "	-10	-15	Gale, wind northerly.
10th " "	- 9	-17	Fine weather, wind light from north; leave Port Leopold.
11th " "	-15	-11	Gale from N.W.; move on till 10 a.m., then obliged to stop.
12th " "	- 9	+ 2	Fine weather; move at 11; illness again, obliged to stop.
13th " "	+ 1	+ 2	Gale from south and S.E. (stopped all day).
14th " "	+ 5	-10	Fine morning, wind W.N.W.; move on till 11; gale; stop again.
15th " "	-12	- 7	Fine weather; move on.
16th " "	- 3	+ 4	Fine weather.
17th " "	+ 9	—	Hazy weather; reach the ship in evening.

(Signed)

W. J. S. PULLEN, *Commander.*

Commander Pullen, of H.M. Ship "North Star," deposited these notices on the 31st March 1854, when on his way to Port Leopold.

At Cape Bunny there is a large *cache* of provisions, also another sealed notice from Sir E. Belcher. He is at present with his ship, "Assistance," in the Wellington Channel, on eastern shores, in latitude 75° 31' N.

Captain Kellett with "Resolute," S.W., (true) 18 miles off Cape Cockburn.

On the opposite shores large depôts of provisions are three miles west of Allison's Inlet, Assistance Bay, and Cape Hotham.

At Beechey Island a house has been built on the S.E. part, in which is stored a large quantity of provisions, clothing, &c.

The "North Star" is in Erebus Bay. A ship is expected from England this year.

Cape Rennell, 31st March 1854.

Commander Pullen, of H.M. Ship "North Star," arrived here on the noon of the 6th April 1854, and deposited these notices on the morning of the 10th, previous to his departure on return to Beechey Island, where the "North Star" has wintered 1852-53-54.

On the S.E. part of Beechey Island a large house was built, now containing a large store of provisions, &c., brought out by H.M. Steamship "Phoenix," last year.

Sir E. Belcher, in command of the expedition, is at present with his ship "Assistance," and tender "Pioneer," on the east shores of Wellington Channel, in latitude 75° 31' N.

Captain Kellett, with his ship "Resolute" and tender "Intrepid," 18 miles S.W. of Cape Cockburn, with the crew of H.M. Ship "Investigator" on board, they having deserted their ship last year, after being fast bound in the ice, 1851-52-53, in the Bay of God's Mercy, on the north shores of Baring Island or Banks Land, and no hope of getting clear, were discovered last year by Captain Kellett's travelling parties.

A ship will most probably be out from England this year; and from the difference in appearance of ice when finally closing in '53, to what it was in '52, with the long prevalence of N. and N.W. winds this winter, and so much open water as now to be seen here, we may reasonably expect an open and early season in these latitudes, or totally contrary to what it was last year.

Provisions are *en cache* three miles west of Allison's Inlet, Assistance Bay, and Cape Hotham, besides Beechey Island on the north shore.

On this shore at Cape Bunny, besides this place, and those at Admiralty Inlet, left by "North Star" in '49.

No tidings of the missing ones.

Port Leopold, 10th April 1854. "All well."

No. 7. (2d part.)

6th August 1849.

THE signal pole to which the cylinder that contains this paper will be attached was erected by a party from H.M. Ship "Enterprize" and "Investigator," to direct Sir John Franklin, or any party from his expedition, to the depôt of provision left at Whaler Point (the low point of Leopold Harbour). The ships having passed the last winter in that harbour, are now endeavouring to cut out and pursue the object of their voyage by examining Wellington Channel and Melville Island, and will return to Port Leopold before taking a final departure for England, should circumstances admit of doing so; but the present appearance of the ice to seaward, and the extreme backwardness of the season, do not encourage us to hope to accomplish much during the brief period of navigable time now remaining.

The ships will not remain in the neighbourhood later than the middle of September.

6th August 1849.

(Signed.)

JAS. C. ROSS,
Captain H.M. Ship "Enterprize."

THE provisions and stores landed here from H.M. Ships "Enterprize" and "Investigator," being intended for the use of Sir John Franklin and his party, it is earnestly desired that any other persons (not in absolute distress, who may find them) will leave them undisturbed, and will return this paper into the cylinder which contains it, as it is intended to inform Sir John Franklin, or any of his party who may arrive here, that the "Enterprize" and "Investigator" having wintered in this port, and having sent parties during the spring in every direction in search of, but without obtaining tidings, of them, are now about to proceed to sea, with the view of con-

tinuing their examination of the North shore of Barrow Strait, as far to the westward as the season may permit, and that they will endeavour to touch again at this port before they shall finally for England.

But the latter part of the plan of operations must greatly depend upon circumstances of weather and season, which at present appears by no means favourable for its successful execution.

(Signed) JAS. ROSS,
Captain H.M. Ship Enterprize.

Port Leopold,
15th August 1849.

(Signed) EDWARD BIRD,
Captain "Investigator."

H.M. Ship "North Star."

Port Leopold, Cape Clarence, 13th August 1850.

THIS paper is placed here to certify that H.M. Ship "North Star," was beset at the east side of Melville Bay on the 29th July last year, and gradually drifted from day to day, until on the 26th of September we found ourselves abreast of Wolstenholm Island, when perceiving the ice a little more loose and the sound perfectly clear, made all sail and pressed her through it, anchoring in the lower part of the sound that evening, and arrived in North Star Bay, Wolstenholm Sound, on the 1st October, where she remained throughout the winter, until the 1st of August 1850, when she got liberated and proceeded to the westward, passing through the pack in the centre of Ross Bay, and reached Possession Bay on the evening of the 8th August 1850, where we left despatches, and proceeded on to this place, where we arrived early on the morning of the 13th August 1850.

(Signed) J. SAUNDERS, Master and Commander.

P.S. The "North Star," not having been able to reach the west side last year, as contemplated by the Admiralty, and being entirely without instructions as to where to land the provisions, she has therefore now called here to see if any instructions had been left for her guidance.

H.M. Ship "North Star," 14th August.

P.S. The season being so far advanced, and the harbour being so full of ice, and there appearing no prospect at present of getting in to land the provisions, I shall therefore proceed and land the provision, either at Port Bowen or Port Neill, according to circumstances, as my orders for returning to England this year are so peremptory.

(Signed) J. SAUNDERS, Master and Commander.

23d August 1850.

THE "Prince Albert" returned here from off Fury Point, having been unable to proceed towards Brentford Bay, in consequence of a barrier of ice extending across Prince Regent's Inlet. She is now about to proceed to Cape Reilly, and perhaps to Cape Hotham, and thence back to Cape York, and Prince Regent Inlet's entrance.

(Signed) CHARLES C. FORSYTH, Commander, R.N.

Port Leopold, 21st October 1851.

THIS notice is left here to inform parties that the "Prince Albert," Lady Franklin's little vessel, is now at Batty Bay, and will pass the coming winter there, and in the course of it will have parties searching along both shores of Boothia Felix for Sir John Franklin and party. A party of five having got separated from her on the 9th September remained here until this date, but will return to rejoin her to-morrow, a party from her under the conduct of M. Bellot, a French naval officer (a volunteer in Lady Franklin's service), having arrived to inform the separated party that the "Prince Albert" was safe in Batty Bay, where she had been supposed to have been carried to Port Bowen. The entire crew of the "Prince Albert," amounting all told to eighteen, are in excellent health and spirits.

The "Prince Albert" carried out a large number of letters and papers for those engaged in the Arctic Expeditions, but has been unable to land them anywhere; they are therefore still on board.

Commander Sanders of the "North Star" landed his cargo of provisions on the eastern shores of Navy Board inlet, immediately within Woolaston Island, where it still remains for the use of those engaged in the search for Sir John Franklin.

While here the party of five from the "Prince Albert" made free with all they found here that could conduce to their comfort, as they were left there with barely what they had on at the time of landing.

(Signed) WILLIAM KENNEDY,
Commanding Lady Franklin's
private Arctic Expedition.

THIS is to give notice that Lady Franklin's little vessel, the "Prince Albert," passed the winter of 1851 and 1852 in Batty Bay. In January a party from her visited Fury Beach and found no traces whatever of Sir John Franklin and party, the stores landed there however from the Fury still safe. In the month of February 1852, fourteen hands left the "Prince Albert" again for Fury Beach, where, after some preparations for a long journey southward, they took their final departure on the 29th of March. Their intention was to have gone first to Brentford Bay, and there cross to the westward with a view to strike the supposed western sea of Sir James Ross, and then follow that coast down to the magnetic pole. After however travelling for about 100 miles into the interior in a due west course from Brentford Bay, he found nothing but one uniform level plain which it was supposed might lead to Banks land. As they had no means to enable them to reach that distant point they turned northward, expecting to find a channel leading to the S.W. of Cape Walker up to Cape Walker, which they reached on the 4th May; they found the land continuous, and gave it the name of Prince Albert Land. From Cape Walker they being short of provisions steered for this point, which they reached on the 15th May. During this journey not the smallest trace of Sir John Franklin was found. Cape Walker was carefully examined, but bore no evidence whatever of its having ever been visited by Europeans.

Of the fourteen hands, including officers, which left Fury Beach, eight hands formed a fatigue party as far as Brentford Bay, from which point they returned to the ship. The party that performed the above journey were composed of the following individuals: W. Kennedy, M. Bellot, John Smith, Andrew Irvine, Richard Webb, and Wm. Adamson, with five Esquimaux dogs.

When they reached this point they were all so much affected with scurvy that they had to delay here over a week in order to recruit. They are now, on the 25th May, ready to return to the ship and only wait a change from the present boisterous weather, Regent's Inlet and Barrow's Straits being quite open as far as the eye can reach in the direction of Lancaster Sound. They will proceed in the gutta percha boat by water as far as they can.

After reaching the ship the examination of the bottom of Grinnell Inlet will form a first object; then probably Wellington Channel, that is, provided Sir J. Franklin will not be traced in that direction.

Any one finding this is respectfully requested to send a copy of this notice to Lady Franklin.

Port Leopold, 25th May 1852.

(Signed) W. KENNEDY,
Commanding Lady Franklin's
private Arctic Expedition.

Whaler Point, 17th July 1852.

THIS is to give notice that a party of ten from the "Prince Albert," still in Batty Bay, arrived here yesterday, their object being to take to the ship the gutta percha and jolly boats which had to be left a little south of Cape Seppings, the first on the 28th of May last and the last in October 1851.

Regent's Inlet was found to be open as far as to Batty Bay, but all south of that is still quite sheeted over with ice though evidently breaking up. Batty Bay is still fast, the ice where the ship is anchored being $5\frac{1}{2}$ feet thick. This gives rise to the apprehension that it will be late in the season before the ship can be got out to prosecute her duty. I am happy to say that the entire crew at this date is in good health and spirits, though in May all were more or less affected by scurvy; so far nothing further has been done in the work of search since the date of last notice, but this will be entered into as soon as circumstances permit.

Leopold Harbour is at this date half cleared of ice; Barrow Strait entirely, so far as the eye can reach in the direction of Lancaster Sound up to near Cape Riley. Any one finding this notice will confer a favour by sending a copy to Lady Franklin.

(Signed) W. KENNEDY,
Commanding Lady Franklin's
private Arctic Expedition.

THE highest and southernmost point of this store was found to be 11 feet 11 inches five tenths above the main level of the ocean, deduced from hourly tidal and barometrical observations made during the nine months preceding the 1st of August 1849, on which day the measurement was completed.

(Signed) JAS. C. ROSS,
Captain H.M. Ship "Enterprize."

PROVISIONS and STORES landed from H.M.Ship "INVESTIGATOR," Whaler Point, Port Leopold.

Proceedings of
Sir Edward Belcher, C.B.

Species.	Quantity.	Contained in				
		Hogds.	Barrels	Half Hogds.	Small Casks.	Irish Tierces.
Biscuit - - - - -	4,988 lbs.	23	-	10	-	-
Salt beef - - - - -	266-8 "	-	-	-	-	7
Pork - - - - -	640-4 "	-	-	-	-	8
Flour - - - - -	8,936 "	17	-	2	-	-
Suet - - - - -	112 "	-	-	1	-	-
Peas - - - - -	14 bush.	-	-	4	-	-
Sugar - - - - -	2,000 lbs.	-	4	-	-	-
Chocolate - - - - -	769 "	-	-	7	-	-
Tea - - - - -	189 "	-	2	-	-	-
Preserved meat- - - - - soups - - - -	3,036 "	Tins	-	-	-	-
----- - - - - vegetables - - - -	1,534 pints	-	-	-	-	-
----- Pemmican - - - - -	1,742 lbs.	-	-	-	-	-
Tobacco - - - - -	2,000 "	-	-	31	-	-
Soap - - - - -	569 "	-	-	4	-	-
Lemon Juice - - - - -	401 "	-	-	4	-	-
Pickles - - - - -	74½ gills	-	-	-	8	-
Scotch barley - - - - -	760 lbs.	-	-	-	7	-
Cranberries - - - - -	360 "	-	-	2	-	-
Pepper - - - - -	230 "	-	-	-	5	-
Salt - - - - -	16 "	-	-	1	-	-
	16 "	-	-	-	-	-

Stores, Engineers.

- | | |
|---|---|
| 1 rotary engine complete. | 1 hand-pump. |
| 1 shaft. | 1 suction-pipe for ditto, and 1 delivery ditto. |
| 1 pinion for shaft. | 1 suction-pipe for pump of engine. |
| 1 propeller. | 1 deliverer for ditto. |
| 1 boiler complete, with funnel, exhaust pipe, safety valve, lever and weight, gauger filling complete, 2 gauge-cocks, with man-hole door and blow-off pipe. | 1 main steam-pipe, with regulating valve. |
| | 4 feet for holding down boiler. |
| | 16 bolts for ditto. |

Spare, contained in a Box.

- | | |
|---|--|
| 6 tubes. | 3 glass gauger tubes. |
| 1 propeller, sheets steel, dove-tailed. | 1 spring for grease pump. |
| 2 springs for slides. | 6 ½-inch bolts and nuts for feed and hand pump joints, joints and slide boxes. |
| 1 plunger, crank-piece, and roller-wheel for ditto. | 2 ½-inch ditto. |
| 1 sheet of vulcanized rubber for steam joints. | 4 ½-inch ditto for funnel. |
| 1 chipping hammer. | 6 ½-inch screws for joint of feed and hand pumps, steam pipes and water gaugers. |
| 2 flat chisels. | 2 ¾-inch bolts and nuts for flange of engine. |
| ¾ files of sorts. | |
| 2 cross cut. | |
| 1 Memdril for tubes. | |

Pipes and Bends.

- | | |
|------------------|-------------------|
| 4 2-inch pieces. | 9 1-inch bends. |
| 17 1-inch pieces | 17 1-inch pieces. |
| 7 2-inch bends. | |

Loose.

- | | |
|--|--|
| 3 stoking irons and 1 plunger for grease pump. | 1 wrench for 1-inch suck cock. |
| 1 spanner for manhole plate. | 1 ditto ½ " " |
| 2 ditto, for 1-inch suck bolts. | 1 ditto ½ " , side spanner. |
| 2 ditto, ¾ " " | 1 joining, 1 prober for oil pipe at stern. |
| 2 ditto ¾ " " | cwt. qrs. lbs. |
| 1 ditto 1½ " " | Tallow, white - - - - 3 0 5 |
| 1 ditto 1 " " | Cotton, waste - - - - 1 0 24 |
| | Spunyarn, white - - - - 0 1 4 |

Proceedings of
Sir Edward Belcher, C.B.

	cwt.	qrs.	lbs.
Twine -	-	0	0 12
Hemp, long	-	0	0 14
Oil, animal -	-	37	gallons.
Felt -	-	20	sheets.
Bath Bricks	-	6	in number.
Emery paper	-	29	sheets.

Needles, sail	-	-	12 in number.
Oil feeders	-	-	2 "
Oil cans, large	-	-	1 "
Tallow kettle coppers	-	-	1 "
Coke	-	-	7 tons 2 cwt.
Coal sacks	-	-	120 in number.
White lead	-	-	50lbs.

Boatswain's Stores.

1	sails, mainsail.
1	" mizen.
1	" jib.
1	" foresail.
2	" blocks, single 6 inch.
14	" " " 5 inch.
1	" " " double 5 inch.
2	" " " 4 inch.
2	" clump blocks, 4 inch.
	Rope, 2 $\frac{3}{4}$ inches 20 fathoms.

Rope 2 inches	24 fathoms.
" 1 $\frac{1}{2}$	78
" 1 $\frac{1}{4}$	20
Thimbles,	8 in number.
Leads, hand,	2 in number.
Twine,	10 lbs.
Needles, sail,	10 in number.
" boltrope,	2 "
Palms, sailmakers,	6 "

Carpenter's Stores.

Pinnacle	1 in number.
Masts	2 "
Bowsprit	1 "
Bunkin	1 "
Oars	20 "

Boat hooks	2 in number.
Copper pump,	1 "
Stove	1 "
Hand screw	1 "
Coals	2 tons.

Carpenter's Stores used for House.

*Hand masts, 6 $\frac{1}{2}$ inches,	1 in number.
Spars, boom	2 "
" middling	6 "

Spars, small	8 in number.
Ice poles	18 "
Swinging boom, spare	1 "

H.M. Ship "Investigator,"
Port Leopold, 14th August 1854.

(Signed) EDWARD BIRD,
Captain.

LIST of PROVISIONS and STORES from "ENTERPRIZE."

Species.	Quantity.	In what Packages.				
		Hogds.	Barrels.	Half Hogds.	Small Casks.	Irish Tierces.
Biscuit - - - -	6,077 lbs.	41	-	-	-	-
Salt beef - - - -	288-8 "	-	-	-	-	6
— pork - - - -	640-4 pieces	-	-	-	-	8
Flour - - - -	7,892 lbs.	15	-	2	-	-
Suet - - - -	112 "	-	-	1	-	-
Peas - - - -	14 bush.	-	-	4	-	-
Oatmeal - - - -	16 galls.	-	-	1	-	-
Sugar - - - -	1,750 lbs.	3	-	1	-	-
Chocolate - - - -	772 "	-	-	7	-	-
Tea - - - -	190 "	-	2	-	-	-
Lemon Juice - - - -	803 $\frac{1}{2}$ "	-	-	-	8	-
Tobacco - - - -	629 "	3	-	2	-	-
Soap - - - -	470 "	3	-	2	-	-
Preserved meat - - - -	3,192 "	-	-	-	-	-
— soup - - - -	2,608 "	-	-	-	-	-
— vegetables - - - -	1,826 "	-	-	-	-	-
Pickles - - - -	765 "	-	-	-	7	-
Cranberries - - - -	225 "	-	-	-	5	-
Pemmican - - - -	1,984 "	-	-	19	12	-
Barley - - - -	120 "	-	1	-	-	-
Pepper - - - -	13 "	-	-	-	1	-
Salt - - - -	16 "	-	-	-	-	-

Stores.

Plank, oak, 4 inches	-	25	feet.
" " 3 "	-	10	"
" " 2 "	-	18	"
" elm, 4 "	-	4	"
" " 3 "	-	2	"

Mahogany board	-	108	feet.
Oakum, black	-	25	lbs.
Pitch	-	1 $\frac{1}{2}$	of a barrel.
Thrumms	-	1	lb.
Pitch pot	-	1	in number.

* Cloth housing, quarter-deck, 1 in number.
" " poop, 1

Hooks for ditto	-	1	in number.	Files, saw, of sorts	-	12	in number.
Nails, iron, 20d.	-	8	lbs.	Gongs	-	2	"
" " 10d.	-	16	"	Hammers, claw	-	2	"
" " 6d.	-	9	"	" clench	-	2	"
Caulking gear, sharp	-	1	in number.	" set	-	1	"
" spike	-	1	"	" sheathing	-	1	"
" treenail	-	1	"	Hatchets	-	4	"
" mallets	-	1	"	Hooks, nail	-	2	"
Axes	-	1	"	Irons, soldering	-	2	"
Compasses	-	1	pair.	Knives, drawing	-	1	"
Gimlets, spike	-	2	in number.	Lines, chalk	-	2	"
" small	-	6	"	Mallets	-	1	"
Lead, sheet	-	30	lbs.	Mauls, double head	-	1	"
White paint	-	10	"	" pen	-	1	"
Oil, linseed	-	1	gallon.	Planes, jack	-	1	"
Can for oil	-	1	in number.	" smoothing	-	1	"
Chalk	-	4	lbs.	Housing, cloth	-	1/4	"
Mineral tar	-	3	gallons.	Coals	-	2	tons.
Brush, varnish	-	1	in number.	Punches, brad and nail	-	1	in number.
Fearnought	-	4	yards.	Rules	-	2	"
Iron, rod	-	10	lbs.	Saws, compass	-	1	"
Copper scarp tacks	-	2	"	" cross cut	-	1	"
Nails, iron, 30d.	-	10	"	" hand	-	2	"
Rugs and firelocks	-	1	"	" whip	-	2	"
Caulking iron	-	1	in number.	Hand mast 6 1/2 hands	-	1	"
" meeking	-	1	"	Spar boom	-	1	"
Ladles, with spout	-	1	"	" small	-	3	"
Adze, common	-	1	"	Ice poles	-	13	"
Augers	-	12	"	Capstan bar (broken)	-	1	"
" shanks	-	12	"	Bed bottom	-	1	"
Chisels	-	12	"				

Proceedings of
Sir Edward Belcher, C.B.

15th August 1849.

(Signed) JAS. C. ROSS, Captain.

ABSTRACT.—SCHEDULE OF TRAVELLING OPERATIONS in the Spring of 1854, by the Officers and Crews of H.M.S. "ASSISTANCE" and Tender, from and to their Winter Quarters in Disaster Bay, Wellington Channel. Captain Sir Edward Belcher, Kt., C.B., commanding Arctic Squadron.

Officer's Name and Period embraced.	Officer's Rank.	Number of Days Absent.	Distance travelled.		New Coast Line.	Game procured.					Pounds of Meat therefrom.	Miscellaneous.		REMARKS.
			Geographical.	Statute.		Explor.	Not explored Total.	Musk Ox.	Deer.	Hares.		Leans.	Partridge.		No. of Charts, Infit and Records deposited.	No. of Charts of the Dis. coversies with Positions of Depôts.
Geo. H. Richards 22 Feb. } 1854. 3 May }	Commander	47	454	522.7	-	-	-	-	-	-	-	3	1	Track Chart
Walter Wm. May 1 March } 1854. 13 May }	Lieutenant	48	471	542.16	-	-	-	-	1	-	-	6	2	
John P. Cheyne	Lieutenant	-	-	-	-	-	-	-	-	-	-	-	-	
Fras. B. Herbert 22 Feb. } 1854. 3 May }	Mate	47	364	421	-	-	-	-	-	-	-	1	-	
Jas. B. Grove 17 March } 1854. 13 May }	Mate	39	351	406	-	-	-	-	1	-	-	5	2	
Fredk. W. Pym 17 March } 1854. 13 May }	Act. Mate	39	331	383 1/2	-	-	-	-	-	-	-	-	-	
John E. Allard 8 } May 1854. 13 }	Master additional	10	110	128	-	-	-	-	-	-	-	-	-	
Fras. B. Herbert 13 } May 1854. 25 }	Mate	16	108	124 1/2	-	-	-	-	-	-	-	-	-	
Walter Wm. May 16 } May 1854. 25 }	Lieutenant	9	54	62.11	-	-	-	-	-	-	-	-	-	
Jas. B. Grove	Mate	10	114	131	-	-	-	-	-	-	-	-	-	
Walter Wm. May	Lieutenant	-	-	-	-	-	-	-	-	-	-	-	-	

NOTE.—The number of days are those actually travelling; omitting the periods on board the "Resolute" and "North Star."

12th July 1854.

EDWARD BELCHER,
Captain commanding Expedition.

10.—EXTENSION OF CACHES AND ADVANCE OF SEARCH from the ASSISTANCE Division in 1854.

Officer and Sledge.	Men.	Rations.	Position to be travelled to.	Rate.	Distance.	Days.	Expenditure.	Surplus.	Caches where formed.	Rations.	Remarks, &c.
Comdr. Richards -	8	320	To Melville Island - - -	6	270 540	45	-				Comdr. Richards advances to C. Cockburn without disturbing his load. From thence to Dealy I. and back he is doubly provisioned. Distances to travel to Beechey I. 50+270+270+50=640 miles.
Lieut. May -	11	550	C. Cockburn and back - From C. Frazer to C. Cockburn 19 men Back - - - - - 11	6 8	28 24 24	48 4 3	- 76 33				Lt. May is provisioned (together with Commander Richards) by Mr. Herbert up to Cape Frazer.
			Deposit at C. Cockburn - Expends to C. Walker and Assistance Bay - - - 11	6	110	18	109 243 198 550	243	In cache, C. Cockburn.	243	Lt. May then feeds Commander Richards $24 \div 6 = 4$ ^{men} 19- 76 His return to Cape Frazer - - - 3 11 33 Leaves en cache, Cape Cockburn - - - 243
Mr. Herbert (Mate)	11	550	C. Frazer and back - Assistance Bay to C. Rosse Deposit for return - - - 11 Advance to C. Frazer - - - 30 Return - - - - -	6 6 4 6 9	232 38 38 38 38	37 6 4 4 4	180 44 180 44 448	102	En cache, C. Frazer.	102	Journey to C. Walker and return to Assistance Bay - - - 110 ÷ 6 = 18 × 11 198 Expended - - - 550 Mr. May with 352 rations lightened is allowed the heavy route of 6' as he has to cross Channel—but he is still provisioned (1 lb. 3 oz. per man.)
Mr. Grove (Mate)	11	550	To C. Rosse and back - Assistance Bay to C. Rosse 11 men Back—light - - - - -	6 6 10	144 38 38	24 6 4	66 44 110 550	440	Cape Rosse cache.	440	Mr. Herbert victuals the advance sledges up to C. Frazer. He is completed at Assistance Bay. From Assistance Bay to Pt. Rosse - - - 30 men 6 d. = 180 Pt. Rosse to C. Frazer - - - 30 6 180 Four days deposit and 4 d. return - - - 11 8 88 Left en cache - - - Expended - - 550
Comdr. Pullen -	8	320	North Star to Port Leopold To Assistance Bay - - - 8 men C. Bunny - - - - - C. Rennell - - - - - C. McClintock - - - - - Port Leopold and back - - - North Star - - - - -	6 6 6 6 6 8	228 38 38 31 35 44 42	6 5 6 6 6 5	48 48 40 48 48 40	440	Cape Rosse cache.	440	Mr. Grove completed at Assistance Bay—Advances to Pt. Rosse. Assistance to C. Rosse - - - - - 11 men 6 d. 66 Return - - - - - 11 4 44 Leaves en cache, Pt. Rosse - - - Expended - - 550
Aid	11	550	Complete—Assistance B. to C. Bunny C. McClintock - - - - - C. Hotham - - - - -	6 6 10	38 31 33	6 5 3	66 55 33 154	48 left for contingencies.	Deposited C. Bunny.	396	Comdr. Pullen carries just enough to complete his journey satisfactorily and possibly to spare. Mr. Shellabear will deposit 396 rations, return to Cape Hotham, and be there victualled on to his ship. The final depot is at Cape Hotham.

COPIES of other Orders ordered to be forwarded by Commander Pullen from Beechey Island.

By W. J. S. Pullen, Commander of H.M. Ship "North Star."

Memo.

HAVING appointed you for the important duty of watching the tides at the position assigned at the entrance of Wellington Channel, with full confidence in my selection for its full performance, I inclose you herewith for your guidance a copy of the orders I have received from Captain Sir Edward Belcher, K.C.B., commanding the Arctic Squadron, relative to this duty, and which you *will fully* comply with, leaving on this service to-morrow morning, the 24th inst., taking with you a tent, &c., with two men, already allotted and provisioned for three days.

Given under my hand, on board H.M. Ship "North Star," Beechey Island, this 23d July 1854.

(Signed) W. J. S. PULLEN,
Commander.

To Mr. Stephen Court, Acting Master (Sup.),
H.M. Ship "North Star."

EDWARD BELCHER, Captain commanding Arctic Expedition, to Commander PULLEN.

Memo.

I WISH the run of the tides to be particularly watched at a position at least three miles west (true) from the northern flag staff on Beechey Island, *before, on, and after* the 25th at noon.

The observations, weather permitting, to commence at 9 A.M. and terminate at 4 P.M. of the 24th, 25th, and 26th respectively. And the following matters to be embraced:—

1st. The magnetic direction of the flood and ebb courses, reduced to true bearings should the sun be visible, to be taken in the manner presently described.

2nd. The depth of water.

3rd. Whether the deep stray differs from the direction of the upper current beneath the ice.

4th. The temperature of the sea at the A.M. and P.M. extreme periods.

The mode of determining the current line will be by a suspended hand lead attached at a depth of 5 fathoms to a pole spanning the crack or hole, Fig. 1.

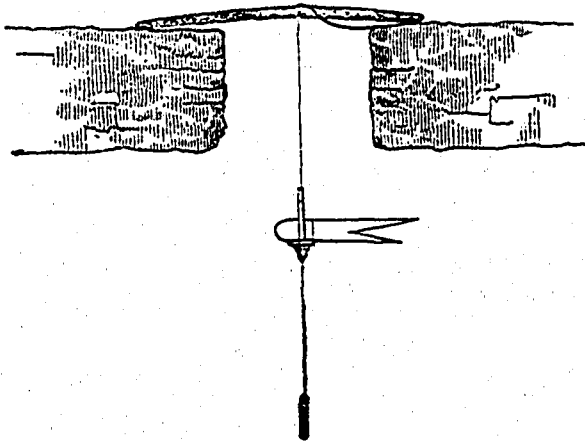


Fig. 1.

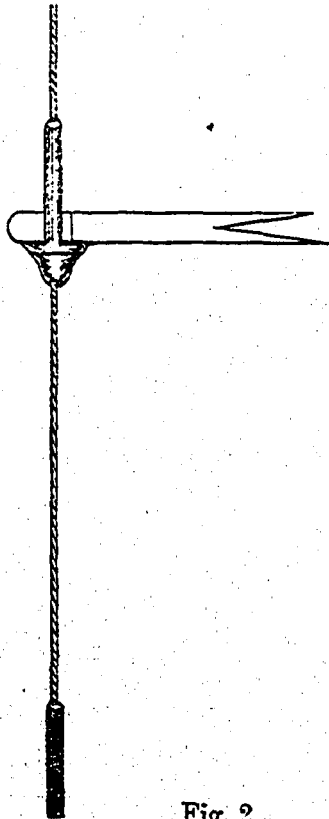
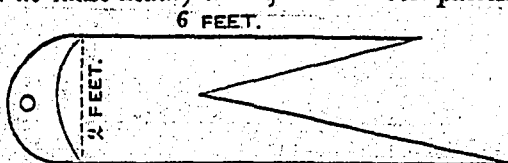


Fig. 2.

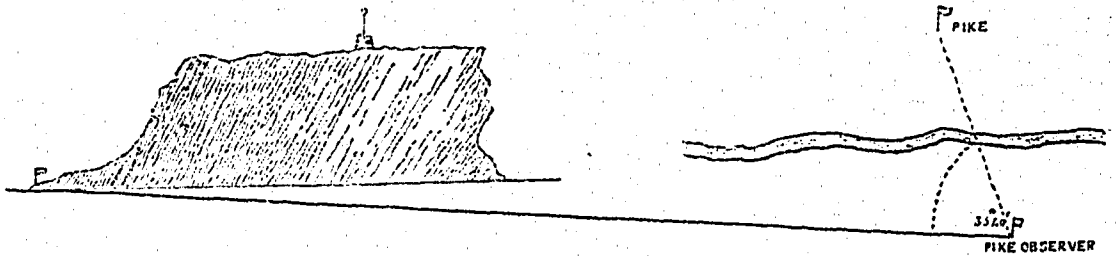
A water vane (similar to those used at mast-heads) of a quarter moon pattern, two feet between the cusps, with a cotton burgee tail, can be easily seen at 6 feet or more beneath the surface. It should beat least 2 feet below the lower level of the floe and traverse on a wooden spindle, as shown above, Fig. 2.



F 3

Proceedings of
Sir Edward Belcher, C.B.

If the position can be obtained in sight of a flag on the northern slope of this Island, we can easily secure the true bearing, if the line of direction be referred to it by sextant as beneath.



The magnetic direction however will be sufficiently exact if carefully observed, and is less likely to be involved in error by reason of two observers.

The officer selected for this duty must be one in whom you have *full confidence*, as the matter at some future period may become subject of severe discussion. I wish therefore to have our facts from the purest sources, beyond mere civil or assertion.

(Signed) EDWARD BELCHER,
Captain commanding
Arctic Expedition.

To Commander Pullen, H.M. Ship "North Star."

H.M. Ship "North Star," Beechey Island,
26th July 1854.

Sir,

In compliance with your orders, I have for the last three days, at the times specified, kept a register of the "set" of the tides, &c. in the "Wellington Channel," three miles west (true) from Beechey Island; and have the honour to forward you on the other side hereof a copy of the same.

I have, &c.,
STEPHEN COURT, Acting Master.

To Commander W. J. S. Pullen,
H.M. Ship "North Star," Beechey Island.

TIDAL OBSERVATIONS to ascertain the Set of the Current in the "Wellington Channel," Three Miles West (true) from Beechey Island.

Date.	Time.	Set of Tide.			Remarks.
		Magnetic.	Variation.	True.	
	8	S. 40° W.	14½° W.	N. 79° E.	At 8 a.m., temperature of the sea two feet below the ice, + 29°.
	9	S. 67° 30' W.	"	S. 73° 30' E.	Current very feeble until noon. Depth of water 68 fathoms, bottom soft, nothing brought up by the lead.
	10	S. 57° 0' W.	"	S. 84° 0' E.	
	11	S. 47° 0' W.	"	N. 86° 0' E.	At 1 p.m., crack opening, and current increasing in strength.
	12	S. 47° 0' W.	"	N. 86° 0' E.	From 2 until 6 (inclusive) current strong, supposed from 1½ to 2 knots per hour.
	1	S. 67° 30' W.	"	S. 73° 30' E.	At 4, temperature + 29°.
	2	West.	"	S. 51° 0' E.	At 7 p.m., current began to slacken, and continued slack until 9; set being from N. 79° E. to N. 86° E. (true).
	3	W. by N. ¼ N.	"	S. 37° 0' E.	At 10 p.m., ice began closing and tide to set N. 37° W. (true), which it continued doing until midnight.
	4	W. by N. ¼ N.	"	S. 37° 0' E.	

Date.	Time.	Set of Tide.			Remarks.
		Magnetic.	Variation.	Time.	
	8	N. 47° E.	141° W.	S. 86° W.	At 7 a.m., current hardly perceptible, and in the same direction as at 8.
	9	S. 35° W.	"	N. 74° E.	At 10, crack opened to the width of three feet, current very feeble.
	10	S. 40° W.	"	N. 79° E.	At 8, temperature + 29°.
	11	S. 40° W.	"	N. 79° E.	At 1.40 p.m., strength of current increasing, and direction steady, at S. 37° E. (true) until 8.
	12	S. 11° W.	"	N. 50° E.	At 4, temperature + 29°.
	1	S. 40° W.	"	N. 79° E.	From 8 until 9, current slacking, direction by vane from S. 40° W. (mag.), or N. 79° E. (true) to S. 37° E. (true); strength not sufficient to keep the vane straight.
	2	W. by S. $\frac{1}{4}$ S.	"	S. 67° E.	
	3	W. by N. $\frac{1}{4}$ N.	"	S. 37° F.	From 9 until 9.30, N. 79° E. (true) to N. 6° W. (true) very feeble.
	4	W. by N. $\frac{1}{4}$ N.	"	S. 37° E.	At 11, crack opened to 4 ft. 6 in., current about $\frac{3}{4}$ of a knot per hour; at midnight direction N. 19° W. (true).

	8	W. by N. $\frac{1}{4}$ N.	141° W.	S. 37° E.	From 4 a.m. until 6 the crack was closed, and unable to see the vane from its being foul of the ice.
	9	W. by N. $\frac{1}{4}$ N.	"	S. 37° E.	From 6 until 9 the direction was steady at S. 37° E. (true); at 8, temperature + 29°.
	10	S. 40° W.	"	N. 79° E.	At 9, current slacking; at 9.30 direction S. 73° 30' E. (true); at 9.45 S. 84° E. (true); at 10 N. 79° E. (true); at 10.30 N. 85° E. (true).
	11	S. 10° W.	"	N. 49° E.	At 11.30 N. 39° E. (true); current very feeble from 10.
	Noon.	S. 47° W.	"	N. 86° E.	At 2, current commencing to run down channel very feeble.
	1	S. 47° W.	"	N. 86° E.	At 4, temperature + 29° soundings; 68 fathoms, bottom soft; nothing brought up by the lead.
	2	S. 67° 30' W.	"	S. 73° 30' E.	As far as could be ascertained, the direction of the deep stray does not differ from the upper current.
	3	W. by N. $\frac{1}{4}$ N.	"	S. 37° 0' E.	
	4	W. by N. $\frac{1}{4}$ N.	"	S. 37° 0' E.	

The vane used for determining the set of the current answered its purpose completely, and could be plainly distinguished at a depth of 14 feet.

STEPHEN COURT, Acting Master.

No. 11.—COPY of confidential LETTER to Captain KELLETT.

H.M.S. "Assistance," off Cape Osborn,
1st February 1854.

Sir,

IN my former instructions of October last I had not so well considered matters as at the present moment, and it occurs to me that I have not been so precise or urgent as the nature of their Lordships' intentions require.

We are not now left to our own feelings, our zeal, or our judgment, and we know not what may be the orders which will arrive in July or August; but I can foresee them, and it becomes my duty to meet them in the same spirit.

Taking into consideration therefore that similar orders will be given respecting the next steamer, she cannot be retained beyond the 1st of September. Whatever powers may be left to me to await your extrication, I must send home every soul who is useless here, or whose death may result from that oozing out of fancied zeal which brought them here.

You must therefore read the 13th, 14th, 15th, 16th and 17th paragraphs as definitive orders for *abandonment* to all who are not to stay *behind*, and I see no use (myself) not being in a position to judge, of *leaving a crew*, if the vessel is safely placed.

The facility, or otherwise, of Richards' enterprize will guide you better than anything I can advance. I prefer, if new hands are sent out, that the depôt shall be at Beechey Island and Port Dundas, of which inquire of Richards.

But bear in mind that the lives of all the "touched" must be secured by their presence at Beechey Island before the 1st of September. I may send away "North Star" even *before that date*, with invalids and "Investigators."

Proceedings of
Sir Edward Belcher, C.B.

Under every advantage, I cannot see the prospect of your release past Cape Hotham before the 1st of September. The steamer might (?), but I have some idea that if you abandon it will be at Melville Island, for I can readily imagine the pains and penalties of such a proceeding before reaching a place of *security*; and where indeed such an event might be more than hazardous.

I have not the slightest conception how many might be induced to remain out in any of the vessels, but as far as I can see into the constitutions of those who have been out before, and talk most, I should not think it safe to leave any *volunteers* beyond Beechey Island; not for want of spirit, but from their inability to travel at the requisite moment. This becomes a matter beyond surgical advice; we who have commanded so many years know full well how suddenly, without disease, men droop and will not recover, in fact, make up their minds to die. I have many men fit to travel 40 miles, or to the "North Star," but it would go hard to make them travel from Northumberland Sound, had we been frozen in there all this season. Indeed it is a matter beyond our feelings, and as I can only read their Lordships' instructions to mean that *a crew* was to be left, if I thought proper in September last, if it be their intention (and they will know if it be important by the failure of intelligence from Captain Collinson) fresh volunteers will be sent from England.

Captain Richards may however inform you of my reasons for moving east to Port Dundas before the season closes, as I have strong suspicions that the fate of Sir John is to be sought southerly of Lancaster Sound, and the assistance of the interpreter of the "Investigator" is important.

I do not perceive that you have taken Commander McClure under your command. I therefore, to place this matter beyond any possible doubt, inclose to you the requisite order, and you will bear him and officers on your books as "supernumeraries for victuals and wages," but not doing duty (unless by your orders) in which you will be guided by the Admiralty instructions.

Should Captain Collinson fortunately reach, you will pursue the same course, and not, under *any consideration*, risk the *detention of another season*.

These are the views of Government, and having so far explained myself, I will not hamper you with further instructions "than meet me at Beechey Island with the crews of all vessels before the 26th of August."

Trusting to an all-merciful Providence that you may be able safely to effect this, and that we may all meet in health and cheerfulness at Beechey Island,

Believe me, &c.,

EDWARD BELCHER,

Captain commanding Arctic Squadron.

Captain H. Kellett, C.B.,
H.M.S. "Resolute."

No. 8.

Sir EDWARD BELCHER, C.B., to the SECRETARY OF THE ADMIRALTY, reporting his Proceedings to 15th August 1854.

H. M. Ship "Assistance's" Gig,
Northumberland Depôt, Beechey Island,
15th August 1854.

Sir,

In continuation of my last, of 10th March of this year, I beg to inform you, for the information of my Lords Commissioners of the Admiralty, that in pursuance of the orders therein referred to, Commander Richards left me for Beechey Island on the 22d February, but was unable, by the non-arrival of his supporting sledges, to make good his starting westerly until the 16th March, when he crossed Wellington Channel to Cape Hotham, missing Lieutenant Hamilton advancing with a dog sledge on a similar mission from Captain Kellett to myself; but fortunately meeting with Mr. Court, acting master of H.M.S. "Investigator," proceeding to Beechey Island, he learned from him the position of H.M.S. "Resolute," and having lightened his sledge of extra provision pushed on more easily.

On the 30th March, Lieutenant Hamilton, having been 10 days detained by bad weather at Beechey Island, arrived at H.M.S. "Assistance" with the dog sledge, making a most rapid passage between the "Resolute" and "Assistance."

He was, after being recruited, again despatched to the "Resolute" with my reply.

Captain Kellett then despatched Commander McClintock upon the arrival of Commander Richards. He also made his journey much in the same style, thus affording proof that the energies of our officers and men even under this trying service, subject to two winters' imprisonment and

spring travel, for the advance in the face of N.W. gales in March is almost beyond the endurance of the human frame, had not abated. Indeed, Commander Richards and his crew suffered most seriously, particularly in their faces.

In the altered aspect of affairs, the supplies intended to connect the chain of cachettes between Beechey and Melville Islands became somewhat modified; but the documents herewith enclosed will, I trust, satisfy their Lordships that no chance of failure can be expected on the five stations, viz., Cape Hotham, Assistance Bay, a point east of Alison Creek, Cape Cockburn, and Dealy Island. No. 1.

The instructions relating to supplies to be placed to aid Captain Collinson's possible journey by the southern side were also carried into effect by Commander Pullen and other sledge officers visiting, leaving notices at Cape Walker, Cape Bunny (and cachettes), Cape Rennell, Griffith Island, and Port Leopold; full particulars were also left of all operations at Cape Hotham, where two whale boats have been left to aid the retreat of any parties arriving after the water has made. No. 2.

The depôt at Port Leopold was examined in detail by Commander Pullen, as per enclosed report. He suffered much from snow-blindness and rheumatism. He reports open water to the eastward of Port Leopold in March last. No. 3.

Fresh instructions were forwarded by me by which the relief sledges were directed to move on to Cape Cockburn and the "Resolute," and to aid Captain Kellett in the transport of stores and valuables to Beechey Island, which they finally reached on the 28th of May.

On the 19th, Dr. Domville, by very great exertion, succeeded in conveying to Beechey Island a seaman (Thomas Morgan) belonging to H.M.S. "Investigator," in the last stage of disease, but he expired on the 22d.

This journey, a distance of 190 statute miles, was accomplished in 10½ days by the aid of a dog sledge; but I cannot help remarking that it is obvious, from the condition of the patient and the sledge, incumbered also by an attendant invalid, that Dr. Domville performed his journey chiefly if not entirely on foot.

I will now revert to the connection of my communication relative to the western division since June 1853.

Captain Kellett had withdrawn the crew of the "Investigator" that season, and up to the 17th August remained icebound in his winter quarters without the slightest indication of release; but the eventful gale of 17-18th August suddenly came on him.

The ice instantly broke up, and so unexpectedly were the vessels driven to sea, that some important articles of ships furniture were left behind.

The vessels continued drifting to and fro helpless in the pack for 87 days! eventually becoming fixed on the 12th November, 28 miles S.W. of Cape Cockburn, in 75 fathoms. The best work made good in 56 days was S. 75 E. 69 miles. I beg to enclose a tracing of this drift. No. 4.

I make use of these figures to explain more clearly how necessary my definitive orders were to withdraw crews and repair to Beechey Island, as no hope, from her southern position, and cut off from any chance of "land-leads" by the northern shore, could reasonably remain of their extrication this season, in time to obey the positive orders under which I accepted this command, viz.: That the safety of the crews must precede any idea of extricating the ships.

But at the date at which I pen this, when all the ships ought to be out of Lancaster Sound, no such hope could be entertained of release to any western ships or crews.

Mr. Sainsbury, mate of H.M.S. "Investigator," who had been safely brought up to the "Resolute," had so far rallied as to be able to enjoy exercise on shore, and derived amusement from witnessing feats of races and other sports over which Captain Kellett was presiding, when so unexpectedly blown out; but he declined, and finally expired on the 14th November 1853.

I have thought fit to erect here in rear of this house, on a commanding terrace, a substantial pillar, on which, stamped on leaden plates, the names No. 5.

and particulars relative to all who have died in the execution of their duty in this expedition are recorded. I herewith enclose a copy.

The result of the spring operations of Captain Kellett is comprised in the following :

Commander M'Clintock and Lieutenant Meham continue their western search on Melville, and the newly discovered covering island, named (*pro tem.*) Patrick's Island, in honour of His Royal Highness Prince Arthur William Patrick Albert. No land having been discovered westerly, I think it may safely be inferred, from the reports of these officers combined with those of Commander M'Clure from Banks Land, that the western sea washing that land was that of the Great Arctic Ocean, of which probably North Cornwall is the northern and western outlying island. The increased thickness of the ice on all their western limits fully warrants the assumption of oceanic ice fatal to navigation.

Another party was despatched to the "Investigator," and for reasons presently to be explained and now much to be regretted, omitted to act on orders (or powers) given by Captain Kellett, to try back on the "Investigator's" ground for traces of her consort. They merely returned bringing the crew of the "Investigator."

Upon all these subjects, upon the extraordinary supplies of musk oxen, deer, game, &c., and the satisfactory improvement of the invalids of H.M.S. "Investigator," the letters of Captain Kellett contain such ample information that I fear I should mar their effect by any further attempt at consolidation of their contents.

Fortunately, before my orders had reached Captain Kellett, he had foreseen the importance of making good the search alluded to, and had despatched two officers to visit his depôt at Dealy Island; on to H.M.S. "Investigator," and to search Prince of Wales Inlet, or Strait, for traces of Captain Collinson, depositing the requisite notices of the depôts at Melville as well as on the route to Beechey Island.

That the selection of his officers was judicious is so fully borne out by the result, and expeditious rate of travel, unparalleled in these regions, no man can doubt.

I can assure their Lordships that I should be very sorry to *command* any officers, or men, unless under cases of great emergency, to equal or exceed the feats of those sledge officers and their crews.

No money, honours, or other rewards can compensate for the injury suffered in constitution generally by the insidious winter. Illness followed too closely the journies performed the last two seasons by the crews of the vessels under my command. And my opinion is borne out as to the greater rigour and intensity of climate *here*, by the working crew, our companions here, of the land service expeditions.

But it is, I trust, sufficient for my purpose to assure their Lordships and the country that those men who have executed more than they were expected to complete by their *orders* merit approbation. We simply hope we have done our duty.

Lieutenant Meham and Mr. Krabbé, master of the "Resolute," additional for service in "Intrepid," being selected left H.M.S. "Resolute" on the 3d of April. They reached the "Sailors' Home," Dealy Island, on the 12th, somewhat touched by snow-blindness and sore feet at this early period of the season, with a temperature varying between 6 and 37 below zero.

"The Home" was found in perfect condition, well banked up with snow on the outside, but the interior perfectly free from "drift." (Captain Kellett speaks in high terms of his carpenter, Mr. Deans, who was the architect. His conduct subsequently under me merits also my praise.) A portion of bread in one of the tanks was found to be slightly damaged, and one rum cask about one-fourth short of contents.

They experienced some difficulty in effecting an entry, owing to the door being barricaded by frozen sods, and the necessary implements for work secured *inside*, a caution not lost upon them.

After completing provision and securing "the Home" they proceeded on the 13th, deposited a record on the "sandstone in Winter Harbour," crossed over Port Hearne and travelled about three miles off the land towards Cape Providence.

On the 18th they shaped their course for Cape Russell, the N.E. point of Baring or Banks Land, forming the western point of entrance to Prince of Wales Strait, and changing their hours of travel from day to night in order to avoid the glare of the sun's rays reflected from the snow.

About the centre of the Strait dividing Melville Island from Banks Land they found the floes *old* and of greater extent, and as they approached the southern land fogs frequently prevailed entangling them amongst hummocks and deep snow, which rendered travel laborious and harassing.

On the 24th April the land was indistinctly seen by telescope about six miles distant, and shortly after, on the atmosphere clearing, they found that they had passed through a belt of old ice, and had to contend with a large extent of "young pressed up ice."

On the 25th they reached a low point at the entrance of an inlet, on which they encamped believing it to be Cape Russell, as the high land of Cape Providence on Melville Island was distinctly visible bearing about N. $\frac{3}{4}$ E.

At this position Lieutenant Meham deposited eleven days provisions, and Mr. Krabbé parted company in the prosecution of his instructions, to seek the "Investigator" in the Bay of Mercy, examine her condition, search for records, and on his return to the "Sailors' Home" on Dealy Island to re-examine and separate the damaged bread.

Quitting this cachette Lieutenant Meham proceeded to the S.W. following the trend of the land, but on the 26th discovered that he was in error. Retracing his steps he took up his cachette and entered Prince of Wales Strait. He infers from his bearings of Melville Island that the gap laid down by Mr. Wynniatt, mate of H.M.S. "Investigator," was the one he fell into, and therefore should be further west than placed on the chart supplied him (by Commander McClure).

He proceeded easily down this strait, finding drift wood (that great luxury of more southern Arctic travellers) in great abundance.

On the 4th of May at midnight he landed on the Princess Royal Islands, where on examining the cairn he was amply rewarded for his exertions by the discovery of the records left by Captain Collinson of H.M.S. "Enterprise," who having entered this strait on the 30th August 1851 passed up to Cape Peel, returned, and after following the west coast of Baring Island as high as $72^{\circ} 55' N.$ without being able to effect a passage, returned and wintered 1851-2 in lat. $71^{\circ} 35' N.$ and long. $117^{\circ} W.$, of which the tracing enclosed will exhibit the winter quarters.

No. 6.

The record intimated that further information of his movements would be found upon an islet in $71^{\circ} 36' N.$, long. $119^{\circ} W.$

Taking provisions only for 10 days Lieutenant Meham started that night (morning travelling time) to the southward in quest of further information.

After passing Cape Gordon the beach was found to be thickly marked by the remains of Esquimaux encampments; and on the 9th of May he succeeded in reaching the islet alluded to, where after several hours anxious search he found records deposited 10 feet magnetic north of a small cairn built upon its summit.

By these documents herewith enclosed it appears that a party from H.M.S. "Enterprise" in the sledge "Resolution" had visited Port Hearne, Melville Island, in the summer of 1852 and were compelled to desert their sledges, &c. Point Hearne is the north-western extreme of Parry's winter harbour. Other parties had examined the north and south coasts of Prince Albert's Land.

No. 7.
8 copies,
A. 1 to 5.
B. 1 to 3.

The records further intimate that upon quitting this position (on the 27th August 1852) Captain Collinson contemplated tracing the channel between Wollaston and Prince Albert Land as set forth in his document. Having rebuilt the cairn, deposited charts and records containing full information concerning our movements, as well as complete notices of all the depôts lodged in Barrow Strait route, Lieutenant Meham commenced his return to Melville Island leaving records at every conspicuous point, and finally cleared this strait on the 19th of May, having very minutely searched both shores of the strait.

On the 27th he reached "the Home" at Dealy Island, where he found his orders to return to Beechey Island direct. Mr. Krabbé had revisited "the Home," and preceded him. The party suffered much from snow-blindness, heavy falls of snow, and easterly winds.

Had the permission which Captain Kellett informed me he had given to Lieutenant Pim on his reaching the "Investigator" been followed up, viz. to try back on "Investigator's" ground, what might not have been the result? That perplexing question can be solved only by succour from England.

The anxiety of Lieutenant Meham to communicate his important intelligence can easily be imagined, and newspapers and letters had lost much of their charm. He observes, "it added certainly to their pleasure, but did not at all facilitate sleep."

Onward he pushed, overtook Mr. Krabbé on the 30th near Point Griffith, travelled in company to Cape Cockburn; overtook Lieutenant Hamilton with his sledge and half-famished dogs, and finally taking it, reached Beechey Island at 4.30 on the 12th June, 151 $\frac{3}{4}$ hours from Dealy Island, averaging 61 $\frac{1}{2}$ journies during an absence of 70 days, or 18.8 geographic, equal to 21.7 statute miles, at the drag-rope, a feat I believe, so far as the human constitution and the courage and spirit of the thorough British seaman is concerned, not to be despised. I now turn to Mr. Krabbé.

He reached "the Bay of Mercy" on the 5th of May. The tattered remains of the ensign, pendant, &c. were still flying, and such had been the accumulation of snowdrift on the northern side of the ship, that they were enabled to walk in over her gunwale. There was also a great quantity on her decks, but not sufficient to prevent them from obtaining easily, an entrance by the fore hatchway. The ship's head was N. 30° W. (true), the cable hanging slack under her bow. She was heeled about 10 degrees to starboard, and slightly by the head. No sign of pressure was visible, although the oakum was hanging very loosely out of many of her seams.

Her position was S. 12° E. 1400 yards from the cairn, and 426 yards from the nearest point of the beach, her stern being in 11 fathoms water.

On visiting between decks, everything appeared to be in good order, and the lower deck pretty free from frost, but overhead on the orlop beams there were great accumulations of ice.

The water had leaked so much into the holds during the preceding summer, that they were now full up to the orlop beams forward, and solid ice prevailed from thence to within 10 inches of the beams abaft.

In compliance with his directions, he removed all useful stores, and on the 11th May, securing up the hatches and leaving the ship nearly as he found her, commenced his return to Dealy Island.

He observes, "Both on entering and on leaving the bay I paid marked attention to the state of the ice in it, and I am confident that there was no water made inside a line from Point Providence (Bank's Land), to Point Back during 1853, but that there was open water during that season for two or three miles in width along the whole line, and which finally met and arrested pieces from the pack around the neighbourhood of Cape Hamilton. Along the cliffs of Bank's Land also, there was a belt of ice, varying from two to four miles in width, and terminating in heavy pressure on Point Parker. The pack from five miles north of Cape Hamilton to within 10 miles of Melville Island was somewhat heavier and older than found when crossing further eastward."

Mr. Krabbé reached Melville Island on the 26th May, and returned a day later than Lieutenant Meham, having averaged nearly the same rate of travelling (*per diem*).

Very little game was seen. (Captain Kellett remarks, "too early to see much.") Three deer and four musk oxen were noticed near Cape Hamilton, (on Bank's Land,) and three deer at Cape Providence (Melville Island).

The thaw attended with drizzling rain commenced about the 31st of May, yet, notwithstanding very low temperatures, sore feet, snow-blindness, &c., not a casualty was experienced by any of the travellers.

Lieutenant Hamilton with the dog-sledge was despatched by Captain Kellett on the 8th May, after the receipt of his final instructions, with orders for Lieutenant Meham and Mr. Krabbé at Dealy Island, desiring them to make a direct journey *via* Cape Cockburn, to Beechey Island.

He was much crippled on his return by want of food for his dogs, and was as before stated, overtaken by Lieutenant Meham. He reached Beechey Island with Mr. Krabbé.

We had now reduced the journey between H.M.S. "Assistance" and Beechey Island to such simplicity, that the effective crews of "Resolute"

and "North Star" kept up a pretty constant communication, making five days easy travel heavily laden, four days light, or 22 hours courier with dogs.

We thus removed our invalids and weakly hands by degrees, as well as the instruments and valuable stores, replacing our vacancies (amounting to 20) by sound men from the other crews.

The number of invalids now collected on board the "North Star," called for more especial care than the acting surgeon of that vessel. I therefore appointed Dr. D. Lyall, the surgeon of H.M.S. "Assistance," and senior here, to conduct the duties of the hospital established there under the control of the senior officer present, transferring Mr. Ricards (*pro tem.*) to H.M.S. "Assistance."

On the 1st of June, decided operations commenced for cutting out and floating H.M.S. "Assistance." The ice was found to run about 7 feet in thickness near the stern, and 18 feet at the bows—a little ahead 24 feet. The several trials of depths lately had given more water than required to float her; and, from a gauge nailed on her stern post in November last, it was evident that she had been bodily uplifted by the freezing power 15 inches, and instead of being aground, as we had imagined, she had at least one foot water to spare under her heel. The ice, therefore, must have gradually worked off shore (which I believe), or the water has attained a higher level (?).

Before the 6th of July, both the ship and tender were in every respect free, floating on their proper element, and on the 8th equipped for sea.

Four depôt tents had been established at convenient distances for "journies" since the 13th May, connecting us with Beechey Island; but fuel being scarce, at one only, viz. at Baring rendezvous, Cape Bowden, did any one permanently reside. That position was most ably commanded by Serjeant Jeffries, a most upright, worthy, intelligent soldier, whose peculiar services I have thought fit to place before their Lordships in a separate communication.

This rendezvous was provided with two tents, and a store of provision and fuel, equal to the sustenance of 91 men for three days, should necessity call for the withdrawal of the crews of "Assistance," &c. The other tents were adequately provided with blankets, &c., for 12 persons, thus saving the carriage of tent and sleeping gear, cooking apparatus, and other great incumbrances.

The general duties of the ship being thus satisfactorily arranged, and my presence being required at Beechey Island, to decide on further movements should a vessel arrive from England, I left the "Assistance" on the 12th July with six sledges, conveying two boats, instruments, chronometers, and other valuables, and reached Beechey Island on the morning of the 17th about 2 a.m., when I was met by my worthy colleague Captain Kellett, Commanders M'Clure, Pullen, and M'Clintock, and conducted to this house "Northumberland Depôt," where everything had been kindly arranged to ensure my comfort, and from whence I am now writing.

At this present date no sign of open water cheers us, but I have the satisfaction of knowing that on the 6th H.M.S. "Assistance" and "Pioneer" were blown out. The latter grounded, and the engines could not be worked. She was soon got afloat, and my communication, dated 3 a.m. on the 10th, from Commander Richards, places the ship near Cape Grinnell, not far from the spot where the gallant Bellet met his untimely end.

Considering that our northern and western searches have now terminated, I cannot but revert to the matters involved in this service intrusted to my direction. Although it was clearly explained, indeed most emphatically enjoined on me, that the discovery of new land had no part in my proposed duties, but that the most rigorous and extended search for traces of the missing expedition was alone to occupy my mind, still, the one object in the region more particularly visited by me could not be satisfactorily executed without the label of truth impressed on its every feature.

With both views before me, the commanders of parties were directed to make straight courses to the utmost extent of travel from point to point, so far as provision would sustain them forward and back.

On the homeward journey, they, with lighter loads, had time to review eligible lines of research, and the orders given to the return commissariat

sledges filled up all minor gaps until the whole bore the appearance, at least, of a strict survey.

But, secondary to these main instructions, was the effort to trace any communication with the ships under Captain Collinson's command, and to deposit adequate supplies to aid them in retreat at the most eligible positions.

That our efforts have entirely failed in our first and most exciting search rests mainly, I believe, on the conviction that the "Erebus" and "Terror" did not advance westerly or northerly beyond Beechey Island, and it is a matter of no common importance to my mind, and adverse to any *intention* of a northern movement, that not one single *reliable* trace of detached sporting parties has been met with northerly. But on the other hand, *easterly*, at points where we should naturally expect explorers would be averse to proceed, numerous traces of temporary sojourn abound, fatal in my mind to any idea of further western discovery, and specially in the direction of Wellington Channel.

I admit, now that we *know* that navigable channels exist on either sides of Baillie, Hamilton, and Dundas Islands, that it was not unnatural to suppose that the ships might have escaped westerly by that route. But speaking as a surveyor, as a simple navigator, had I travelled from hence to the heights of Capes Osborn, or further north to Cape Hogarth, and beheld from thence, as I have done on the latter and near the former, the clear panoramic view of Wellington Channel, I would not have deemed the Queen's Channel of sufficient importance to risk my vessels *for exploration*, nor of equal value to the Byam Martin Strait, easier of approach, and for every object *attainable*, more secure than the course by Wellington Channel.

I saw no features from the *eastern shores* to warrant any passage, nor is it fair to judge from the very extraordinary season of 1852 that successive years would afford similar facility. *When* H.M. Ship "Assistance" escapes out of Wellington Channel, then I may be able to make further remarks. But this I know, that 1853 and 1854 offered no invitations to the judicious navigator to try his chance, late in the season, merely perhaps to enter the great bay where the "Assistance" spent her dreary winter.

My impression still clings to the escape out of Lancaster Sound, or a fatal issue off Cape Riley, and that traces, if ever discovered, must be sought from the Esquimaux of the southern land (Cockburn Island).

Having thus dismissed our disappointed hopes of traces where we have sought in vain, I arrive at the discovery of the position of H.M. Ship "Investigator," and the present safety of her captain and crew.

However anxious I may be for a similar result with regard to Captain Collinson and party, still I am thankful that the records place him in a region free from the perils of Arctic ice, in which Captain M'Clure considers no ship could endure. He had at the latest account two modes of escape: one, by the road he came; the other—on which I place but little reliance on account of its difficulties—by the land journey to some of the Hudson Bay posts, unless indeed he met Dr. Rae, in which case competent guides would materially alter the face of his difficulties.

But I have not been unmindful of every course which he might adopt. The Melville Island chain is complete and adequately stored. At Cape Bunny, should he take up the Peel Strait, he will find supplies and notices where to find more. At Port Leopold the house is not fit to shelter his people, but I think the materials for sustaining life are not wanting.

Here the house, the position of the provisions, fuel, and stores, offer the home provided for Sir John Franklin, and where possibly I may yet have to prove that another winter can be endured.

Until the month of September is half expended I shall, if detained here, still cling to the hope of his joining us, and of the arrival of steamers adequate to our need, in conveying so many persons to our country without the risk of one bottom.

21st August 1854.—Open water in every direction. The nonappearance of H.M.S. "Assistance," and the opinion here that I ought to decide on the spot as to her future fate compels me to close. If Captain Kellett should be blown out in H.M.S. "North Star," and reach England, I must refer to him for my latest intentions.

I have, &c.

EDWARD BELCHER,
Captain commanding Expedition.

METEOROLOGICAL REGISTER of a Journey from H.M.S. "Assistance" in the Wellington Channel to H.M.S. "Resolute" off Cape Cockburn, and back, between the 22d of February and the 4th of May 1854.

Proceedings of
Sir Edward Belcher, C.B.

Date.	Temperature.		Winds.			Remarks.
	6 a.m.	6 p.m.	Direction.	Force.	Wr.	
Feb. 22	-35	-25	Calm	0	b.c.	Passage from "Assistance" to Beechey Island.
23	40	37	Ditto	0	b.c.	
24	42	37	Variable	1,2	b.c.	
25	41	37	Northerly	3,5,7	q.m.	
26	41	37	North	5,7	q.m.	
27	32	30	North	3,7	q.m.	
28	18	16	N.N.W.	7,9	q.m.	
March 1	-	-	-	-	-	
2	-	-	-	-	-	
3	-	-	-	-	-	
4	-	-	-	-	-	
5	-	-	-	-	-	
6	-	-	-	-	-	
7	-	-	-	-	-	
8	-	-	-	-	-	
9	-	-	-	-	-	
10	-	-	-	-	-	
11	-	-	-	-	-	
12	-	-	-	-	-	
13	-	-	-	-	-	
14	-	-	-	-	-	
15	-	-	-	-	-	
16	-23	-19	Calm	0	b.c.	
17	26	18	S.E. by N.	1,2,7	g.q.	Much snow drift.
18	26	28	N.N.W.	5,6	q.m.	
19	32	31	N.N.W.	6,7	q.m.	
20	32	32	N. & W.	8,9	q.m.	
21	33	30	N.W.	2,3	b.c.	
22	33	30	N.W.	2,3	b.c.	
23	31	35	W.N.W.	5,7	b.c.m.	
24	33	31	W.N.W.	7,8	b.c.m.	
25	32	30	W.N.W.	5,6,8	g.m.	
26	31	30	W.N.W.	5,8	q.m.	
27	30	32	W.N.W.	7,9	q.m.	
28	31	20	W.N.W.	7,8	q.m.	
29	18	19	W.N.W.	3,4	b.c.	
30	27	17	W.N.W.	2,3	b.c.m.	
31	26	25	N.E.	3,4	b.c.	
April 1	31	21	N.N.E.	4,5	b.c.	From Beechey Island to "Resolute" off Cape Cockburn.
2	25	22	N.N.E.	3,4	c.m.	
3	29	20	S.W.S.	2,3	c.m.	
4	28	17	W.S.W.	4,5	c.m.	
5	14	10	W.S.W.	4	c.m.	
6	20	8	W.S.W.	4	c.m.	
7	-	-	-	-	-	
8	-	-	-	-	-	
9	-	-	-	-	-	On board the "Resolute."
10	-	-	-	-	-	
11	-	-	-	-	-	
12	-	-	-	-	-	
13	-	-3	S.E.	4,5	q.c.m.	
14	14	2	West	2,3	b.c.	From Cape Cockburn to Beechey Island.
15	13	3	S.W.	5	b.c.	
16	3	3	Calm	0	b.c.	
17	+9	-8	S.E.	2,3	c.m.	
18	8	1	S.E. N.E.	2,4	c.m.	
19	7	3	E.N.E.	2,4	c.m.	
20	3	2	Easterly	1,3	b.c.	
21	10	+7	E.S.E.	1,2	b.c.	
22	1	4	E.S.E.	2,4	b.c.	
23	5	4	Easterly	1,2	b.c.	
24	Zero	-2	Calm	0	b.c.	Commenced night travelling from Cape Cockburn to Beechey Island.
25	+7	8	Westerly	1,2	b.c.	
26	-	-	-	-	-	
27	-	-	-	-	-	On board the "North Star"
28	-	-	-	-	-	
29	+15	2	S.E.	2,3	c.m.	
30	19	-1	S.E.	2	b.c.	From Beechey Island to "Assistance."
May 1	-6	14	S.E.	-	-	
2	+13	14	N.E.	2,3	b.c.	
3	-	-	N.N.E.	1,2	b.c.	

G. HENRY RICHARDS, Commander.

LETTER from Sir EDWARD BELCHER, C.B., enclosing Reports from the several Officers of the "NORTH STAR," containing the Result of their Examinations of the Coast, and Observations in respect to the Traces of the Franklin Expedition on Beechey Island, &c.

H.M.S. "Assistance's" Gig,
Northumberland Depôt, Beechey Island,
18th August, 1854.

Sir,

The inclination, now that nothing remains to employ the talkative, having given rise to certain observations relative to the search in the immediate vicinity of Beechey Island, I thought it prudent, now that we are fixed to the spot, to call for every document or opinion bearing on the same, in order that their Lordships may not be troubled at some future period with schemes for further search, at least in this locality, on the plea that anything has been left undone.

These reports result from various orders, commencing when I quitted two years since, and terminating with the report of Mr. Court, Acting Master of H.M.S. "Investigator," this day.

I have, &c.

EDWARD BELCHER,

The Secretary of the Admiralty, Captain commanding Arctic Squadron.
London.

(1.)—Mr. STEPHEN COURT to Sir EDWARD BELCHER, C.B.

H.M. Ship "North Star,"

Beechey Island, 18th August 1854.

Sir,

In pursuance of your orders I left this ship at 1.45 p.m. of August 7th, with a party of six men and the small ice boat victualled for ten days.

Having reached a small distance beyond Cape Riley, the starboard runner of the boat became so much crippled as to cause me to send to the ship for a sledge. At 0.30 a.m. on the 8th, the large boat arrived with two additional hands for my party, and I started with her at 9 a.m., arriving at Cape Ricketts at 6 p.m., with the starboard runner of the boat broken completely off.

On the morning of the 9th, seeing no prospect of proceeding with the boat, I started with one man to examine the shores of Radstock Bay, leaving the remaining seven to remove the boat into a more secure position; I returned to the boat at 1 a.m. of the 10th, and found she had been placed according to my wishes.

At 3 p.m. I proceeded with the whole party towards Cape Hurd, and on the 11th at noon found a notice left by Mr. John Stuart, dated 23d May, 1851.

At 7 a.m. 12th instant, arrived at Cape Hurd, and found notices of the under-mentioned visits, viz.:

Captain Pullen,	dated 30 August 1852.
Lieutenant Cator ..	21 .. 1850.
Sir E. Belcher ..	11 .. —
Mr. John Stuart ..	23 May 1851.

At 11 p.m. of the 12th arrived at our farthest from the ship, in a small bay on the western side of Maxwell Bay, about 10 miles eastward from Cape Hurd.

During the forenoon of the 13th, I walked around the shores of this small bay to a distance of about five miles from the party, and found traces of a tent having been pitched here before; also the remains of a tree of drift wood much charred with fire, the head of a wooden mallet with the handle broken short off, and a piece of wood supposed to be a part of a stave of a cask.

At 5 p.m. of the 13th, I commenced my return, and arrived at the boat at Cape Ricketts at 10 p.m. of the 15th; and at Cape Riley at 5.30 p.m. of the 16th. Here the ice prevented our coming to the ship until the next morning, when we arrived on board at 8.45 a.m. having found no other traces of any parties than those above mentioned, which I have already forwarded to you.

Traces of Esquimaux huts were discernible at various places along the coast, but none of them apparently of a recent date.

During my outward progress the ice in the offing appeared to be moving slowly to the eastward, but too close for a vessel to penetrate.

From a hill near my farthest, the ice from Cape Felfoot to Cape Hurd appeared slack, with several holes of water among it; and in a direction from Cape Felfoot towards Leopold Island was a large space of open water with no ice visible over it in many places.

On the night of the 13th, the wind shifted, and the weather became too thick for the state of the ice in the offing to be seen, but the few slack places along the land were fast filling up with ice from the westward.

Two ice-boats damaged in succession!!—E. B.
I travelled the same ground twenty-four hours later—no difficulty with my gig!!—E. B.

At noon on the 16th, from the eastern point of Gascoigne Inlet the ice was moving rapidly to the eastward, but had not broken out of the entrance of the inlet.

At 5 a.m. of the 17th, from Cape Riley there was a large space of water extending along the land as far as could be seen, and to the distance of about three to four miles off shore.

I have, &c.
STEPHEN COURT,
Acting Master, H.M.S. "Investigator."

The result, is simply, no search made beyond a resting-place of Commander Pullen in 1852.
E. BELCHER, Captain.

(2.)—Mr. WILLIAM T. DONVILLE to Commander WILLIAM J. S. PULLEN, R.N.

Her Majesty's Ship "North Star,"
Beechey Island, 19th August 1854.

Sir,

IN obedience to the orders of Captain Sir Edward Belcher, C.B., issued in your memorandum of the 15th inst., I have to submit for his information the following account of such traces of Sir John Franklin's expedition, as met with during my absence in charge of a shooting party from Her Majesty's ship "North Star," in July last.

The first traces met with were those discovered by Lieutenant Hamilton and myself two years since, and described in his published letters; these were again minutely examined, but no document could be discovered. They still presented the same appearance, the cooking stones, with the half consumed embers of coal and bone (white whale), exhibiting a freshness that might be ascribed to as few months as to the many years that have elapsed since ignited. The circumstance of bone being mixed with coal might, upon casual observance, lead to the surmise that fuel was deficient, but the remnants of coal and the wooden lining of an old potato case being still intact, would appear to negative this. The other traces were at a tenting place, under the high land bordering the north end of Gascoyne Inlet. Here were found two perfect wine bottles, several others broken, a broken six ounce medicine vial (with the broad arrow) which had contained oil, a few iron nails, several pieces of rope yarn, and a piece of tin with Goldner's name and stamp; there also was a small heap of about a dozen pieces of fossil and other remains, granite, &c., the evident debris of a geological collection from the neighbouring hills.

Up Radstock Bay no traces were seen excepting of Esquimaux, which were numerous, but of a remote period. The time of absence of the party was fifteen days; it consisted of ten persons, four officers and six men. The ground thus crossed and recrossed comprised the tract between Radstock Bay, from north to south, and Beechey Island; all were ever anxious, and I believe that not a stone was seen raised upon another, but it was made the object of scrutiny.

I have, &c.
WILLIAM T. DONVILLE,
Surgeon of H.M.S. "Resolute."

(3.)—W. ELLIOTT to Commander PULLEN, R.N.

H.M. Ship "North Star,"
Beechey Island, 15th August 1854.

Sir,

I HAVE the honour to report, for the information of Captain Sir Edward Belcher, Kt., C.B., that I have examined different parts of this island and the neighbouring vicinity, in my shooting and other excursions, for traces of the expedition under Sir John Franklin since our arrival here in August, 1852, and the only thing I have found was a piece of iron (which I delivered to you at the date of finding it, October 1853.) at the embankment on the north east part of the island.

I have, &c.
W. ELLIOTT,
Clerk in Charge.

(4.)—T. C. PULLEN to Commander W. J. S. PULLEN.

H.M. Ship "North Star,"
Beechey Island, 16th August 1854.

Sir,

IN compliance with your memorandum of the 15th instant, I beg to state that I picked up, on the eastern side of Erebus and Terzor Bay, on the 18th August 1853, lying on the shingle beach close to the sea side, apparently dropped there, no cairn having been put up to support it, a boarding pike, painted half white half black, vertically; at one end a piece of board was secured, on which was a hand painted black, with the fore-finger extended. I examined the place for some distance around it, to see if there were any marks to show the ground had been disturbed, but could find none.

I.

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Proceedings of
Sir Edward Belcher, C.B.

With respect to the search of Beechey Island and shores around it, I think, from the manner it has been searched by parties appointed for that purpose, and during our long stay in this vicinity the number of times the ground has been passed over by those belonging to the ship, it is hardly possible that any cairn or other mark which might lead to any trace of the missing expedition could have escaped observation.

I remain, &c.
(Signed)

T. C. PULLEN,
Master.

(5.)—Mr. R. C. SCOTT to Commander W. S. PULLEN.

H.M.S. "North Star,"

Beechey Island, 16th August 1854.

Sir,

AGREEABLY to your memorandum of the 15th instant I beg to furnish you with the following particulars. In compliance with orders I received from Captain Kellett I proceeded on the evening of the 3d July on a shooting expedition to Cape Spencer. The following day whilst going in the direction of Point Innes I came upon the remains of an Esquimaux encampment; it was about three quarters of a mile from Cape Spencer. On examining it I found it to consist of seven huts the roofs of which had fallen in, and had evidently been erected very many years ago. To the northward of this encampment, but adjoining it, was a large circular stone wall between seven and eight feet in diameter and two feet in height, a small portion about three feet in width being left for an entrance; the stones were placed much more regularly and with a regard to symmetry which was not found amongst the Esquimaux huts. There was neither mud nor moss to hold them together, and apparently had been erected recently. The ground around the encampment as well as in it was strewn with the bones of the bear, seal, wolf, fox, and dorekie, and a small *atcho* of decayed seal's bones and flesh was found close to one of the huts. The remains of a coal fire and one of Goldner's preserved meat tins were also on the ground, the latter having the names of Dr. Bradford, Commander Pullen, and others, scratched on it, bearing date respectively 1850 and 1853. Amongst the ruins I dug out a small piece of an arrow formed out of bone, with two barbs; also a long, straight, thin piece of bone (about 14 inches in length) sharpened at one end; also a small rough piece of ivory, probably part of the tusk of a walrus, which had apparently been intended as the head of a spear. Outside the circular encampment I picked up a few small pieces of tin varying from an inch to two inches in length and from $\frac{1}{4}$ to $\frac{1}{2}$ inch in breadth. On leaving the encampment I proceeded toward Point Innes, but had not gone far (thirty yards) when I picked up a piece of tin about four or five inches square with the words "H.M.S. Terror" painted on it; the piece had evidently been cut out from Ednard's preserved potatoe tins. I brought with me to the tent the piece of tin and the arrow and the piece of bone, which were sent on board the "North Star" before my return.

I have, &c.

ROBERT CHARLES SCOTT.

Assistant Surgeon addl. H.M.S. "Resolute."

(6.)—Lieutenant JOHN P. CHEYNE to Commander PULLEN, R.N.

H.M.S. "North Star,"

Beechey Island, 8th August 1854.

Sir,

I BEG to state that while stationed at the top of the island during the month of July of the present year, I employed myself in the examination of the hill side under Franklin's cairn, and from the result of that examination have come to the conclusion that nothing is to be found there, as previously supposed by me, or on any other part of the island.

I have, &c.

(Signed)

JOHN P. CHEYNE,

Lieutenant H.M.S. "Assistance."

No. 10.

REPORT of SEARCH of BEECHEY ISLAND and vicinity for TRACES of the
EXPEDITION under Sir JOHN FRANKLIN.

Commander W. J. S. PULLEN to Captain Sir EDWARD BELCHER.

H.M.S. "North Star,"

Beechey Island, 16th August 1854.

Sir,

IN reply to your letter of yesterday's date I have the honour to transmit an account of what has been done here in the service of search for documents or traces of the Franklin expedition since August 1852. And as

my letter of proceedings dated 21st March 1853 accompanying my journal, which I left for you at Cape Beecher, contains full accounts, I have omitted here all details, and beg to state that the importance of this duty has never been effaced from my mind, or that of any of my officers, who as well as the men have been enjoined to keep a good look out on every occasion on visiting the shore.

2. In my visit to Maxwell Bay nothing whatever was found to lead me to suppose that any parties had travelled along its shores as far as I went, nearly to its head on the western side, so that I could fully see it was connected all round, and that there was no probability of parties being able to travel from it to any northern water. From a careful examination of the circles or stones there discovered I was fully convinced that they were nothing more than the remains of old Esquimaux encampments.

3. At Cape Hurd I found other circles of stones, still more ancient, a few preserved meat tins, and a piece of a broken stone bottle left by former searchers; also the cairn and your notice left on your way to Beechey Island in 1852.

4. In September 1852 two cairns were discovered on the northern range of this bay, N.E. and S.W. from each other and 170 feet apart. When I first saw these piles I was almost certain that we had found traces, but on taking them down, digging underneath as far as it was possible, over a considerable space too, half way between, and in every direction about, I gave it up, without discovering anything. And on the eastern shores of the bay the very same day another smaller cairn was found, and examined with a like result, other than a small piece of well bleached white line. These cairns I can, therefore, only conclude were erected as surveying marks similar to those that have been put up by me; moreover, that one on the eastern shore of the bay was close to the spot where I was about to fix a position in my survey.

5. On the 25th of January 1853 I commenced digging on the island over all those parts that had been before examined, and feel satisfied that from the manner in which it was done, without any traces resulting, that nothing was intended to be left. The summit of the island too was also strictly examined, in fact, no part bearing on the surface the least semblance of disturbance was passed over without digging and examining by a watch kept almost constantly at it until the 28th February, and from so much snow on the ground little difficulty was found in getting well down under the surface.

6. Nothing more was done until October 1853, every one finding full employment in the intervening time in travelling and getting the ship afloat. Mr. Alston, mate, however, found another cairn on the northern high land with no success, therefore I had no reason to alter my impressions respecting these cairns; and furthermore I do not think anything in the shape of a record was ever intended to be left.

7. On the 10th of October Lieutenant Cheyne arrived, and on his expressing belief that some traces might be found in or about the southern cairn on the summit of this island I gave him orders to search, acquainting me from time to time of the result; and on the 8th of this month I gave him another order in compliance with your orders to me, to which I got the enclosed letter of reply.

8. On or about Point Innes, and as I conjecture on that spot called, by Mr. Penny I believe, a watch-tower I found after turning over some of the stones part of a human jaw-bone very much decayed, and apparently of very ancient date, and within Cape Spencer on the right bank of the stream emptying itself to the northward of the low point I found the remains of an Esquimaux encampment, evidently the one Mr. Scott, the assisting surgeon, so closely examined when stopping there with the shooting party last month. The place was also examined by me at the time of discovery, when the tin marked Dr. Bradford was seen, and the others were marked by my men. Mr. Scott's report I beg to enclose.

9. I have given no orders but verbal to my own officers, leaving it entirely to their sense of the importance of the service, and from Mr. Pullen, master, and Mr. Elliott, clerk in charge, I have received letters, which I also enclose.

10. Lieutenant Cheyne I have given direct orders and as before stated received a reply, and in compliance with your letter of the 15th I issued a general memorandum to all officers on board H.M. Ship under my command on the subject, and having received no letters but those enclosed come to the conclusion that nothing else has been found, or that they think any further traces are to be found in this vicinity.

I have, &c.

W. J. S. PULLEN, Commander.

No. 11.

LETTER from SIR EDWARD BELCHER, C.B. reporting his Reasons for abandoning his SHIP, and detailing his Proceedings to the 28th instant, when he arrived in the "Phoenix" at Cork.

H.M. Ship "Assistance's" Gig, H.M.S. "Phoenix,"
Cork, 28th September 1854.

Sir,

My last despatch was penned at the moment I quitted Beechey Island to return to H.M.S. "Assistance," and under the impression that stress of weather or other fatality might compel the "North Star" to proceed to England in conformity with instructions which I left with Captain Kellett, as may be seen by my closing paragraph.

On the 22d of August, the ice had so far cleared in the Wellington Channel that the extreme edge of the floe could just be discerned from the summit of Beechey Island.

3. My preparation for travel was made, and as it might be necessary to exchange some of the officers of H.M.S. "Assistance," whose constitutions could not, if that vessel should be ultimately frozen in the drifting pack, withstand another winter, the following officers immediately tendered their services, and accompanied me to H.M.S. "Assistance,"

Commander M'Clintock.

Mr. Robert C. Scott, assistant surgeon.

Mr. Court, acting master (Investigator).

Mr. Jenkins, master.

Dr. Domville also volunteered, but I considered his services more important in the "North Star," as Dr. Lyall would be required to accompany me to complete any medical surveys required.

Our party embarked in my gig at 11 a.m. on the 23d August, and after a heavy pull reached Point Innes in four hours, where the supernumeraries, mentioned above, landed and volunteered to walk on by land to Baring Rendezvous, Cape Bowden.

Moving on in the gig, I reached the edge of the floe about eight miles to the southward of the Rendezvous, and was compelled to drag the gig over the floe with five hands assisted by the surgeon and myself, eventually reinforced by Mr. Court, the serjeant, and one man. We reached about 8 p.m. A courier which I had despatched beforehand to H.M.S. "Assistance," desiring a party to be immediately advanced to my assistance, reached about 8 the following morning, informing me "that the party was halfway between the stations;" he was directed to return and stop them until my arrival, our party moving forward at noon.

In 37 hours from the period of quitting the depôt at Beechey Island I stood on the quarter-deck of H.M.S. "Assistance."

The ice, which on my downward journey in July appeared to be cracking in twelve different fissures between Cape Grinnell and the present position of the ship, and which latterly rendered travel, without the company of a boat, most difficult, had now set close to, and a pedestrian effected his passage with comparative ease.

Over an expanse of 24 miles these cracks had occurred in as many places, but now one solid barrier, cemented in many places by young ice, and the pools on the floe so hardly frozen as to bear both men and sledge, left but little hope of release until too late in the season for any prospect of reaching

Beechey Island or England this year. And it was still a question, if an effort of nature displaced this barrier (as it did with the unfortunate Bellot last year) by a north-west or southerly gale, if any vessel survived the inevitable pressure to which she must be subjected.

The fissures into which the "Assistance" and "Pioneer" had been warped, and where they succeeded in docking, opened and closed occasionally to the extent of 40 feet, but its termination was *inshore* near to Cape Grinnell, and latterly, the dock having ruptured, they had been subjected to "nips" causing the ship to heel occasionally, but the most troublesome piece had eventually passed under her forefoot.

Taking all these matters into consideration, the absolute impossibility of any disruption of the ice without a similar gale to that of August last year, the danger if it did recur, and finally, the risk which the lateness of the season now entailed on hesitation, I considered that I should best fulfil my pledge to their Lordships and my duty to my country, as well as to my crew (for none volunteered to remain out) by withdrawing them and proceeding to H.M.S. "North Star."

The pang of quitting my ship at this late moment, when hope, to our senses, at Beechey Island, had almost ripened into certainty of release, will I trust need no assertion from me.

The objects of the expedition, as far as the powers of ship and crew were concerned, have been I trust carried to the extreme bounds of *reason*, and if they were not pushed further, I must most humbly submit that no fault lies in not being supplied with human beings who could kill me, or my gallant second, Commander Richards.

I have been generally charged with exacting from my followers as much as my frame, impelled with "a Commander's excitement," could endure. I was well supported. But I felt that I could not tax their labour beyond the *true intent* for which I was selected for this command. "To search for Sir John Franklin, on *reasonable and reliable sources*," but not to push, for my own reputation or selfish ends, for discovery of new lands where no trace existed, or seemed to promise, without ruining the then jaded frames of my gallant supporters, even with 40 days' provision remaining, and a depôt at my feet.

It was under such circumstances nearly that my final effort *against hope* led me five days journey off into the *bare fœe* to complete Buckingham Island and the Victoria Archipelago.

But my duty would not have terminated by a retreat to England, as imagined, had my squadron reached Beechey Island in August last year.

Rumour indeed, to suit some interested purpose, had raised such a calumny. But the correspondence between Captain Kellett and myself, would, I had imagined, have implied that our forces would have been so placed along the western ports of Baffin's Bay, that the possibility of any of the crews having reached Cockburn Island would have been entirely set at rest, for I feel satisfied that no reasonable being of this expedition, with brains free from the delusions of interested motives, will venture to suggest that our unfortunate countrymen ever passed the meridian of Beechey Island after the spring or autumn of 1846.

If any final proof were wanting to seal the improbability of escape until too late to advance westward to positive destruction, let them look to the advance and *immediate sealing* of the "Assistance" in 1852, and the struggle of the "North Star," for release with *three crews* in 1854, from a position *far outside* that *inferred* to have been occupied by the "Erebus" and "Terror."

On the full moon of the 26th August, at 6 a.m., the last of the crew of Her Majesty's Ship "Assistance" quitted the ship. The jack, ensign, and pendant, never to be hauled down, were properly secured; the decks cleaned and inspected, and the cabins put in due order. The last tapping of the caulker's mallet, sealing the aperture to my cabin, found an echo on many a heart as if we had encased some cherished object. Our hearts were too full, no cheers escaped, but turning our backs on the ships, we pursued our cheerless route over the fœe, leaving behind our home, seeking perhaps merely the change to the depôt at Beechey Island.

I reached Beechey Island, a distance of 40 miles, by floe and sea in 25 hours. The remainder of the crew under Commander Richards, after leaving on the floe a great quantity of luggage which the boats could not carry, arrived about 12 hours later.

Captain Kellett during my absence had so far expedited matters, that by noon (on the 26th August), all had been embarked from Northumberland depôt, excepting the supplies for sixty men for one year; and all the requisite documents having been placed in the house as well as in the pillar, with a large copper plate marked "Post office" we embarked on board Her Majesty's Ship "North Star." slipped our hawsers, and made sail, intending to advance westerly to meet and relieve our boats, *deeply laden*, and to which two additional boats had been already despatched, as Commander Richards had informed me that a party had been compelled to travel by land.

It was about this day last year that H.M.S. "Phoenix" left for England. Some doubted her escape from Lancaster Sound. It was therefore matter of deep anxiety, now that our crews were all collected in one small ship, and many four winters out and not over strong, that we should alone have to buffet the ice of Baffin's Bay.

The day was gloomy, attended with snow and haze, and I had barely taken possession of my cabin, when a steamer towing a barque was reported off Cape Riley.

The "Phoenix" and "Talbot" had arrived barely in time to prevent our missing them, as I should undoubtedly have taken the southern side of Lancaster Sound as affording the better chance of easterly current.

The contents of their Lordships' instructions did not in any manner, under the discretion reposed in me, alter any of the arrangements which I had already made, but having withdrawn provisions to the minimum required by Captain Collinson's party to subsist our crews on short allowance to England, I now directed them to be replaced in excess, and added two life boats, and two of the sledge boats to those already placed there. The "Mary" yacht, refitted by Commander Pullen, is also in readiness, near the outer edge of the ice, very convenient for launching.

I trust, from the contents of my previous despatches, that it will be manifest to their Lordships that I could not entertain any idea of leaving behind any vessel, officer, or crew here to prosecute a duty I trust complete, but on which our united force and well-trained officers had prosecuted their researches to the extreme to which human endurance could be carried, nor could I possibly frame orders, or in my then condition select any officer to carry them into effect without some definite instruction as to the service for which he was to be employed, inasmuch as the only objects to which my attention was directed were "search for Sir John Franklin," and "relief to Captain Collinson, if not heard of."

But I trust that the latter has already reached a place of safety, and that relief from England, taking into consideration the caches laid out, will, under a very mature consideration of the whole circumstances, be better arranged by a steamer direct from England under a proper officer, fully in time to meet any exigency, and unshackled by towing transports.

Had there been any necessity for leaving out a vessel with a steam tender, I most certainly could not, consistent with my conviction of ability, have left any other than those who specially volunteered for any duty I directed, viz:—Captain Kellett, Commanders Richards and M'Clintock. But I fear from the health of the two former, that I should have been compelled to select Commander M'Clintock, an officer well able to carry out all the exigencies of the service, not only to my own satisfaction and the intent of the orders given to him, but I am fully satisfied, much to the satisfaction of their Lordships and the country.

During the detention necessary for the completion of the duties before alluded to, and for which the ships had to be secured to the floe, I caused the tablet sent out to the memory of Monsieur Bellot to be attached to the pillar, of which I have already furnished a description, and now enclose an additional drawing by Monsieur de Bray, and three vollies to be fired by the marines of the "Phoenix," the superior officers of the expedition attending.

Sacred
To the Memory of
JONAS BOWLE, A.B.
Who died on board
H.M. Ship "Investigator,"
At Baring Island,
April 6th, 1853. Aged 29 Years.

Sacred
To the Memory of

MOSSIEUR BELLOT, Lieutenant in the French Navy, and Chevalier of the Legion of Honour, who accompanied Mr. Kennedy and Captain Inglefield on their respective visits to the Arctic Regions.

While attached to H.M.S.V. "Phoenix," under Captain Inglefield, he gallantly volunteered to convey Despatches to Captain Sir E. Belcher, with a sledge crew from H.M.S. "North Star."

In a heavy gale of wind, on the 18th August 1853, he was drowned by the disruption of the ice near Cape Grinnell, much lamented by the Arctic Squadron, and all who had the pleasure of knowing his value and noble spirit.

Sacred
To the Memory of

WILLIAM COTTRISH, Private Royal Marine,
H.M. Ship "Assistance,"

A Native of Northiam, Sussex,
Who died on board

On the 27th February 1853,

After a protracted illness from disease of the lungs.

Aged 34 Years.

He served with credit in his corps for upwards of sixteen years and four months, gaining by his good conduct two badges of merit, in addition to the Syrian medal. During twelve months of the above period, he served in H.M.S. "Assistance," gaining the respect of Captain and Officers, and beloved by all who knew him, and died deeply lamented by his Shipmatees.

"Happy are they who die in the Lord."

He lies interred in Northumberland Sound.

Sacred
To the Memory of

ISAAC BARNETT, Captain of the Main Top,
and GEORGE HARRIS, A.B. Seaman,
of H.M.S. "Assistance."

The latter attached to H.M.S. Tender "Pioneer."

ISAAC BARNETT

Departed this life on the 28th January 1854.

Aged 28 Years.

GEORGE HARRIS,

Departed this life on the 9th January 1854.

Aged 30½ Years.

Both fell victims to scurvy, although the former primarily laboured under scorbutic affection of the ankle.

Their remains lie interred on shore at Disaster Bay, where H.M.S. "Assistance" and Tender wintered 1853—54.

"Blessed are those who die in the Lord."

Sacred

To the Memory of

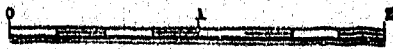
JOHN AMBS, A.B.,
Who died on board

H.M. Ship "Investigator," at Baring Island,
April 11th, 1853.

Aged 29 Years.



SCALE OF 1 INCH TO 1 FOOT.



Sacred

To the Memory of
THOMAS MORGAN, A.B.
of H.M.S. "Investigator,"

Who died on board
H.M.S. "North Star,"
at Beechey Island,

May 2nd, 1854. Aged 34 Years.

Sacred

To the Memory of

MR. H. H. SAINSBURY, Mate,
Late of H.M.S. "Investigator,"

Who died on board

H.M. Ship "Resolute,"

Off Cape Cockburn,

November 14th, 1853.

Aged 26 Years.

Relieved from earthly sorrows,
Which on my heart hath pressed,
I thank the gentle hand divine,
Which lays this heart to rest.

Sacred

To the Memory of

THOMAS MONEV, Private Royal Marine,

Who died suddenly on board

H.M.S. "Resolute," at Dealy Island,

October 19th, 1852.

Aged 40 Years.

Also

To the Memory of

GEORGE DROVEN, Captain of the Forecastle,

Who died on board

H.M.S. Tender "Intrepid," at Dealy Island,

December 12th, 1852.

Aged 28 Years.

Sacred

To the Memory of

JOHN COOMBS, Stoker,

H.M.S. Tender "Intrepid,"

Who died suddenly, while travelling near

Point Nias, Melville Island,

May 12th, 1853.

Aged 34 Years.

Also

To the Memory of

THOMAS HOOD, Private Royal Marine,

Who died on board

H.M.S. Tender "Intrepid,"

Off Cape Cockburn,

January 2d, 1854.

Aged 36 Years.

Sacred

To the Memory of

JOHN KEAN, Gunner's Mate,

Who died on board

H.M. Ship "Investigator,"

At Baring Island,

April 13th, 1853.

Aged 34 Years.

Also

To the Memory of

JAMES WILKIE, Ice Quarter-Master,

Who died on board

H.M.S. Tender "Intrepid,"

Off Cape Cockburn,

February 2d, 1854.

Aged 38 Years.

These matters arranged, fresh notices added to those in the depôt (well secured in a powder case), 15 tons of coal placed ready at the house, one excellent patent cooking range adapted for 70 to 100 men in complete order under a temporary kitchen, a good stove within, and indeed every comfort which I could expect for myself had I *wintered* at this island, all of which had occupied the constant attention of Captain Kellett and myself for the last three months, I directed Captain Inglefield to receive Captain Kellett and myself with my gig, crew, and retinue, on board H.M.S. "Phoenix," and portions of the crews of the other vessels of my squadron having been distributed on board the "North Star" and "Talbot," we again cast off from the floe, shaping a course for Port Leopold. There I intended to leave final records, and to land any further supplies which I might deem necessary.

In this I was disappointed by the ice hanging on that shore, preventing approach within fifteen or twenty miles. I therefore directed the course to be changed for Port Dundas.

My object in seeking that port was to communicate with the natives, and by the aid of Mr. Miertsching, the interpreter of Her Majesty's Ship "Investigator," endeavour to discover if any of this race had any recollection of Sir John Franklin's vessels having quitted Lancaster Sound, or having met with any disaster.

On entering Croker Bay, but a few days before clear of ice and where Captain Inglefield had communicated with the Esquimaux, the ice was found to completely bar further advance, and as Captain Inglefield and his ice-master, Mr. Manson, had given the most discouraging accounts as to the quantity of ice outside the Straits, I deemed it better to take the southern shore and trust to the current known to prevail there by all previous Arctic navigators, to awaiting any opening to the north. At all events, I felt that I could not do better than hang on to the tail of the ice, and take advantage of the first opening.

I was repaid for my decision by clearing the ice that evening, notwithstanding the ice-master and others were adverse.

Captain Inglefield having verbally reported to me that he had visited the depôt left by H.M.S. "North Star," at Navy Board Inlet, and embarked all the provisions, coal, &c., the former of which he had found unfit for consumption, I determined on proceeding there myself, and personally searching the spot and neighbouring ground for traces of visitors, and particularly of the Esquimaux, amongst whom Captain Inglefield had found indubitable traces of the plunder of this depôt.

Our course carried us within the Wollaston Islands, by the west, and round the southernmost the vessels were anchored off the depôt, not to be discovered without infinite difficulty at an earlier or later season, as the stores had been deposited in a ravine which would not reasonably be sought, and where the snow at most seasons would infallibly conceal them. They were not on any projecting point, but really in the bight of the bay.

On landing, we found every coal bag cut longitudinally, and to effect this, I must almost imagine that they had been separately removed, or cut, as some fancied, to prevent their being stolen or carried off in the bags.

Loose staves, hoops, bags, preserved meat tins (severed *longitudinally*) tobacco, flour, and every imaginable supply of food for Arctic service were here mixed in chaotic confusion, leaving the mind but one painful thought, that of the most wanton spoliation of such vast supplies calculated to support these thoughtless children of nature with food, as well as luxuries, for many years.

If all had remained untouched, they might have afforded casual relief to some passing sufferer; but to land more sound provision would have been injudicious, watched as we doubtless were by some of the lurking Esquimaux. I therefore directed Captain Inglefield to embark such coal as could be dug out of the ice, and to complete the vessels with water, of which "Phoenix" and "Talbot" were short, and which at this season, when the springs freeze, it is very difficult to procure.

We were fortunate in accomplishing this and other necessary duties, and ready to move in the morning. But before the vessels could be safely

extricated it came on to blow fresh from the westward, endangering all the vessels. The "Talbot" drove, but was towed into deeper water. The "North Star" parted one cable, which she lost, bringing up eventually by the aid of a tow rope from the "Phoenix," which fouled the bottom. In clearing this she recovered the anchor and cable lost by that vessel in 1850.

Before 8 P.M. the wind moderated and all the vessels were extricated from this dangerous anchorage, and in tow to the eastward.

I was still unwilling to leave this coast before examining Pond's Bay encampment; and, leaving the ships outside under canvass, moved in with the "Phoenix" anchoring within the low point.

Our search was totally unsuccessful as to any visits of our countrymen, or even to any late residence of Esquimaux either on this or perhaps last season. One cask stave with the broad arrow and several preserved meat tins denoted either the visit of a ship of war or of the plunder of the depôt at Navy Board Inlet, with which this apparently communicates by an inland strait.

But one important fact was here forcibly brought to my mind by the huts at the ravine, viz.: their perfect similarity in construction to those described at Village Point in 1852 and 1853, and seemed to identify that party as belonging to the Pond's Bay emigrants, a portion of whom was recognized by Mr. Manson near and at Dundas Harbour the two last years.

These huts had been deserted many years. In one a human skull, a knife, and iron tinned spoon were found, evidently of European manufacture, and deposited with the head in a dress composed partly of birds and animals' skins.

The water-course was unfrozen, bore a pretty full stream, is outside the point, and was convenient for watering, having a small natural or artificial dock.

The "Phoenix" then steamed out, took "Talbot" and "North Star" in tow, and proceeded southerly.

Had the weather and ice permitted, I should thus have repeated my examinations of the western shores of Baffin's Bay, but many weighty reasons rendered this not only impossible, but dangerous, accompanied by the two sailing ships. The ice had now cleared off shore, but close packed in with the land, and as we advanced southerly still hung more on it.

The "Phoenix" met with a serious disaster, which uncoupled her screw shaft, and bent it, rendering her further services suspicious! Her coal had to be replenished from the "Talbot." Forty-five tons were left at Lievely, and a dog driver, embarked by Captain Inglefield at Upernavick, should be returned to Greenland.

All these matters required me to seek some safe port, otherwise I should have proceeded direct to England.

I directed a course to be shaped for Lievely, and was fortunate enough to thread the middle ice without the slightest difficulty. The breeze increasing as we sighted Greenland prevented the "Phoenix" towing the ships; they were therefore cast off with orders to rendezvous at Lievely, where the "Phoenix" arrived on the 6th September about 4 A.M.

The customary civilities were observed by the authorities in command, and I had the happiness of finding, as all our Arctic expeditions have invariably experienced, the warmest sympathies and attentions to all our wants as well as comforts.

As the provisions embarked from Navy Board Inlet were likely to prove a nuisance as we approached more temperate regions, and learning from the inspector that many families had perished from hunger last winter at some of the settlements dependent on Lievely, I directed a survey to be held on them, and a portion of those condemned to be landed for the use of any distressed Esquimaux. The state in which these poor people eat their food would render that which we should be compelled to throw overboard a luxury.

We were unfortunately detained for the "Talbot" until the 11th, when having received from her and the shore about 115 tons, or all the available coal, and completed water, we quitted Lievely.

Proceedings of
Sir Edward Belcher, C.B.

The dangers and difficulties to which Her Majesty's ships and crews under our peculiar circumstances were so constantly liable, determined me not to incur further risk or delay by touching at any other port of Greenland. I therefore directed such courses to be steered for reaching England by the northern or southern routes, as appeared to be most conducive to the interests of the Crown, and my regard for the trust confided in me by their Lordships.

The equinoctial gales decided me on seeking Cork as the nearest port for replenishing coal, water, refit, &c.

I gave to Commanders Pullen and Jenkins orders, in the event of separation, to keep to the 60th parallel, and to take eventually the northern or southern course as the winds might render prudent, the senior taking the junior under his command.

We lost sight of our consorts to the southward of Cape Farewell, and I have every reason to expect that they have before this reached the Orkneys.

We reached Cork on the 28th, and, having paid my respects to the Commander-in-chief, left with Captains Kellett and M'Clure for London.

Hoping that my several arrangements will meet the approbation of my Lords Commissioners of the Admiralty.

I have, &c.

EDWARD BELCHER,
Captain commanding the Arctic Expedition.

No 12.

SIR EDWARD BELCHER, C.B., to the SECRETARY OF THE ADMIRALTY, LONDON.

Sir,

49, Charing Cross, 30th September 1854.

I HAVE the honour to transmit for the information of my Lords Commissioners of the Admiralty, copies of the final papers deposited at the depôt Beechey Island, after the additional supplies had been landed from Her Majesty's Ships "Phoenix" and "Talbot."

I have not in my general despatches alluded to one most important particular, bearing on the present supplies of food adapted for the sustenance of the crews of Arctic vessels remaining on board Her Majesty's ships "Assistance" and "Resolute."

All the supplies of preserved meats were expended, and it would by a degree of infinite labour only be possible to convey sufficient from Beechey Island, to sustain crews for the winter, certainly none for any service connected with sledge operations in the spring, without advancing a fresh supply in a *vessel* to distances *beyond* the stations taken up in advance by Her Majesty's ships "Assistance" and "Resolute"; a matter totally impracticable (*possibly for years*). The idea of further search, (in the dead blank of endless foe,) on the bare idea of landing supplies at Beechey Island, may perhaps much mislead the *non-thinking* people of this country.

I therefore observe that any new *search* must involve a *new expedition*, prepared to advance in three years as far as has already been successfully explored by well trained parties of the squadron under my command.

I have, &c.

EDWARD BELCHER, R.N.,
Captain commanding Arctic Expedition.

ENCLOSURE to Sir EDWARD BELCHER's Letter of 30th September 1854
Charing Cross.

Copy of Document left behind at the Depôt (Northumberland House), Beechey Island.

THE arrival of H.M. steamer "Phoenix," Captain Inglefield, and "Talbot," Commander Jenkins, enables me to leave further stores, with a copy of my instructions.

I do not deem it necessary, under the latest intelligence, to leave the "Talbot" here, as she would be more endangered than by her return to England, and it did not appear to be the intention of Captain Collinson to make for Melville or Beechey Islands.

I proceed from hence to Port Dundas, within Cape Warrender (if possible).

At Port Dundas records will be left, and should any party proceed by boats next year, they w'll probably find any relief vessels (which no further intelligence of Captain Collinson's would induce the Government to send) at that position, which is accessible at an earlier date than they can reach this unsafe position.

Natives from the southern shore visit that port; they are great thieves, and have abstracted, or destroyed, the greater part of the stores deposited at Navy Board Inlet. The "Phoenix" has brought away the remainder.

From Port Dundas I proceed to Pond's Bay, where further notice will be left, and from thence by the coast to England.

We are at war with Russia.

The stores in this house have been increased by the addition of the enclosed list.

EDWARD BELCHER,
Captain commanding the Arctic Expedition.

August 26-7, 1854.

LANDED at BEECHEY ISLAND, from H.M. Steam Ship "PHOENIX," the under mentioned Articles of warm Clothing, &c., viz :

White knitted jackets	-	-	-	8 in No.	} in one Bale.
Great coats	-	-	-	2 "	
Grey jackets	-	-	-	2 "	
" trowsers	-	-	-	2 pairs.	
" waistcoat	-	-	-	1 in No.	
Welsh wigs	-	-	-	15 "	} in 3 Bales.
Night caps	-	-	-	41 "	
Comforters	-	-	-	506 "	} in 3 Bales.
Mitts	-	-	-	749 pairs.		8 "
Felt blankets	-	-	-	100 in No.	5 "
Mocassins	-	-	-	150 pairs.	3 "
Seal skin jackets	-	-	-	100 in No.	4 "
" trowsers	-	-	-	100 pairs.	4 "
" boots	-	-	-	100 "	4 Casks.
Esquimaux boots	-	-	-	100 "	4 "
Cloth boots	-	-	-	100 "	5 "
Seal skin mitts	-	-	-	105 "	1 "
" caps	-	-	-	105 "	1 "

W. J. RICHARDS, Clerk in Charge.

Approved. Landed by my order, EDWARD BELCHER,
Captain and Senior Officer.

LANDED 27th August, 1854, at BEECHEY ISLAND, from H.M.S. "PHOENIX," the under mentioned Stores, viz :

(By order of Captain Sir EDWARD BELCHER, Senior Officer.)

Life boats	-	-	-	1 in No.
Sledge cutters	-	-	-	2 "
Sails for sledge cutters	-	-	-	2 "
Kettles for travelling parties	-	-	-	3 "
Spirits of wine	-	-	-	40 gallons.
Matches, wax	-	-	-	50 boxes.
" lucifer	-	-	-	100 "
Oars, boat	-	-	-	8 in No.
Boat Hooks	-	-	-	2 "
Staves	-	-	-	2 "
Tackles, luff	-	-	-	1 "

E. A. INGLEFIELD, Captain.

Approved. EDWARD BELCHER, Captain and Senior Officer.

One Life boat also landed from "Talbot."

No. 1.—Demand or Receipt for Provisions.

Landed from H.M.S. "Phoenix," at Beechey Island, the 27th day of August, 1854.		Packages.													
Articles.	Quantities.		Punchons.	Hogsheads.	Barrels.	Half Hogsheads.	Small Casks.	Irish Tierces.	Irish Barrels.	Lemon Juice.		Biscuit Bags.	Canisters.	Tin Cases.	Iron Hoops.
										Bottles.	Cases.				
Biscuits - -	12656	Pounds.	9	-	-	-	-	-	-	-	-	86	-	-	72
Spirit (strong)-	36	Gallons.	-	-	1	-	-	-	-	-	-	-	-	-	8
Sugar - -	4032	Pounds.	-	5	-	14	-	-	-	-	-	-	-	-	152
Chocolate - -	180	Pounds.	-	-	-	-	3	-	-	-	-	-	-	-	12
Tea - -	503	Pounds.	in 3 whole and 6 half chests.			-	-	-	-	-	-	-	-	-	66
Salt Pork - -	3520	Pounds.	-	-	-	8	-	11	-	-	-	-	-	-	64
Peas - -	224	Gallons.	-	-	-	-	-	-	-	-	-	-	-	-	240
Salt Beef - -	9120	Pounds.	-	-	30	-	-	-	-	-	-	-	-	-	288
Flour - -	12768	Pounds.	-	-	36	-	4	-	-	-	-	-	-	-	32
Suet - -	336	Pounds.	-	-	-	-	22	-	-	-	-	-	-	-	132
Pickles - -	3111½	Pounds.	-	-	-	-	5	-	-	-	-	-	-	-	30
Cranberries - -	550	Pounds.	-	-	-	-	-	-	-	-	-	-	-	-	-
Ox-cheek Soup	2244	Pounds.	-	-	-	-	-	-	-	-	-	-	-	-	-
Preserved Meats	2976	Pounds.	-	-	-	-	-	-	-	-	-	-	-	-	-
" Vegetables	2800	Pounds.	-	-	-	1	-	-	-	-	-	-	-	-	8
Vinegar - -	26	Gallons.	-	-	-	-	-	-	-	-	-	-	-	-	-
Lemon Juice - -	-	Pounds.	-	-	-	-	-	-	-	-	-	-	-	199	-
Pemmican - -	8557	Pounds.	-	-	-	-	-	-	-	-	-	-	-	-	-
Total -			9	5	70	23	34	11				86		199	1104

Approved.

E. A. INGELFELD, Captain.

Dated the 27th day of August, 1854.

W. T. RICHARDS, Clerk in Charge.

* Received or required—as the case may be.
 Note.—If this Form is used as a Demand, the packages required are to be shown in the proper columns, and the Captain's approval must be inserted.

No. 13.

Sir EDWARD BELCHER, C.B., to the SECRETARY OF THE ADMIRALTY.

Admiralty, in waiting, 30th September 1854.

M. De Bray, of the French Navy.

Sir,
 HAVING submitted the names of the officers belonging to Her Majesty's Navy to the consideration of my Lords Commissioners of the Admiralty, it affords me infinite satisfaction to be able to speak in the highest terms of praise of the conduct of *Monsr. Emilie De Bray* whilst serving more immediately under the command of my gallant coadjutor, Captain Henry Kellett, of H.M. Ship "Resolute," who has already given to him a special letter, the burthen of which is to the effect that his conduct reflects infinite credit on the service of which he is so truly a noble specimen. Like the lamented Bellot he has acquired the warmest sympathies of all who have had the pleasure of his society. I earnestly hope that our sentiments may be made known to his Government, and that his merit may meet with the distinction he so richly merits.

I am, &c.

(Signed) EDWARD BELCHER,
Captain commanding the Arctic Expedition.

No. 14.

Captain W. A. B. HAMILTON to M. DE BRAY, Chevalier de la Legion d'Honneur, H.M.S.V. "Phoenix," Woolwich.

Admiralty, 30th September 1854.

Sir,
 I AM directed by my Lords Commissioners of the Admiralty to transmit to you herewith a copy of a letter from Captain Sir Edward Belcher, R.N., dated this day, and to convey to you the expression of their Lordships' admiration of your conduct, which they have not failed to communicate to your Government.

(Signed) W. A. B. HAMILTON.

No. 15.

Captain W. A. B. HAMILTON to E. HAMMOND, Esq., Foreign Office.

Sir, Admiralty, 30th September 1854.

I AM directed by the Lords Commissioners of the Admiralty to transmit to you herewith, for the information of the Earl of Clarendon, a copy of a letter from Captain Sir Edward Belcher, C.B., speaking in high terms of M. Emilie De Bray, whilst serving under the command of Capt. Kellett.

(Signed) W. A. B. HAMILTON.

Proceedings of
Sir Edward Belcher, C.B.

M. De Bray.

Proceedings of Captain Kellett, C.B., H.M. Discovery Ship
"Resolute."

Proceedings of
Captain Kellett, C.B.

No. 1.

Captain H. KELLETT to Commander ROBERT M'CLURE, H.M. Ship "Investigator," and Surgeons of H.M. Ships "Resolute" and "Investigator."

Survey of Crew of
"Investigator."

By Henry Kellett, Esq., C.B., Captain of Her Majesty's Ship "Resolute," and Senior Officer in Barrow Strait.

WHEREAS, from the debilitated state in which that part of the crew of H.M.S. "Investigator" which arrived on board the "Resolute" on the 2d inst., I consider it necessary that a survey should be held on the remainder,

You are hereby required and directed to proceed on board Her Majesty's ship "Investigator," and there hold a strict and careful survey on all the officers, seamen, and marines, on board her accordingly.

The report of your proceedings herein is to be made in duplicate, and contain information under the following heads:—Name,—Rating,—Age,—State of health,—whether fit to undergo the rigour of another winter in this climate,—and whether volunteers or not.

Before deciding on their fitness or otherwise to remain another winter on the ice, the medical officer will duly consider the advantages to be derived from placing the crew on a full scale of provisions (of which for these last 18 months they have had but two-thirds allowance, or less), together with the addition of any game that may be procured, not forgetting also that they have already been three winters in this climate.

And you will perform this service with such care and accuracy that you may be ready, if required, to make solemn declaration to the impartiality and correctness of your proceedings.

Given under my hand, on board H.M. ship "Resolute," Winter Quarters, Dealy Island, this 5th day of May 1853.

(Signed) H. KELLETT, Captain.

No. 2.

Commander ROBERT M'CLURE to Captain HENRY KELLETT, C.B.

H.M. Ship "Investigator," Baring Island,
24th May 1853.

Sir,

I HAVE the honour to enclose the Report of Survey upon the officers and crew under my command, and also to acquaint you that the different heads to which you have directed the particular attention of the surveying officers have been carefully attended to; also that the letter addressed to me accompanying the order for survey, dated 5th May, 1853, has been read and explained to the crew in a manner, I believe and hope, in strict conformity with your benevolent intentions. The result of the whole, I am sorry to add, has led to the abandonment of the ship, four volunteers only for further service appearing amongst the entire crew. The officers, with one solitary exception, I have the greatest satisfaction in stating, came forward in the most noble and spirited manner to tender their further services; but even this would not raise the amount to the number which I think adequate to work the vessel; consequently I have no alternative but to carry into effect, reluctantly indeed, the painful duty above mentioned.

Proceedings of
Captain Kellett, C.B.

Survey of Crew of
"Investigator."

The other subjects are embraced in the opinion of the medical officers herewith enclosed, and upon which it is not now necessary to offer any observations.

I have also to acquaint you that at present we are busily engaged landing stores and provisions, which I intend shall form a depôt of four months for 66 men. As soon as this duty has been accomplished and the vessel secured so that, should the ice drift out of the bay, it will throw her upon a shoal which is within two hundred yards of our position, where she will remain for ages, a comfortable asylum for any parties that may ever require succour upon this side of the Strait, and make, in combination with the large depôt and house which you have at Dealy Island, the most perfect arrangements for the safety of any requiring succour on either side of these waters, proceed with the remainder of the crew to join you at Dealy Island.

I have, &c.

(Signed) ROB. M'CLURE, Commander.

REPORT of SURVEY on CREW of "INVESTIGATOR."

Her Majesty's Ship "Investigator,"
Bay of Mercy, 23d May 1853.

Sir,

In obedience to your orders conveyed to us through Commander M'Clure directing a survey to be held on the officers and men remaining on board this ship, with a view of ascertaining their general state of health and efficiency for further service in the Polar Sea, we have the honour to inform you that we have this day held a strict and careful survey accordingly, and beg to state as the result thereof, that their present state of health is such, as renders them utterly unfit to undergo the rigour of another winter in this climate without entertaining the most serious apprehension for the consequence.

There exists in all of them at present, with one or two exceptions, well marked evidence of scurvy and debility in various stages of development with great loss of flesh and strength, as may be seen from the remarks appended to the name of each in the accompanying list, which calls for their departure from these regions as early as possible a matter of urgent necessity, and the adoption of prompt means to insure the same, that they may be placed under the salutary influence of such anti-scorbutic and other agents as are essential for their recovery and ultimate safety.

We are also of opinion that the reduced allowance of provisions on which they have been victualled for a period of nearly twenty months, is one which we consider, and the past experience of others has likewise proved, to be quite inadequate for maintaining the health of the men, exposed to the rigorous influence of this climate.

That it has rendered them less able to generate an amount of animal heat sufficient to resist the intensity of the cold, while it has established a pre-disposition to the attacks of that disease (scurvy) the germs of which now so universally prevails amongst them, with its usual distressing influence on the minds, likewise rendering them highly susceptible of other diseases, and unable to withstand the privations to which they have been exposed, and which are inseparable from Arctic service, is sufficiently obvious, as their present condition but too fully proves.

It is likewise our opinion that from their present state and condition the remedial resources of the ship would be insufficient to establish such a state of health and efficiency as to afford any guarantee against the occurrence of those evils which could not fail to result from the circumstance of remaining in the ship, and exposed to the intense severity of another (the fourth) Arctic winter, after the effects of a sojourn so long as that which has fallen to their lot to have experienced.

We have, &c.

(Signed) ALEXANDER ARMSTRONG,
Surgeon, H.M.S. "Investigator."

(Signed) W. T. DOMVILLE,
Surgeon, H.M.S. "Resolute."

Henry Kellett, Captain, C.B.,
H.M.S. "Resolute."

REPORT of the STATE of HEALTH of the OFFICERS and CREW of Her Majesty's Discovery Ship "Investigator," Robert McClure, Esq., Commander, as found on Survey held on board the said Ship in the Bay of Mercy, Baring's Island, this 23d day of May 1853, in accordance with the Orders of Captain Henry Kellett, C.B., of Her Majesty's Discovery Ship "Resolute."

Proceedings of
Captain Kellett, C.B.

Survey of Crew of
"Investigator."

Names.	Ratings.	Age.	State of Health, and Remarks.	Volunteer or not.
Robert McClure - -	Commander	45	Good health, but slight anæmia of the gums.	Vol.
W. H. Haswell - -	Lieutenant	35	In apparent health, but scorbutic taint manifest from lividity of gums, with line of demarcation.	Vol.
Alex. Armstrong, M.D. -	Surgeon -	33	Good health. Left inguinal hernia since embarkation.	Vol.
Stephen Court - -	Acting Master.	27	Good health.	Vol.
H. H. Sainsbury - -	Mate -	25	General derangement and pulmonic disease. Scorbutic taint.	Unfit.
Joseph Cave Paine - -	Clerk in Charge.	33	Has been in a very bad state of health from rheumatism, but is now improving. Has been 271 days under treatment.	Vol.
George Kennedy - -	Acting Boat-swain.	39	Has been 46 days under treatment for scurvy in 1852. Has now tumidity and lividity, with slight suppuration of the gums. General anæmia.	Vol.
George J. Ford - -	Carpenter -	31	Inguinal hernia on both sides, one of which occurred on board and the other previous; has also varicose veins. In apparent good health, but anæmia of the gums, with line of demarcation very apparent.	Not.
William Newton - -	Ice Mate -	48	Tumidity and lividity of the gums, painful mastication, and looseness of the teeth, many of which are decayed. Reduced in health and strength.	Not.
Michael Flynn - -	Quarter-master.	35	Tumidity, lividity, and line of demarcation of the gums, which bleed on mastication of hard food. Has lost flesh, but enjoys fair health and strength.	Not.
John Calder - - -	Capt. of the Forecastle.	34	Tumidity, lividity, and recession of the gums, which bleed on pressure, with general scorbutic taint. Is in apparent, and maintains health.	Vol.
Samuel Mackenzie - -	A.B. -	27	Has been 63 days on the list for debility in 1852 and 1853. Lividity of gums, with ulcerated edges, which bleed during mastication. Complains now of fleeting pains of body and limbs, with debility on the slightest exertion.	Not.
Isaac Stubberfield - -	Ship's cook	30	Has been a strong and healthy man up to a few weeks since, but is now losing flesh and strength. General fleeting pains of body and limbs: tumidity and demarcation of the gums.	Not.
James Williams - -	Captain of hold.	33	Has been 177 days on the list—123 with pneumonia, 36 pleuritis, and 18 with debility. Condensation of left lung, with pleuritic adhesion; lividity and tumidity of gums, with foul and receding edges; slight petechiæ on the legs. General debility.	Unfit.
Peter Thompson - -	Captain of fore-top.	30	Stout, and in apparent health. Lividity and ulceration of the free margin of the gums; suppuration at the base of the teeth, with slight occasional bleeding.	Not.

Proceedings of
Captain Kellett, C.B.
Survey of Crew of
"Investigator."

Names.	Ratings.	Age.	State of Health, and Remarks.	Volunteer or not.
William Whitefield	Crs. crew	32	Lividity and ulceration of the margin of the gums, with suppuration at the base. Has lost strength, and had dysentery in a severe form during the past winter.	Not.
Henry Stone	Blacksmith	28	At present in the list with cynache; general scorbutic taint.	Not.
George Olley	A.B.	28	Stout, and in apparent health. Lividity and a fungoid condition of the gums.	Not.
Ellis Griffiths	A.B.	26	General debility; and is now under treatment for scurvy.	Unfit.
William Carroll	A.B.	32	In apparent health, but states he has lost strength. Tumidity and anæmia of the gums.	Not.
James Nelson	A.B.	25	In good health. Has just returned as one of Captain McClure's travelling party from Melville Island, which has improved him. Lividity and tumidity of the gums.	Not.
John Davies	A.B.	31	Has been 93 days under treatment for scurvy—55 days in 1852, and 38 days in 1853. The gums are now tumid, livid, and suppurating.	Unfit.
Cornelius Hullott	Captain's coxswain.	24	A man of colour; has been 250 days on the list, chiefly from frost bites. Lividity and tumefaction, with tenderness and suppuration of the gums, which occasionally bleed.	Not.
George Brown	Quarter-master.	32	A stout healthy looking man, but has all the evidences of a scorbutic taint in the gums.	Not.
Henry Sugden	Subordinate officers' steward.	31	The only man in the ship who has never been on the list. Scorbutic character of gums, and general debility.	Not.
George L. Milner	Gun-room steward.	32	In good health, but has slight anæmia of gums.	Vol.
John Wilcox	Purser and paymaster's steward.	30	Stout and healthy looking, but has tumidity and lividity of gums.	Not.
John Woon	Serjeant of Royal Marines.	29	Stout and healthy looking. Much improved by travelling to Melville Island. Scorbutic taint in the gums.	Not.
James Biggs	Corporal	30	In good health, but tumidity, ulceration, and lividity of gums.	Vol.
Elias Bow	Private	37	Severe attack of dysentery, with prostration, during the last winter. Now feels debilitated. Tumidity, lividity, and suppuration of the gums.	Not.
Thomas Bancroft	Private	32	Has been 29 days in list for debility in 1852. Has lately lost health and strength.	Not.
Thomas Morgan	A.B.	35	Under treatment for scrofula, when scurvy supervened.	Unfit.
Henry Bluff	Boatswain's mate.	34	At present under treatment for scurvy of an inveterate character, with great loss of flesh and strength. Had formerly a severe attack of dysentery.	Unfit.

ROBT. McCLURE, Commander, } H.M. Ship
ALEX. ARMSTRONG, M.D. Surgeon, } "Investigator."

WM. DOMVILLE, M.D. Surgeon, H.M. Ship "Resolute."

Captain HENRY KELLETT, C.B.; to Sir EDWARD BELCHER, Kt., C.B.

H.M. Ship "Resolute," in Winter Quarters,
Dealy Island, 8th June 1853.

Sir,

In continuation of my report of proceedings which I sent to Beechey Island and of which I send you a copy, together with other documents relative to them, I beg to inform you that M. De Bray's auxiliary to Commander M'Clintock arrived on the 18th ultimo, having left with him seventy days provisions on the 2d May in lat. 76° S' N. and longitude 116° 45' W. to the northward of him. All the way from Cape Fisher westerly, he could see land (apparently Islands) about 40 miles off; these he will search on his journey home.

M. De Bray, of the French Navy, arrives.

Unfortunately M. De Bray on his way back, this side of Cape Fisher, lost a man (John Coombs, stoker). He died from disease of the heart. He brought his body across the land by request of his shipmates. Commander M'Clintock speaks in the highest terms of M. De Bray, he says, "he could not have had a better second."

Mr. Nares, auxiliary to Lieut. Meham, arrived on the 1st June; he had a disabled Marine with him, and very properly returned before he had executed all his orders (he started again in three days). He left Lieutenant Meham on 3d May in lat. 75° 35' N. long. 118° 0' W. having crossed from Melville Island to Prince Patrick's group or land (whatever it may be). This name I have given it as it was landed and taken possession of on His Royal Highness's birthday. Lieutenant Meham had on that date 45 days' provisions on his sledge, with depôts laid out to bring him back to the ship; he will pass to the southward of this new land and as far west as he can reach. He supposed it to be only a small island of a chain; he could see no land south of him. Both these parties will be back by the 7th July.

Mr. Nares arrives.

On the 5th inst. Commander Richards of H.M.S. "Assistance" reached this ship; he met Lieutenant Hamilton on the 17th May, at the position marked in the chart I sent you, 21 days from this ship. Lieutenant Hamilton goes on for your appointed rendezvous, to bring back the papers deposited there for me by Commander Richards, which I hope will give me some information as to your intended movements, as he can give me none.

Commander Richards arrives.

I have now absent:

- 1st. Commander M'Clintock, and eight men.
- 2d. Lieutenant Meham, and seven men.
- 3d. Lieutenant Pim, and seven men.
- 4th. Lieutenant Hamilton, and seven men.
- 5th. Dr. Donville, and seven men, and
- 6th. Mr. Nares, and four men.

Dr. Donville I fear will not arrive before Commander Richards starts this evening, as he is not yet in sight.

Commander Richards coming here has been most fortunate; he will take direct to you all information relative to this part of the Expedition, and will also finish the Byam Martin Channel, the search of which I have been unable to undertake for want of means. Commander M'Clintock forestalled him to the westward.

My intended movements are as follows:—

1st. Should "Investigator's" crew be found unfit to continue with another winter, I shall proceed at the earliest opportunity with both ships to Beechey Island. Should I find no contrary orders from you then I shall despatch "North Star," and "Intrepid," to England, taking "North Star's" place myself.

2d. Should they be found able to contend with another winter, on the increased allowance of provisions, I shall despatch "Intrepid" the moment water makes, with that portion of "Investigator's" crew now here, and reduce my own to 30 men, and eight officers, with directions to proceed to England, depositing all the provisions and coal she can spare at Beechey Island, if it can be done, without risking another

winter within the Arctic circle, remaining here myself for the result of Commander M'Clure's attempt to cross the Strait in his ship, and finally, to remain next winter in this neighbourhood, if he fails in getting across.

I must congratulate you on the fine position you have been enabled to attain for the search of the coast both east and west of you. I hope that you may have made as extended a search to the eastward as Commander Richards has done westerly. If still unsuccessful in gaining any tidings of the missing, their Lordships will, I think, expect us to search the west coast of Baffin's Bay. This might be well done by placing one ship at Pond's Bay, one at the Clyde River, and one at Exeter Bay; breaking out soon, we could then inquire about the report of the ships seen on the ice off Newfoundland, before our return in the autumn of 1854; but you no doubt have maturely considered all this, only let us finish it and leave no opening or direction within our reach by travelling parties unsearched.

The number of directions I have had to pursue, made my parties in any direction weak; but I feel a great deal will be accomplished by the spirit and enthusiasm of my officers and crew.

By the Beechey Island party I have given directions to Commander Pullen to follow out the tenor of my letter to you of the 7th ultimo, with respect to the equipment and efficiency of the "North Star," should he not receive contrary orders from you.

I have, &c.

Signed) HENRY KELLETT, Captain.

No. 4.

LETTER from Captain KELLETT, C.B., detailing Proceedings up to the 10th February 1854.

H.M. Ship "Resolute," 10th February 1854,
lat. 74° 42' N., long. 101° 22' W.

Sir,

My letter of the 8th June, with the documents accompanying it, will have given you a concise account of my proceedings and intended movements up to that date.

I beg now to transmit papers containing information relative to this part of the expedition, with a report of proceedings since that time.

Commander Richards left "Resolute" on the evening of 8th June, at 4 o'clock, and Dr. Domville arrived on board here at 1 A.M. on the 10th, bringing me the information relative to "Investigator's" crew contained in the accompanying documents. It will be readily seen from them what would have been the result had their Lordships not determined on detaching a portion of this expedition in the direction of Melville Island.

I accompanied Commander Richards on his first march from "Resolute," so that when I received the information of Dr. Domville's arrival, he was too distant for me to overtake him with any party I had to send.

Lieutenant Hamilton returned on the 20th June, after an absence of 54 days. He visited our preconcerted rendezvous, and brought me from it your despatch addressed to the Secretary of the Admiralty, your letter respecting it, and a private letter for myself. Lieutenant Hamilton brought his party in all well.

Lieutenant Meham arrived on the 6th July, having been absent 94 days; his party all well, with the exception of one man, who has lost, I fear, the sight of one eye.

Commander M'Clintock returned on the 18th July, after an absence of 105 days, the ground being clear of snow, and very heavy; the ravines running with impassable torrents, obliged him to abandon all his equipments on the north side of Melville Island, about two miles distant from the shore of Hecla and Griper Bay. He walked in with his crew, carrying their knapsacks and a few provisions, all safe and well.

The accompanying tracing, with an abstract from my travelling table, will show you the extent of coast *that has been searched* without finding

Dr. Domville arrives.

Lieutenant Meham.

Commander M'Clintock.

the slightest trace of men ever having been on it before, and what has been added to our knowledge of the country by the officers and crew of this ship? How ably and zealously they must have done their duty to cover so much ground—1,618 miles *discovered*, and walked over!

Proceedings of
Captain Kellert, C.B.

Commander M'Clintock

The "Erebus" and "Terror" getting through Wellington Channel, will, I have every expectation, have been found by you to the eastward of your position. Had they got westerly, some of our parties would certainly have found them.

I do not think that more can be done west and north of Melville Island than has been done, even if we knew of the existence of land from any position attainable by ships through Lancaster Sound, until we have some other means of travelling.

I have been most successful in procuring game, and that of some size, musk oxen and reindeer; which enabled me to serve 1½ lb. per man per day for some considerable time. This was not obtained without much labour and method. My principal hunting grounds were distant from the ship 12 to 15 miles. I have had five hunting parties away at one time; besides every encouragement and facility was given to sportsmen to hunt the country in the neighbourhood of the ship, *small game*, geese, ducks, ptarmigan, being considered as their property.

Reduced to 1 lb. after breaking out.

You cannot conceive how this good living, exercise, change of scene and prospects, improved the "Investigator's" crew and invigorated my own, who returned to me healthy, but thin and voracious as hawks.

This country, it may be said, teemed with animal life from the middle of May to the middle of October, but I *do not* think that a large party of *Europeans* could support themselves by hunting, even during these months.

The animals soon become shy and scarce, fuel for cooking scarce, and hardly to be obtained at all when the ground is covered with snow.

We have had during the summer, June, July, and August, very mild weather, an unusual quantity of rain but little wind.

It rained in June on 5 days, 9 hours hard, 24 rain, 6 drizzle.

July	11	"	33	"
August	6	"	49	"

August having arrived with little appearance of a break up, I sent Mr. Nares, mate, with a boat and crew, to report on the practicability of getting along the land in water. He returned in three days, not being able to cross Beverley Inlet, or to get along its shores. Were the land continuous between this and Beechey, the voyage late in the summer might, I consider, be easily and rapidly made. Mr. Nares could see no indication of a break up to seaward. I now began to despair of breaking out at all, the disposal of a part of the crew to save provisions and to give room became an object of serious consideration. I had a large sledge for carrying a boat made, but as it was impossible that a party could have got down to Beechey in time for any ship leaving for England, and that the depôt there would be less able to support the party than this ship at Dealey, I abandoned the project, but determined as soon as all hope was at an end, to send a party of 25 officers and men under either M'Clintock or Meham to "Investigator" to winter, with orders to visit the Princess Royal Islands and Nelson's Head (south end of Baring Island), to deposit at these places records, and to endeavour to find out from the natives whether "Enterprise" had been seen by them. She may get along American Coast, and get into the strait discovered by Sir James Ross, now called Ommauney Inlet.

Mr. Nares.

To show you how suddenly changes take place, the report from the summit of Dealey Island on the morning of the 17th August was, "Little change in the ice; a few more cracks, but of no extent." The day commenced with light southerly wind. We had foot races, wrestling, jumping in bags, &c., on Dealey Island, all hands attending, even my poor invalid mate, Mr. Sainsbury, who had now greatly improved in health and spirits; towards evening the wind began to freshen from the south eastward, and at 8 P.M. blew a strong gale, too much drift to see what was going on outside. A crack that was scarcely observable a day or two before, between us and "Intrepid," at midnight opened out to some feet. I tried to moor the piece to keep us

from jostling. At 2 A.M. (18th) the wind shifted suddenly to the northward, blowing a furious gale; the piece between us and "Intrepid" went out; the old floe breaking off at our sterns, left us fast by our anchors, to a good heavy old floe, and in open water; this soon followed, and away we went driving together until we came up with the ice astern of us, luckily in a hole of water. We held on by the piece as long as we could. It did more for us than we could do for ourselves; slewing, it carried us round on to its weather edge, where we pounded for a few hours, having only a little broken up stuff to fend off the lipper that had now got up. At 6 P.M. we managed to get off, and made sail, running along the land to the eastward slowly, water making as we progressed. At 4 A.M., on 19th we had a block for an hour off Point Griffiths, passed it, and stood along the pack edge in the direction of Byam Martin Island. Here we were stopped. Lanes into the pack, but nothing that I could attempt to take: we beat about for the day with fresh N.W. winds, our water being about seven or eight miles south and east of Griffith's, and a good deal of water to the northward in the Byam Martin Channel. Hoping to get to the northward of the ice driving down the channel and then easterly, I went up in tow. After getting up some distance, the pack approached and appeared to join it ahead; I made fast on its edge in very thick snowy weather. Wind shifting to the eastward of north, shoaling the water suddenly from seventy to twelve fathoms, I was obliged to run into the pack, so as to have ice between me and the shore: we now remained beset driving up and down in thick weather for two days, having very variable soundings. We got into open water again on the 23rd, and ran down the pack edge to the southward and eastward; found it all tight; beat about for the day, and in the evening made fast to a piece of land floe north of Point Griffiths. From that time until 6th September, the winds were constant between south and W.S.W., mostly light, the pack closing right up to the ship and opening for a mile alternately, with leads into it easterly for four or five miles.

On 7th, the wind returned to the N.W. a fine fresh breeze; this I conceived would have been the moment of our release; the pack went off rapidly. After freeing myself from the young ice which now began to make very strong, I ran off to the pack edge and followed it to the south-eastward until it turned up to the westward; from it all was tight and more compact than it was for several days before. I returned to my former position, and sent the master to get soundings along the floe edge we were fast to.

Supposing the season so far advanced that this would have been my winter quarters, there was water along the land to the westward, but at this time last year Skene Bay was closed, and the position under Point Griffiths I considered as safe as my former under Dealy Island; the increased distance would have been no obstacle to my putting in execution my former determination relative to the crews. It blew very hard from the N.W., with heavy drift and very cold, until midnight of the 8th, when it suddenly cleared. No ice in sight; slipped and ran off but hardly got off more than three miles before we were brought up with sludge ice fourteen inches thick, with the pack to the eastward of us, and became perfectly immovable. "Intrepid" was just able to get through it, and after three or four hours she got the ship's head round with wind and steam; we just got back to fast ice before the wind again increased to a strong gale with a heavy drift.

At 9 A.M. of the 10th, the wind again lulled, the drift fell. Leaving the ship fast, with orders to get up provisions sufficient to complete "Intrepid" to a year for 70 men, should I find it, or consider it practicable for her to get down without "Resolute," I left in "Intrepid" steering for centre of Byam Martin Island. We soon got into sludge, but found it much lighter than the day before; we got about half way over, or about eight miles from the ship. Finding that "Intrepid" could get along well through it without steam, we hauled on a wind at noon, and made ship's signal to close. She joined at 4:30 P.M., when all sail was made for south end of Byam Martin. In this direction most water was seen. The direction of the wind our guide, we were brought up about 6; it was impossible to retrace

our steps. We still struggled on, using every means to get into the numerous patches of water about us, at intervals going two or three knots, and bringing up, until 11 P.M., when the stuff packed so heavily on us that both vessels became fixed. At midnight we had a very heavy squall from the N.W., which continued to blow furiously until morning. Land was supposed to have been seen on both beams.

We now went driving, fixed in the young sludge ice, *nearly* in the direction of every wind that blew, still I had hopes that a westerly wind would break it up; innumerable pools of water to be seen all round us, yet with all the means at my disposal, I could not even slew the ship's head round to the northward. Powder only increased our difficulties; filling up every space we cut with saws by detaching the young ice doubled under us some feet below our keel. We continued driving this way until 12th November, pretty quietly except at the spring tides, when we had a little crushing up around us, driving over young floe, (very unpleasant certainly,) with much row and noise, but little danger. We were fully prepared for the worst; sledges lashed, parties told off under their officers, with everything on deck ready for fitting.

What a disappointment to a man's hopes, after breaking out so well and so easily! To get down the strait I certainly thought it easy, but there is nothing certain in this navigation from one hour to the next. Between the 10th September and 12th November we made a *beating* voyage down this strait; we only made westing on two occasions, showing that there is a permanent easterly current, a good example of the way the Great Polynia may be navigated in the winter.

Thus ends my spring and summer proceedings.

Winter had now really commenced. I was anxious to communicate with you, and had a party prepared for the purpose, but it was impracticable the floe was so much broken up, that a boat could not have been taken over it, and there was still so much water or light ice, that it would not have been safe without one; in addition there were only seven travelling hours of light.

On the 14th November, Mr. Sainsbury, mate, whose decline became rapid from the moment we lost hopes of getting down, and the cold weather, died. Poor fellow! the prospect of getting home, coupled with the ability and kindness of my surgeon, was all that sustained him so long.

Death of Mr. Sainsbury.

It now became a matter of great consideration, the victualling so large a number of men in addition to my own crew, after having expended so much in travelling, placing depôts, and feeding increased numbers so as to sustain them in health, and give me the means of saving my ships. The result was, I found, that with a very small decrease of the allowance I could victual all until the end of April, and have for myself (reducing my crew to fifty men) provisions to last me until May 1855, before which time I hope to be released, or be within reach of succour. To have reduced the allowance would, I felt, have been to lose a large portion of the crew their Lordships sent me to assist. Therefore, I *did not* reduce the allowance; besides no reduction I could have made, would have enabled me to stay by my ships during the winter of 1855-56 without being assisted, which may be done yet, if we are so unfortunate this summer as to fail in getting through.

Both vessels.

My intended proceedings, unless I get contrary instructions from you, will be as follows:—

I. To despatch two parties (one men, the other dogs) under Lieutenant Hamilton and Mr. Roche, mate, to Beechey Island, as early as practicable in March; the dogs to be employed, with Mr. Roche as their leader in case you have not reached Beechey, in carrying these despatches to you, and the men to return to me with information.

II. An officer, Mr. Court of "Investigator," accompanies these parties, who I propose shall be sent to Port Leopold with a strong party to survey and arrange the stores there; to leave a chart there of all that has been done, and all information relative to the squadron and depôts of provisions for Collinson; a copy of Mr. Court's survey to be left in the Beechey House. This officer was with Sir James Ross, and will execute this service zealously and well.

Proceedings of
Captain Kellett, C.B.

All amounting to 33 officers
and men.

The officers and crew of the "Investigator," together with the officers of this ship, and the men who are the least able to stand a further winter in this climate, will leave in three divisions for the depôt at Beechey Island, in the month of April, all arriving there by the 1st May.

I will accompany myself the first division, to communicate and receive instructions from you, or should you not be there, to give Commander Pullen instructions for his guidance, after which I shall return to my ship to await the breaking up of the ice.

I will not allow myself to consider the possibility of there being no ship at Beechey, or no resources; even under these circumstances I must endeavour to get the same number away.

I should like much to send a chosen few home by way of America, or right on to "Plover." It is practicable now; I think, with the depôts, &c., laid out.

The employment of my crew until the commencement of the thaw (7th June) is all I have to enter on in the way of proceedings. I hope to be able to visit Dealy Island, Investigator, and Princess Royal Islands, besides getting a little fresh meat from Cape Cockburn in the shape of venison.

The "Investigator's" officers and crew are sixty in number; one commander, one lieutenant, one master, two surgeons, one purser, an interpreter, three warrant officers, and fifty seamen and marines.

I propose to send from "Resolute" for your disposal Lieutenant Pim and my three mates, with twenty-one men. I very reluctantly part with my mates, they are noble young men; I shall deem it a favour if you, as Commander of the Expedition, will acquaint them with my high appreciation of their conduct whilst with me. Mr. De Bray leaves with the good will and good wishes of *all* officers and men, he has done this service much credit, which I shall take an opportunity of stating, in justice to him, in a separate letter.

The health of the crew during the winter has been better than I could have anticipated; the good effect of the spring feeding manifest. The very superior quality of our provisions of every sort, with the many comforts supplied us, assisted materially in keeping the men in the same condition nearly as when we commenced the winter. We continued to serve out weekly mutton or beef until Christmas Day to the whole crew, retaining sufficient for the *sick*, and those the surgeon considered necessary to place on the diet list. These men, except at the surgeon's express wish, have not had a bit of salt meat the whole winter. Nevertheless, I am sorry to say we have had some losses. Mr. Sainsbury, mate of "Investigator," died on the 14th November, of confirmed disease of the lungs; he, poor fellow, was brought over to me on a sledge; he is the only "Investigator" I have lost.

Samuel Hood, R.M. ("Intrepid") died on the 2d January 1854, and James Wilkey, ice quarter-master, ("Intrepid") died on 2d February 1854. These two men's deaths, no doubt, have been hastened by the severity of the climate, and the trying nature of the labour in travelling they had to perform, acting on already diseased organs and shaken constitutions. I have at present two men very ill; one, seaman of "Investigator," with scrofula, ill these last two years, the other a marine of my own (improving); these are the only two that will not be able to pull their pound down to Beechey.

Send the dogs back for me if you want me quickly (I hope to start my first division on the 1st or 4th of April). The men you will find fine fellows, up to any work you may have for them; only return them to me by the 7th June.

I have now given you all information, and that I may have omitted, Lieut. Hamilton and the paper accompanying this will supply.

Trusting that you may have reached Beechey Island, and all in possession of health,

Capt. Sir E. Belcher, Kt. C.B.
H.M.S. "Assistance,"
commanding Arctic Expedition.

I have, &c.

(Signed) H. KELLETT, Captain.

P.S. My only wants for the ensuing year are preserved meats and tea, travelling pemmican and fuel, hemp soles for boots, and physic.

M. De Bray, of the French
Navy.

Samuel Hood and James
Wilkey die.

MEMORANDA.

Proceedings of
Captain Kellett, C.B.

This is a house which I have named the "Sailors Home," under the especial patronage of my Lords Commissioners of the Admiralty.

Here, royal sailors and marines are fed, clothed, and receive double pay for inhabiting it. The first stone was laid on the 1st June 1853; the building completed and ready for occupation on 23d July 1853, under the able direction of Mr. Dean, carpenter of H.M. Ship "Resolute." Dimensions, 40 × 14 feet: the walls are four feet thick, the east wall nine feet high, the western seven; it has taken about one hundred tons of stone to build it. The roof is supported by pillars in the centre, is covered, first with new canvass tarred, then a covering of coal bags, and lastly with new canvass painted white. The accompanying plan shows how the provisions are stowed, and where the drains are dug.

The "Sailors' Home" in
Melville Island.

The provisions left here are sufficient to sustain a party of sixty-six men on full allowance for two hundred and ten days, with stores, ammunition, and fuel.

Should any party of men reach this before the 1st June, they should push on for Beechey Island at once; if after the close of the navigable season (end of September) Wellington Channel remains broken up so late, they should winter here, and start for Beechey Island on the 1st of April; leaving at this time they would have thirty days' provisions for sixty-six men, to carry them to the depôt at Beechey Island, where there is a good house 40 × 25 feet. A sledge with ten men and two officers, under the command of Mr. Roche (mate), left this ship on 7th May, and reached Beechey Island in twenty-four days; he left Beechey Island again on 5th June with one man and five dogs, and arrived here on 19th June (fourteen days).

Several parties crossed this Strait to the Harbour of Mercy, Banks Land, in from twelve to seventeen days.

I consider the best division of the time for travelling, is to travel six hours, camp for rest four hours, then to travel three hours, and rest eleven, travelling by night to avoid snow-blindness.

In the autumn of 1852 (October) a record deposited by a travelling party from H.M.S. "Investigator" was found at Winter Harbour (on the Sandstone) describing her position. She wintered in the Prince of Wales Strait in 1850-51, and reached the Harbour of Mercy in September 1851, passing to the westward of Baring Island.

On 10th March 1853, parties (two), men and dogs, under Lieut. Pim and Dr. Domville, left "Resolute" for Harbour of Mercy, reached it in twenty-seven days, found there the "Investigator," not having broken out in 1852. Her officers and crew have since reached this ship for a passage to England, abandoning the vessel for reason shown in the accompanying documents.

"Investigator," left in Harbour of Mercy, is quite sound and tight; her anchors are so placed that if the ice breaks up she will swing on to a shoal. Provisions, stores, and fuel have been landed from her. She has had but three deaths during her voyage. Her crew is now as healthy as that of this ship.

No information or trace has been found or received of the missing expedition under Sir John Franklin or of H.M. Ship "Enterprise," Captain Collinson, by any of my travelling parties, or by those of Sir Edward Belcher, with whom we have communicated. The result of his search to the North and N.E. is not known here.

The accompanying chart will show the coast line that has been explored, and the discoveries that have been made; the winter quarters of the different expeditions, and the positions where depôts of provisions will be found.

Game is most abundant here and also at Banks Land. Musk oxen, reindeer, ptarmigan, geese, and ducks, with a few hares.

Musk oxen remain all the winter, are easily shot, and generally found on the dry ground in sheltered vallies, from the coast line to four or five miles inland.

Reindeer arrive in the beginning of April, the bucks later, are easily shot. The does are wild after dropping their young in June; they are found, like the oxen, on dry barren ground in sheltered vallies.

Ptarmigan arrive in great abundance first week in May. A pair will generally be found on the sunny side of any large stone near the coast.

Ducks (Eider) Geese (Bunt) arrive the first week in June, and are abundant until the middle of July, near the numerous lakes in this vicinity.

Hares are not numerous here; they resort to the lofty stony headlands and cliffs. To the westward of Winter Harbour they are very numerous, and at Harbour of Mercy as many as 200 have been seen together.

Caution! Musk oxen or reindeer must be cleaned as soon as possible after killing; they will become putrid if left for a night with their entrails in, no matter what the temperature.

The tracing will be found useful, as it gives the best hunting grounds, and the distances with the best routes to them; it is projected on two inches to 6104 feet.

Her Britannic Majesty's ship "Resolute," Henry Kellett, Esquire, C.B., Captain, and her screw steam tender "Intrepid," F. L. M'Clintock, Esq., Commander, wintered S. 82° E. (true) distance 763 fathoms from the cairn on the summit of this island, in 1852-53. Were very healthy; lost three men, not consequent on the climate.

Ship's position, Latitude 74° 56' 5"

" " Longitude 108° 48' 5"

" " Variation 142° 45'

H.W.: F & C. 1h. 38m. p.m.

This season is certainly not an early or open one. We have a good deal of rain but little wind. There are a good many cracks near us, and the ice has some little motion; but not a particle of water to be seen in the offing yet.

Both vessels will leave this the first opportunity for the rendezvous at Beechey Island, where I expect to find Sir Edward Belcher.

H.M.S. "Resolute," Monday, 1st August 1853.

(Signed) H. KELLETT, Captain.

All cairns in this neighbourhood are surveying marks; no records in them.

Provisions on Dealy Island.

LIST OF PROVISIONS landed at DEALY ISLAND from H. M. Ship "Resolute," for the relief of distressed parties visiting it. 21st July 1853.

Provisions.	Quantities.	In what Packages.
Biscuits - - - - -	lb. 1,980	Tanks.
Flour - - - - -	" 12,000	48 Casks.
Rum, concentrated - - - - -	- gall. 166	3 "
Beef - - - - -	- lb. 4,840	16 "
Bacon - - - - -	" *4,679	14 "
Suet - - - - -	" 112	1 "
Currants - - - - -	" 200	1 "
Peas - - - - -	- gall. 106	3 "
Sugar - - - - -	- lb. 2,500	6 "
Chocolate - - - - -	" 926	5 "
Tea - - - - -	" 200	2 "
Tobacco - - - - -	" 346	2 Cases.
Soap - - - - -	" 417	4 Casks.
Normandy pippins - - - - -	" 600	Middle Tank.
Preserved meats - - - - -	" 3,465	4lb. Tins.
— vegetables - - - - -	" 2,166	4 and 2lb Tins.
— potatoes - - - - -	" 2,080	11 Casks.
— soup, ox-cheek - - - - -	" 868	Tanks.
Mustard - - - - -	" 10	1 Case.
Treacle - - - - -	" 378	1 Cask.
Baking powder - - - - -	" 30	Middle Tank.
Onion powder - - - - -	" 66	1 Case.
Pickles - - - - -	" 2044	2 Casks.
210 days for 66 men.		

* The weight before boiling.

Warm Clothing landed.

Box cloth jackets	-	-	-	-	-	-	-	-	-	56 in No.
trousers	-	-	-	-	-	-	-	-	-	66 pairs.
Guernsey frocks	-	-	-	-	-	-	-	-	-	122 in No.
Knitted drawers	-	-	-	-	-	-	-	-	-	108 pairs.
Fishermen's boots	-	-	-	-	-	-	-	-	-	63 "
Carpet boots	-	-	-	-	-	-	-	-	-	66 "
Boot hose	-	-	-	-	-	-	-	-	-	132 "
Mits	-	-	-	-	-	-	-	-	-	143 "
Crape	-	-	-	-	-	-	-	-	-	59½ yards.

(Signed) W. H. RICHARDS,
Clerk in charge.

Proceedings of
Captain Keert, C.I.B.

Provisions in Depot.

SCALE of Victualling for which Provisions are landed.

	Flour or Biscuits.	Beef.	Bacon (boiled).	Preserved Meats.	Potatoes.	Vegetables.	Peas.	Sugar.	Chocolate.	Tea.	Rum.
1st day - -	lb. 1	-	-	4½	-	-	gill -	oz. 2½	1	4½	3 of ½ a gill per diem.
2d day - -	1	1	-	-	-	4½	-	2½	1	4½	
3d day - -	1	-	4½	-	-	-	1	2½	1	4½	

The remaining Provisions are intended to be issued as circumstances may render necessary. The soup might be issued once a week, at ½ lb. per man, in lieu of vegetables or peas.

Dated on board H. M. S. "Resolute," Dealy Island, 21st July 1853.

(Signed) HENRY KELLETT,
Captain.

Provisions in Depot East Point Fife Harbour.

Beef	-	-	-	-	-	-	-	-	304 pounds.
Rum, concentrated	-	-	-	-	-	-	-	-	30 gallons.
Pork	-	-	-	-	-	-	-	-	320 pounds.
Sugar	-	-	-	-	-	-	-	-	110 "
Tea	-	-	-	-	-	-	-	-	20 "
Lime juice	-	-	-	-	-	-	-	-	45 "
Flour	-	-	-	-	-	-	-	-	250 "

Provisions in Depot 7 Miles East of Cape Cockburn.

Biscuit	-	-	-	-	-	-	-	-	-	1,000 pounds.
Rum, concentrated	-	-	-	-	-	-	-	-	-	47½ gallons.
Pork	-	-	-	-	-	-	-	-	-	640 pounds.
Sugar	-	-	-	-	-	-	-	-	-	100 "
Tea	-	-	-	-	-	-	-	-	-	40 "
Flour	-	-	-	-	-	-	-	-	-	250 "
Preserved meats	-	-	-	-	-	-	-	-	-	300 "

Provisions in Depot East Point Assistant Harbour.

Biscuit	-	-	-	-	-	-	-	-	-	284 pounds.
Rum, concentrated	-	-	-	-	-	-	-	-	-	17½ gallons.
Sugar	-	-	-	-	-	-	-	-	-	50 pounds.
Tea	-	-	-	-	-	-	-	-	-	20 "
Boiled bacon	-	-	-	-	-	-	-	-	-	216 "
Flour	-	-	-	-	-	-	-	-	-	250 "
Preserved meats	-	-	-	-	-	-	-	-	-	266 "

(Signed) H. KELLETT,
Captain.

LIST of ARTICLES deposited upon the North Side of Melville Island on 14th July 1853.

Lat. 75° 30' N. Long. 109° 40' W.

- 1 Sledge with lashings, sheers and drag ropes, complete.
- 4 Cross-bars for Satellite and a few staves.
- 1 coverlet, Macintosh floor cloth lined with blanket.
- 9 felt sleeping bags.

Proceedings of
Captain Kellett, C.B.
Provisions and stores north
side Melville Island.

- 10 pairs of canvas boots
- 1 ammunition bag, containing ammunition.
- 1 tin case of bacon, 52lbs.
- 1 ----- pemmican, 40 "
- 1 bag of stearine, 10 "
- 2 bottles of onion powder
- 2 bags of salt.
- 3 tins of Moore's chocolate.
- 1 canvass bag containing 60lbs. of biscuits.

Private clothing.

Geological specimens and specimens of drift wood.

4 gutta percha depôt cases.

The sledge is stowed with all the above-mentioned articles, and the whole covered with the Macintosh cloth.

The top of the cairn on the beach is just visible over a ridge, and bears by compass N. 14° 3' W. $\frac{2}{3}$ of a mile.

At a distance of about two miles from the cairn, and nearly upon the same bearing, the following articles are left.

- 1 cart with drag ropes and lashings, complete.
- 1 tin case of pemmican, 20lbs.
- 1 bag of biscuit, 10lbs.
- 1 ----- bacon, 8 "
- 1 ----- wicks and torches.
- 1 ----- stearine, 4lbs.
- 1 can of rum, concentrated, 1 $\frac{1}{4}$ gallon.
- 1 ----- alcohol, 1 $\frac{1}{2}$ gallon.
- 1 bottle of curry powder.
- 1 ----- onion powder.

Tobacco.

2 sets of cooking utensils, complete, except 1 kettle and lamp.

13 tin cases, of sizes.

1 tent for 9 persons, fitted complete.

1 black waterproof cloth.

1 buffalo blanket.

Saw, shovel, pemmican chopper and board, knapsack, and pickaxe.

1 double barrel gun and gear.

1 Macintosh ammunition bag, for present use ammunition.

1 sextant, Cary D 65, 3-inch.

7 water bottles.

The cart is stowed with the above-mentioned articles, and the whole covered with the black floor cloth.

(Signed) F. L. M'CLINTOCK,
Commander.

(Copy.)

Stores on Dealy Island.

GUNNERS' STORES landed in Dépôt on Dealy Island, from H.M.S. "Resolute,"
July 1853.

Powder (sporting)	-	-	-	4	lbs.
----- (fine grain)	-	-	-	15	"
Cartridge, ball (musket)	-	-	-	500	in No.
----- (blank)	-	-	-	500	"
Caps, percussion (musket)	-	-	-	1,000	"
----- (fowling-piece)	-	-	-	1,000	"
Rockets (signal)	-	-	-	10	"
Port-fires	-	-	-	20	"
Blue lights	-	-	-	12	"
Maroons, (2 oz.)	-	-	-	20	"
Spare nipples (musket)	-	-	-	2	"
Wrenches (nipple)	-	-	-	1	"
Wads	-	-	-	4	boxes.
Paper cartridge (purple)	-	-	-	2	quires.
Loose ball	-	-	-	500	in No.
Shot, lead (No. 2.)	-	-	-	56	lb.
----- Duck	-	-	-	56	"
Rocket sticks	-	-	-	10	in No.
Slow match	-	-	-	30	lbs.
Hudson Bay guns	-	-	-	2	in No.
Tents, marquee complete	-	-	-	1	"

(Signed) G. F. M'DOUGALL,
Master in charge.

BOATSWAIN'S STORES landed in Depôt on Dealy Island, from H.M.S. "Resolute."
July 1853.

Proceedings of
Captain Kellett, C.B.

			Stores on Dealy Island.
Palms (sailmaker's)	- - - - -	1	in No.
Needles (sail)	- - - - -	12	"
Twine	- - - - -	1	lb.
Rope (2-inch)	- - - - -	30	fms.
Spun yarn	- - - - -	20	lbs.
Junk (6-inch)	- - - - -	4	fms.
Awls (shoemaker's)	- - - - -	6	in-No.
Hemp	- - - - -	1/4	lb.
Wax	- - - - -		
Old canvass	- - - - -	12	yards.
Marling spikes	- - - - -	1	in No.
Mallets (serving)	- - - - -	1	"
Shovels	- - - - -	2	"
Nettle stuff	- - - - -	6	skins.
Beeswax	- - - - -	1/4	lb.
Bristles (hogs')	- - - - -	1/2	oz.
Poop housing, complete.			
Union Jack and Halket's boat.			

(Signed) G. F. M'DOUGALL,
Master in charge.

CARPENTER'S STORES landed in Depôt on Dealy Island, from H.M.S. "Resolute."
July 1853.

Pickaxes	- - - - -	2	in No.	Nails (iron) 10d.	- - - - -	3	lbs.
Chisels	- - - - -	3	"	6d.	- - - - -	3	"
Mallet	- - - - -	1	"	4d.	- - - - -	3	"
Plane	- - - - -	1	"	2d.	- - - - -	3	"
Saw, (hand)	- - - - -	1	"	(tacks)	- - - - -	2	"
Mauls, (pen)	- - - - -	1	"	Nails (copper boat)	- - - - -	4	"
Gimblets	- - - - -	3	"	Chalk	- - - - -	2	"
Files	- - - - -	3	"	Seal oil	- - - - -	65	gallons.
Axes	- - - - -	1	"	Candles	- - - - -	50	lbs.
Adze	- - - - -	1	"	Baking and wash-house			
Cotton (for lamps)	- - - - -	4	lbs.	stove	- - - - -	1	in No.
Nails (iron) 30d.	- - - - -	4	"	Rettie's stove and funnel	- - - - -	1	complete.
20d.	- - - - -	4	"				

(Signed) WILL. DEAN, Carpenter.

COPY of a NOTICE left on the "Princess Royal" Islands.

Captain M'Clure's Records.

This cairn and staff were erected by a party from H.M. discovery ship "Investigator," that was beset in the ice N. E. 4 miles from it, upon the 18th September 1850, and wintered in the pack with perfect safety.

The N.W. passage was discovered by a travelling party across the ice upon the 26th October 1850, in latitude 73° 31' N., longitude, 114° 14' W.

There is a depôt of provisions, ammunition, and a boat S.W. from this mark upon the east side of the pond.

Driftwood may be obtained upon both shores of the mainland, but is most abundant upon the eastern.

Game is plentiful from the first week of May.

No intelligence whatever has been found which can throw the least light upon the fate of the missing expedition under Sir John Franklin.

Esquimaux are to be met with about ninety miles to the southward upon the eastern shore, who are a friendly and simple tribe.

The eastern shore is named "Prince Albert's" Land.

The western "Baring's" Land.

This strait "The Prince of Wales."

Crew all well and in excellent spirits.

Dated on board H.M. discovery ship "Investigator," frozen in, off the "Princess Royal" Islands, in latitude 72° 50' N., longitude 117° 53' W.

15th June 1851.

(Signed) ROBERT M'CLURE, Commander.

COPY of a NOTICE left in the Bay of Mercy, Baring's Island.

NOTICE.

This mark was erected by the crew of H.M. discovery Ship "Investigator," which entered this bay on the 24th September 1851, and remained until this date, when the crew by the order of Captain Kellett, C.B., of H.M.S. "Resolute," (Melville Island) abandoned the ship.

Proceedings of
Captain Kellett, C.B.

A large depôt of provisions, stores, &c., has been left on shore 1,000 yards south of this (4 months for 66 men).

Depôts have also been left by Captain Kellett at the undermentioned places on the opposite side of these Straits, viz.:

Dealy Island	- - - -	210 days for 66 men, with stores, &c., to assist a party wintering out here.
Assistance Harbour	- - - -	7 men for 91 days.
Cape Cockburn	- - - -	14 men for 91 days.
Winter Harbour	- - - -	10 days for 70 men.
Point Hotliam	- - - -	2 casks of biscuit.

A depôt consisting of three months provisions for sixty-six men, stores, boat, &c., was left on the "Princess Royal" Islands in the "Prince of Wales" Strait, in latitude 72° 47' N., longitude 117° 34' W., by the "Investigator," in March 1851.

Given under my hand on board H.M. discovery ship "Investigator," Bay of Mercy, Baring's Island, latitude 74° 6' N., longitude 117° 54' W., 1st June 1853.

(Signed)

ROBERT M'CLURE,
Commander.

Stores on Princess Royal
Island.

LIST of PROVISIONS, STORES, &c., landed on the "Princess Royal" Islands, from H.M. Discovery Ship "Investigator," on the 3d Day of March 1851.

FLOUR	- - - -	5,688 lbs.
Preserved meat	- - - -	2,238 "
Salt pork	- - - -	1,920 "
Preserved potatoes	- - - -	1,344 "
Sugar	- - - -	392 "
Chocolate	- - - -	324 "
Rum	- - - -	26 gallons.

A whale boat and gear complete, ammunition, &c.

Provisions and
stores left on board
"Investigator,"
Bay of Mercy,
Baring's Island.

LIST of PROVISIONS, STORES, &c., landed and remaining on board H.M. Discovery Ship "Investigator," in the Bay of Mercy, Baring's Island, abandoned by the Crew on the 3d day of June 1853.

Articles.	Quantity landed.	Remaining on board.	Articles.	Quantity landed.	Remaining on board.
Biscuit	1000 lbs.	3836 lbs.	Serge frocks	50 No.	24 No.
Rum (con.)	26 gall.	52 ² / ₃ galls.	Blue cloth No. 2.		
" (mixed)	—	36 ¹ / ₂ " & ullage.	for jackets	64 yds.	10 yards.
Brandy	20 gall.	30 ¹ / ₂ " & ullage.	Flushing	25 "	—
Wine	—	28 " & ullage.	Boots	7 pair	9 pair.
Salt beef	608 lbs.	304 lbs. & ullage.	Shoes	15 "	17 "
Salt Pork	1600 "	320 " & ullage.	Blue cloth jack-		
Preserved meat	3000 "	4652 "	ets, No. 2	49 No.	—
Flour	6420 "	960 " & ullage.	Blue cloth trou-		
Suet	112 "	112 " & ullage.	sers	11 pair	—
Peas	10 b. 4g.	3 bl. 4 gall. & ullage.	Duck	150 yds.	174 yards.
Potatoes	784 lbs.	112 lbs. & ullage.	Stockings	40 pair	26 pair.
Sugar	1000 "	500 " & ullage.	Mits	150 "	114 "
Chocolate	435 "	Ullage.	Caps	30 No.	12 No.
Tea	126 "	Ullage.	Blue Serge	—	74 yards.
Oatmeal	—	Ullage.	Shirts	—	59 No.
Vinegar	—	30 galls.	Beds	—	31 "
Tobacco	484 lbs.	1118 lbs.	Black silk hand-		
Soap	349 "	385 "	kerchiefs	—	122 "
Pickles	—	1100 " & ullage.	Flushing jack-		
Carrots	—	194 "	ets	30 No.	12 "
Lemon juice	—	345 " & ullage.	Badge 1st class	—	20 "
Blankets	32 No.	11 No.	Ditto, 2d	—	20 "
Flannel	230 yds.	584 yards.	Wrappers	13 No.	44 "

Presents.

Box cloth jackets	11 No.	—	Boothose	8 "	—
Ditto trousers	12 pair	—	Comforters	22 No.	—
Guernsey frocks	21 No.	—	Box cloth boots	25 pair	—
Do. drawers	3 pair	—	Seal skin "	27 "	6 pair.
			" caps	20 No.	—

Articles.	Quantity landed.	Remaining on board.	Articles.	Quantity landed.	Remaining on board.
Seal skin gloves	47 pair	—	Boats and gear (complete)	6 "	—
Sea boots - -	9 "	—	Topmast -	1 "	—
Welsh wigs -	12 No.	—	Jibboom -	1 "	—
South-wester -	1 "	—	Handmast -	1 "	—
Green crape -	30 yds.	100 yards.	Spars, small -	—	—
Needles, thread, &c.	—	—	Chest of Carpenters' tools	1 No.	—
Carpet boots -	—	3 pair.	Mahgny. plank	—	—
Musket ball cartridge -	200 No.	—	Deals, ordinary	—	—
" blank -	1000 "	—	Grindstone -	1 No.	—
Caps, percussion	1000 "	—	Boats' coppers-	2 "	—
Caps, percussion musket -	1500 "	—	Anchors, boat	—	—
Shot - -	112 lbs.	—	Pumps -	—	—
Paper, white -	4 qrs.	—	Cross-cut saw	1 No.	—
Muskets, percussion -	4 No.	—	Empty casks -	100 "	—
Fowling piece, (double) -	1 "	—	Quarter-deck housing -	1 "	—
			Laboratory tent	1 "	—
			Coals - -	7 tons.	—

(Signed)

ROBERT M'CLURE,
Commander.

RETURN of PROVISIONS on board Her Majesty's Ship "Resolute" and Steam Tender "Intrepid" 1st March 1854. Provisions left on board "Resolute" and "Intrepid."

Provisions.	Quantities.	Anticipated Expenditure to 1st May 1854.	Probable Remains on 1st May 1854.	Number of Days will last 50 men.
Biscuit - - - - lbs.	10,150	6,176	22,724	454
Flour - - - - "	18,750			
Beef - - - - "	14,560	2,640	11,920	319
Pork - - - - "	5,400			
Bacon - - - - "	5,668	1,760	9,308	248
Boiled bacon - - - - "	1,198			
Preserved meats - - - - "	2,186	880	1,306	35
— soup, ox cheek - - - - "	3,094	880	1,114	56
Penmican - - - - "	929	529	—	—
Dried cod - - - - "	404	—	404	—
Haddock - - - - "	292	—	292	—
Portable soup - - - - "	700	100	600	—
Potatoes - - - - "	3,696	696	3,000	160*
Vegetables - - - - "	4,400	880	3,520	141
Dried carrots - - - - "	875	110	765	61
— cabbage - - - - "	693	110	583	48
Peas - - - - bush.	38	9	29	106
Rum, concentrated - - - - gall.	580	150	430	410
Brandy - - - - "	94	—	90	—
Wine - - - - "	68	12	56	—
Burton ale - - - - "	250	—	250	—
Sugar - - - - lbs.	5,500	1,385	4,115	514
Chocolate - - - - "	1,792	280	1,512	509
Tea - - - - "	138	64	74	189†
Lemon juice - - - - "	2,081	514	1,567	501
Cranberries - - - - "	1,580	140	1,440	—
Dried apples - - - - "	847	60	787	—
Normandy pippins - - - - "	330	—	330	—
Dates - - - - "	160	—	120	—
Pickles - - - - "	2,300	514	1,786	551
Rice - - - - "	400	110	290	15
Maccaroni - - - - "	875	70	805	—

* Two issues weekly.

† At half allowance.

Proceedings of
Captain Kellett, C.B.

Provisions.	Quantities.	Anticipated Expenditure to 1st May 1854.	Probable Remains on 1st May 1854.
Treacle - - - - lbs	340	- -	340
Suet - - - - "	1,526	- -	1,526
Currants - - - - "	700	- -	700
Oatmeal - - - - bush.	2½	- -	2½
Vinegar - - - - gall.	108	- -	108
Tobacco - - - - lbs.	2,500	- -	2,500
Soap - - - - "	2,500	- -	2,500
Chocolate, paste	27	12	15
— sweet	110	- -	110
Milk, solidified	180	55	125
— Moore's	477	- -	477
Herbs - - - - bott.	50	- -	50
Chillies - - - - lbs.	8	- -	8
Pepper, black	24	4	20
— cayenne - - - - "	10	- -	10
Yeast - - - - "	9	- -	9
Salt - - - - "	none.	- -	- -
Essence malt	1,080	- -	1,080
— hops	6	- -	6
— spruce	6	- -	6
Mustard - - - - "	550	30	520
Seed, mustard and cress	25	- -	25
Baking powder - - - - "	130	20	110
Onion powder - - - - "	280	30	250
Essence coffee - - - - bott.	32	- -	32

W. H. RICHARDS, Clerk in charge.

Approved. HENRY KELLETT, Captain.

No. 5.

Boats on Cape Hotham.

COPY of a RECORD deposited at CAPE HOTHAM per Order of Captain Sir EDWARD BELCHER, C.B., Commanding the Arctic Squadron, addressed to Captain HENRY KELLETT, C.B.

These boats were placed at Cape Hotham for the purpose of affording any distressed parties the means of crossing Wellington Channel, after the breaking up of the ice.

Should any party arrive here this season before the disruption of the ice, and find it dangerous to cross, Captain Sir Edward Belcher, C.B., Commanding the Arctic Expedition, recommends crossing over farther to the northward to Cape Bowden, in which direction he believes safe travelling will be found and ample provision in depôt there, to bring any parties that may reach it on to the general rendezvous at Beechey Island.

The crews of H.M. Ship "Resolute" and tender "Intrepid," and the crew of "Investigator," are on board "North Star," now at Beechey Island.

H.M. Ship "Assistance" and her tender "Pioneer" are impact in the ice about fifty miles north of Beechey Island, on the east side of Wellington Channel.

Notice of the depôt at Assistance Bay has been left at Cape Hotham previously.

Two whale boats now at Cape Hotham were forwarded there by order of Captain Sir Edward Belcher, C.B.

(Signed) HENRY KELLETT, Captain,
Senior Officer at Beechey Island.

Beechey Island, 22d June 1854.

LETTER from Captain KELLETT, enclosing Report from Lieutenant MECHAM, of his Visit to the Princess Royal Islands, and to the Mouth of the Prince of Wales Straits, where the "Enterprize" wintered 1851-52, and forwarding the Records left by Captain Collinson, bearing date 27th August 1852.

Sir,

Beechey Island, 12th June 1854.

I BEG to acquaint you that Lieutenant G.F. Mecham, of Her Majesty's Ship "Resolute," under my command, arrived here this morning at 5 o'clock, from the Princess Royal Islands, at which place he found traces of Captain Collinson.

The records he brings with him are herewith enclosed. Those marked A, were found at the Princess Royal Island, and those marked B at a small island at the mouth of Prince of Wales Strait, in latitude 70° 36'. longitude 119° 5' W. A copy of a report from Mr. Krabbé, Master of the steam tender "Intrepid," is also forwarded.

Lieutenant Hamilton and Mr. Krabbé may be expected to arrive here to-night, all well.

I have, &c.

HENRY KELLETT, Captain.

COPY of ORDERS to LIEUTENANT MECHAM to proceed to the Princess Royal Islands, Prince of Wales Strait.

By Henry Kellett, Esq., C.B., Captain of H.M.S. "Resolute."

Taking command of H.M. Sledge "Discovery," manned with seven men, and under your orders Mr. Krabbé, Master, with his sledge and crew of seven men, both being equipped for this service, you will proceed to the Sailor's Home on Dealy Island, where you will re-victual both sledges by the scale on the back hereof, for a period necessary to perform the following service. Lieutenant Mecham's orders.

The object of your journey is to gain intelligence of "Enterprise," failing in that to leave information for her.

Being victualled, and the Home secured, you will proceed to the Princess Royal Islands, where you will deposit the accompanying record; also one of those with which you are supplied at any eligible place you may reach: Cape Peel and Russell if possible, returning to the ship without fail on or before the 10th June.

You will direct Mr. Krabbé to place a depôt for you at Cape Russell, having performed which service he is to proceed in execution of my orders to him of which he is in possession.

On your return you will look for orders at Dealy, and you will note on the record you leave there the quantities of provisions you take from that depôt.

I have not entered into any details of your journey, feeling confident you will perform this service with credit to yourself.

Given under my hand on board H.M.S. "Resolute," in winter quarters in Barrows Strait, Cape Cockburn, N.E. b. N. 28 miles, 1st April 1854.

(Signed) HENRY KELLETT, Captain

SCALE OF VICTUALLING.

Preserved meat	-	-	-	-	$\frac{3}{4}$ lb.	} Per man per day $\frac{1}{2}$ gill con. rum from Dealy.
Biscuit	-	-	-	-	1 lb.	
Boiled bacon	-	-	-	-	$\frac{1}{2}$ lb.	
Rum, concentrated	-	-	-	-	$\frac{1}{2}$ gill	
Potatoes	-	-	-	-	2 ounces.	
Chocolate	-	-	-	-	1 "	
Sugar for do.	-	-	-	-	1 "	
Tea	-	-	-	-	$\frac{1}{4}$ "	
Sugar for do.	-	-	-	-	$\frac{1}{2}$ "	
					every other day.	

(Note.)—Courses and distances marked in the margins are those made good according to track in the accompanying chart.

Copy of ORDERS deposited in Dealy Island House, for the Guidance of
Lieutenant MECHAM, on his Arrival there.

By Henry Kellett, Esq., C.B., Captain of H.M.S. "Resolute."

Having received orders to proceed to Beechey Island for further instructions with the crews of both vessels under my orders, you will, on the receipt of this order, use every exertion to reach Beechey Island with all despatch, so that your men may be exposed as little as possible to the ill effects of travelling after the thaw has commenced.

For this purpose I have placed at Cockburn a complete depôt for twelve days, which is ample to Beechy.

You will, therefore, on no account lose time by attempting to reach the ships; they will be by that time abandoned, and their hatchways securely sealed. Your messmates will have packed such articles as they think you value or would be useful, which will be either taken on to Beechey or placed under the boat at Cape Cockburn left for your use.

You will not forget to leave at Dealy Island full information relative to your present expedition.

The depôt at Dealy Island I am anxious should be as little broken into as possible. Rum is not to be touched at all, as it may be required for travelling fuel. Fuel to bring you to Cape Cockburn will be sent up to Dealy Island. In case of having game the preserved meats are not to be touched at all, but under any circumstances half pound of that article per man per day is all that is to be taken.

Given under my hand on board H.M.S. "Resolute," in Barrows Straits, the 8th day of May, 1854.

(Signed) HENRY KELLETT, Captain.

PROCEEDINGS of Lieutenant MECHAM to Prince of Wales' Strait.

H.M.S. "North Star,"

Beechy Island. 14th June 1854.

Sir,

I HAVE the honour to inform you that I left the ship on the 3rd April, in command of the sledge "Discovery," having under my orders Mr. Krabbé, with the sledge "Newton."

On the fatigue party leaving us, shaped our course to W.N.W., and travelled over heavy hummocks of pressed-up young ice, following the best leads to the northward until the 5th, when we gained a perfectly level floe, about 30 miles N.W. of the ship. Passed one mile south of Cape Gillman, and arrived at Melville Island on the 8th, and at the Sailors' Home, Dealy Island, on the 12th. Off Point Griffiths we remained a day encamped, on account of the disabled state of many of the men from snow-blindness, sore feet and ankles.

The house we found in perfect condition, well banked up with snow on the outside, but the interior entirely free from drift. The upper part of the bread in tank No. 1 was slightly damaged, and one rum-cask about one quarter empty.

After provisioning the sledges, we proceeded on the 13th to the westward, deposited a record on the stone at Winter Harbour, crossed over Point Hearne, and travelled about 3 miles off shore towards Cape Providence. On 18th shaped our course for Cape Russell on Baring Island, and gradually changed to night travelling. About 8 miles south of Cape Providence entered the first range of heavy hummocks, composed of young ice; through this we travelled about 5 miles, when we met old floes, generally surrounded by heavy ridges of pressed-up young ice. About the centre of the strait we found the floes old and of larger extent; and as we neared the south shore we were constantly entangled, during dense fogs, amongst most intricate hummocks and deep snow, which made the travelling most laborious.

On the 24th April the land was indistinctly seen with a glass about 6 miles; and soon after, on the weather clearing, found that we had passed the old ice, and a large extent of pressed-up young floes lay before us.

On the 25th encamped off a low point at the entrance of an inlet which I supposed to be Cape Russell, as the high land near Cape Providence was distinctly seen, bearing N. $\frac{3}{4}$ E. Here I deposited 11 days' provisions in depôt, and dispatched Mr. Krabbé to the westward, in the execution of your orders; I also directed him on his return to Dealy Island to examine the bread, and remove as much of the damaged part as possible. After leaving the depôt the land trended to the S.S.W. along which we steered.

On the 24th, during a heavy northerly breeze, we came to very old ice, deeply covered with snow, most unlike that described in Prince of Wales' Strait. The high land on each side terminates abruptly, beyond which there appeared to be an extensive plain swelling across the bottom. This mistake obliged us to go on half allowance of provisions, pick up our depôt, and follow the land to the westward. In two journies we opened the Prince of Wales' Strait; this, together of the bearing of Melville Island, satisfied me that the land must be laid down too far to the eastward. When south of Cape Russell, I deposited our depôt, and proceeded to the S.W., about 2 miles off shore. Although the ice was considerably pressed up, the snow was hard, and travelling tolerably good. Landed occasionally to obtain drift-wood, which was in great abundance about the low points. On 4th May, at midnight, arrived at the Princess Royal Islands, and at the cairn found a document stating that Her Majesty's ship "Enterprise" had in 1851 passed up the strait to Point Peel, returned, and after following the west coast of Baring Island to lat. $72^{\circ} 55' N.$, had wintered in 1851-52 in lat. $70^{\circ} 35' N.$, long. $117^{\circ} 40' W.$; also that information of her movements would be found upon an islet in lat. $71^{\circ} 36' N.$, long. $119^{\circ} W.$ Provisioned the sledge for ten days, and started that night to the southward in quest of further traces. After passing Point Hay found the beach thickly strewn with Esquimaux encampments.

On the 9th arrived at the islet; and, after several hours, found records ten feet magnetic north of a small cairn built upon the summit.

These stated that the "Enterprise's" parties had visited Point Hearne, on Melville Island, and had examined the north and south shores of Prince Albert Land. Upon her leaving this, 27th August 1852, intended to pursue a channel between Wollaston and Prince Albert Land. For particulars I beg to refer you to the accompanying records. Rebuilt the cairn; deposited charts, and every information relative to our proceedings; also records of depôts, &c.

Taking into consideration the date of these notices, and my remaining resources, I determined to return with all despatch to the ship. Arrived at the island on the 13th; provisioned the sledge, and deposited records, &c. The whale-boat I found in perfect condition; but the sugar, and two cases of potatoes, soddened with wet; the cocoa also damaged. These I removed to the rise above the depôt.

After leaving the island dispatched the sledge along the south shore of the strait, and travelled along the north side, accompanied by one man with the small one; deposited records at Point Russell, and rejoined the sledge on the 17th; found them all ready to start, having built a cairn; deposited records, and, having no fuel of any kind, had collected sufficient drift-wood to last us to Dealy Island. On 19th May we cleared the strait and travelled direct for Cape Providence. The ice, for ten miles off Cape Russell, we found of last year's formation, without a crack. After crossing a barrier of very old hummocks came to a lead over old floe, over which we travelled fifteen miles, and then entered heavy hummocks of young ice; through these we travelled thirty miles, and on the 23d cleared them, about seven miles S.E. of Cape Providence.

Very heavy falls of snow, and strong easterly winds, checked our progress very much, and caused snow-blindness throughout the party.

On 27th arrived at Sailors' Home, Dealy Island, and found orders to proceed to Beechey Island; also that Mr. Krabbé had left on the 26th, and Lieutenant Hamilton on the 21st. The heaps of papers, letters, and news of all kinds, which our shipmates contributed, added much to our pleasure but little to our rest.

Deposited records, notices, &c., of our proceedings, and, after provisioning, and securing the house, started at midnight to the eastward. Walked overland to Skene Bay, but found no traces of large game. The light rain and warm weather, softened the snow very much, and pools of water were seen on the land about Point Ross. On 30th overtook Mr. Krabbé near Point Griffiths; travelled together, and reached most intricate hummocks twenty miles east of Cape Gillman, which were most tiresome, owing to the sloppy state of the snow. The weather then became much colder, which checked the thaw and improved the travelling. On 5th June arrived at Cape Cockburn depôt. Finding that I was somewhat lighter than Mr. Krabbé, together with the importance of reaching the ship as soon as possible, I informed him of my intention to travel independently. Left everything secure and proceeded on our journey; passed over very decayed ice inside Moore Island, and overtook Mr. Hamilton off Cape Capel. His dogs were very much fagged, but I hoped, by giving them a few good feeds of damaged pemmican, to enable him to push on a dog in advance of me to the ship; but the favourable winds allowed us to keep well up, and on the 11th June we encamped together near Cape Hotham. During the last three journies we crossed several cracks open in the ice, varying from 6 to 12 feet in width. On the evening of the 11th, the dogs being fresh, I left Lieutenant Hamilton in charge of my sledge; proceeded with the dogs across Wellington Channel, and arrived on board the "North Star," at 4 30 a.m. of the 12th, kindly welcomed by all hands.

For the detail of my journey I beg to refer you to my journal.

Throughout the journey we have all enjoyed good health; but the men are much reduced by their exertions, and all complain of sore ankles, feet, &c. Although travelling land well known by us as being well stocked with animals, we have only seen six reindeer, seven musk oxen, besides small game, and have only procured one reindeer, three hares, and thirty ptarmigan, which obliged us to be satisfied with one meal a-day.

In conclusion, allow me to bring before your notice the most excellent behaviour of the men. Circumstances have compelled us to travel frequently upon reduced rations; but throughout I have never heard a murmur, and they have evinced such a spirit and zeal in the performance of their work, that, in spite of the tedium connected with travelling, they have voluntarily performed distances which, under ordinary circumstances, I would not have ordered them.

I have, &c.

(Signed)

G. F. MECHAM, Lieutenant.

Captain H. Kellett, Beechey Island.

Abstract of journey:—

Number of days outward journey	-	-	-	-	-	37
Number of days homeward journey	-	-	-	-	-	33
Number of days absent	-	-	-	-	-	70
Number of journeys lost by detention	-	-	-	-	-	8½
Number of complete journeys made	-	-	-	-	-	61½
Distance travelled by large sledge	-	-	-	1,107	Geogr.	1,279
Distance travelled by small sledge	-	-	-	50	Statute.	57·5
				1,157		1,316·5

Average distance of each journey made by large sledge 18 20
 Total distance ÷ 61½, number of journeys - - 18·8 21·7
 Total distance ÷ Number of days absent - - 16·5 19

Records deposited, seven in number.

Charts of discovery, positions of depôts, &c., four in number.

(Signed)

G. F. MECHAM, Lieutenant.

RECORDS OF CAPTAIN COLLINSON.

Proceedings of
 Captain Kellett, C.B.
 Captain Collinson's Records.

Latest Records of Captain Collinson, found by Commander Meham, dated August 27, 1852, Ramsay Island, Lat. 71° 39' N., Long. 119° 5' W.

Copy of a RECORD found on Princess Royal Islands on 4th May 1854.

A 1.

H.M.S. "Enterprise"

30th of August 1851. Lat. Long.

Commander.

Whoever finds this paper is requested to forward it to the Secretary of the Admiralty, London, with a note of the time and place at which it was found.

(The same notice in the French, Spanish, Danish, Dutch, and Russian languages.)

This post was erected by Her Majesty's ship "Investigator," who wintered in the pack off it in 1850, and then pursued her way to the eastward. It was visited on the 30th August 1851 by the "Enterprise," who pursued the same course.

Provision Depôts.

	Lat. N.	Long. W.
Norton Sound	63° 28'	161° 45'
Grantley Harbour	67 18	166 15
Chamesso Island	66 13	161 46
Sea-horse Island	70 54	159 2
Second River south of Cape Smyth	71 11	156 51
Point Separation	67 42	134 2
Cape Bathurst	70 35	127 34
Cape Parry	70 5	123 5
Cape Krusenstern	68 30	114 01

This post was visited by travelling parties from Her Majesty's ship "Enterprise," one of which traced the north coast of Prince Albert's Land, and found a deep inlet or strait eighty miles to the south-eastward of the mark erected by the "Investigator" at the north end of the straits. Another party, which has not yet returned, went across with orders to reach Melville Island if possible.

We have taken thirty pounds of preserved meats, a case and a half of potatoes, a cask of sugar, half a cask of cocoa, and seven gills of rum.

29th May 1852.

(Signed) R. COLLINSON.

A 3.

Copy of RECORDS found on Princess Royal Islands, May 4, 1854.

Her Majesty's ship "Enterprise" reached the east end of Prince of Wales' Strait on the 30th of August 1851, and found the ice closely packed off the mouth of it; and not having found a cove on either side near the mouth of the strait where she could winter, she will be found near the south-west end of Baring Island; or, if there is no harbour there, in the Bight of Prince Albert Land, 70 miles south of this island.

All well on board.

(Signed) RD. COLLINSON, Captain.

A 4 and A 5.

The following was in duplicate :

Provision Depôts.

	Lat. N.	Long. W.
Norton Island	68° 38'	161° 15'
Grantley Sound	68 38	166 15
Chamesso Island	66 13	161 46
Second Sea-horse Island	73 54	159 2
Second River south of Cape Smyth	71 11	156 31
Point Separation	67 42	134 2
Cape Bathurst	70 35	127 34
Cape Parry	70 5	123 35
Cape Krusenstern	68 30	114 1

H.M.S. "Enterprise," August 1851.

Her Majesty's ship "Enterprise" rounded Point Barrow in the pack on the 26th of July; got into open water on the American shore on the 30th, along which she proceeded until the 21st of August, when two islets were discovered E.N.E. of the Pelly Islands. Cape Parry was seen on the 26th; and on the same evening a bold bluff in lat. 71° N. and long. 122° W. Standing to the N.E. along this shore, she entered a strait on the 29th, in which, on the following morning, in $72^{\circ} 55'$ and $125^{\circ} 10'$, two islets, with a beacon on the largest, were discovered. Here we found a boat, with 37 casks of provisions deposited by the "Investigator," which vessel had wintered in the pack four miles E.N.E. of the islands. During the autumn a travelling party from her reached the northward of the strait, in lat. $73^{\circ} 32'$ N. and long. 115° W. The last date from her is June the 1st, when all were well. Travelling parties had been exploring north and south; the latter had fallen in with the natives, who are described as an inoffensive people.

Captain McClure named the southern shore	-	Prince Albert Land.
North	-	Baring Island.
Strait	-	Prince of Wales.
Islets	-	Princess Royal.

The "Enterprise," proceeding up the strait, which varies from ten to twenty miles in width, reached the north end of it on the 31st; and on the southern side found a cylinder deposited by "Investigator's" travelling party, dated on board of her the 21st of April. Finding the entrance blocked by ice, she returned along Baring Land; rounded the Cape Erebus (discovered on the 26th) on the 2nd of September; and on a low point in lat. $72^{\circ} 1'$ N. and long. $125^{\circ} 10'$ W. a cask, with intelligence of "Investigator," was found, dated August the 18th, 1851. She left Prince of Wales' Strait on the 16th, all well. The "Enterprise," proceeding northerly, landed on an islet in lat. $72^{\circ} 55'$ N. and long. $125^{\circ} 10'$ W., and deposited twenty days' provision for eight men. Not finding any place suitable for winter quarters, returned to where she now lays, in lat. $71^{\circ} 39'$ N. and long. $117^{\circ} 39'$ W., east side of the entrance of Prince of Wales' Strait.

H.M.S. "Enterprise," Winter Quarters,
 Lat. $71^{\circ} 35'$ N., $117^{\circ} 39'$ W.

We arrived here on September 14, and were frozen in finally on October 24; in the interval several natives visited the ship, eventually leaving us on November 9; they are a quiet people, but have little to spare. Needles, knives, and saws are the articles most in request. Tobacco not wanted.

Throughout almost the whole of the winter we have obtained hares and ptarmigan. The weather has been mild; the monthly average never being below -20° .

Little or no sickness has occurred, and we are in a fit condition for hard work. Travelling parties will start early in April; one following the coast southerly; the other will proceed through the Prince of Wales' Strait and then divide, one portion making for Melville Island, the other examining the north shore of Prince Albert Land, in search of the missing expedition.

Provisions are deposited at the following places:

West of Point Barrow—

Lat.	71° 10' N.	Long.	126° 50' W.
70	54	159	2
66	13	161	46
65	18	166	15
63	28	161	15

In Barrow Strait—

Lat.	73 50 N.	Long.	90 48 W.
73	30	80	45
6	30	114	1—four bags were left.

In this neighbourhood—

Lat. $72^{\circ} 56'$ N. Long. $125^{\circ} 10'$ W.

72 50 117 55—a boat and 37 casks.

Pemmican deposited on American shore in 1848—

1 bag in Lat. $67^{\circ} 42'$ N. Long. $134^{\circ} 0'$ W.

70 35 127 0

70 5 123 25

Intelligence respecting the movements of the "Enterprise" will be deposited on an islet 10 feet magnetic north of a mark in lat. $71^{\circ} 49'$ N., long. 119° W., subsequent to the return of the travelling parties.

15th day of 4th month, 1852.

(Signed) RD. COLLINSON, Captain.

(Copy.)

B 3.

Copy of a Record found on Ramsay Island.

(Captain.)

The provisions on Princess Royal Islands were safe on May 29, except what our travelling parties consumed.

The "Enterprise" sleigh searched the north coast of Prince Albert's Land, ninety miles to the eastward of the beacon erected by the "Investigator" on the south side of Prince of Wales' Strait. Here we found a deep inlet or mouth of a strait; no drift wood was seen, but the ice evidently broke up annually. No signs of the missing expedition.

The "Resolution" sledge parted company on May 4 for Melville Island, and has not yet returned.

(Signed) RD. COLLINSON, Captain.

"Enterprise" sleigh, ten miles east of Baring Island, June 5, 1852.

I shall proceed southerly along Prince Albert's Land immediately I am extricated.

R. C.

(Copy.)

B 3.

From Ramsay Island.

The "Victoria" sleigh travelled along Prince Albert's Land from Port Wollaston. It trends to the south-south-east until you get in the latitude of $70^{\circ} 40'$ N., and then there is a deep inlet or strait, up which we travelled 130 miles. No signs of the missing expedition.

(Signed) C. F. JAGO.

H.M.S. "Enterprise," Lat. $71^{\circ} 35'$ N.

June 17, 1852.

THE "Resolution" sleigh has not yet returned from Melville Island.

On this spot.

(Signed) C. F. JAGO.

Whoever finds this paper is requested to forward it to the Secretary of the Admiralty, London, with a note of the time and place at which it was found.

(The same notice in the French, Spanish, Dutch, and Russian languages.)

Her Majesty's ship "Enterprise" rounded Point Barrow in the pack on July 26; got into open water on the American shore on 30th, along which she proceeded until August 21, when two islets east-north-east of the Pelly Islands were discovered. Cape Parry was seen on 26th, and on the same evening a bold bluff, in lat. 71° N., and long. 122° W.; standing to the north-east along this shore, she entered a strait on 29th, in which, on the following morning, in lat. $72^{\circ} 55'$ N. and long. $125^{\circ} 10'$ W., two islets, with a beacon on the largest, were seen. Here we found a boat with 37 casks of provisions deposited by the "Investigator," which vessel had wintered in the pack four miles east-north-east of the islands; during the autumn a travelling party from her reached the north end of the strait, in lat. $73^{\circ} 22'$ N. and long. 115° W.; the last date from her is June 1, when all were well. Travelling parties had been exploring north and

south; the latter had fallen in with the natives, who are described as an inoffensive people.

Captain McClure named the southern shore Prince Albert Land; north, Baring Island; strait, Prince of Wales; islets, Princess Royal.

The "Enterprise" proceeding up the strait, which varies from ten to twenty miles in width, reached the north end of it on the 31st, and on the southern side found a cylinder deposited by "Investigator's" travelling party, dated on board of her on the 21st April. Finding the entrance blocked by ice, she returned along Baring's Land, rounding the Cape Erebus ("Investigator's," discovered on the 26th), on 2nd September, and on a low point in $72^{\circ} 01'$ (Point Kellett of "Investigator") and $125^{\circ} 10'$, a cask, with intelligence, dated "Investigator," August 18, 1851, was found. She left the Prince of Wales's Strait on the 16th, all well. The "Enterprise," proceeding northerly, landed on an islet in lat. $72^{\circ} 55' N.$, and long. $125^{\circ} 10' W.$, and deposited twenty days' provisions for eight men. Not finding any place suitable for winter quarters, returned to where she now lays in lat. $71^{\circ} 35' N.$, and $117^{\circ} 39'$ east side of the entrance of Prince of Wales's Strait.

(Copy.)

B 1.

(From Ramsay Island.)

H.M.S. "Enterprise," 27th August 1852.

(Captain)

Latitude $71^{\circ} 39' N.$, Longitude $199^{\circ} 5' W.$

We left our winter quarters at the eastern end of this bay on the 5th instant, but have been prevented by the ice from making any progress until this day.

(Signed) R. COLLINSON, Commander.

Whoever finds this paper is requested to forward it to the Secretary of the Admiralty, London, with a note of the time and place at which it was found.

(A similar notice in the French, Spanish, Danish, Dutch, and Russian languages.)

It is my intention to pursue the channel separating Wollaston from Prince Albert's Land, the entrance to which is in latitude $70^{\circ} 30'$; hitherto the ice has been close in with the shore, in latitude $71^{\circ} 5'$, nor have we been able to turn its western edge by pursuing a westerly route along the south face of Baring's Land.

All well.

Provisions are deposited at the following places:—

West of Point Barrow—

Lat.	Long.
$71^{\circ} 10' N.$	$156^{\circ} 50' W.$
70 54	159 02
66 13	161 46
65 18	166 15
63 28	161 45

In Barrow Straits—

73 50	90 18
73 30	80 45
68 30	114 01—four bags were left.

In this neighbourhood—

72 56	
72 50	a box and 37 casks.

Pemmican deposited on the American shore in 1848.—

1 bag, Latitude $67^{\circ} 12' N.$	Longitude $134^{\circ} 00' W.$
70 35	127 34
70 05	123 25

Her Majesty's Ship "Enterprise" rounded Point Barrow in the pack July 26, 1851, and gained open water in shore on the 30th along which she proceeded, seeing the Pelly Islands August 21st, Cape Parry 26th, and a bold bluff (Cape Erebus) in latitude $71^{\circ} S. 02' N.$, and longitude $122^{\circ} 50' W.$ Entering a strait on the 29th two islets in latitude $72^{\circ} 50' N.$, and longitude $118^{\circ} 4' W.$ were seen, on one of which a boat and 37 casks of provisions were

found, having been placed there by Her Majesty's Ship "Investigator," which vessel wintered in the pack four miles north-east of the islands. A party from her reached the north-eastern end of the Strait, in latitude $73^{\circ} 32' N.$ and longitude $114^{\circ} 15' W.$, during October. Captain McClure named the south shore Prince Albert's Land, the north Baring's Land, the island Princess Royal, the strait Prince of Wales. The "Enterprise" reached the north end of the strait September 1851, the mouth of which was blocked by ice, coming back through the Prince of Wales's Strait. Cape Erebus was rounded on the 3d, and a low point in $72^{\circ} 04' N.$, and $125^{\circ} 48' W.$

Then finding no place on the west coast suitable for winter quarters, we returned to Prince Albert's Land, and wintered latitude $71^{\circ} 35' N.$ and longitude $117^{\circ} 35' W.$ in a southerly direction, and passing through Prince of Wales's Strait a deep inlet or strait was traced as far as latitude $72^{\circ} N.$ and longitude $113^{\circ} 30' W.$ A third party reached Point Hearne on Melville Island, where sleigh and footmarks were seen. The last party, in consequence of the hummocky condition, were compelled to leave their sleigh in lat. $73^{\circ} 44' N.$ and longitude $114^{\circ} 30' W.$, and returned to the ship after an absence of 74 days. A party of natives remained with us until November and returned in May: they are harmless.

Fish are to be obtained from the lakes by the seine.

Copy of ORDERS to Mr. F. J. KRABBÉ, Master of H.M.S. "Resolute," to proceed to Bay of Mercy, Banks Land.

Orders to Mr. Krabbé.

By Henry Kellett, Esq. C.B., Captain of H.M.S. "Resolute."

Taking command of H.M. Sledge "Newton," manned with seven men, and provisioned for twelve days, you will leave this ship on 1st April next, (weather permitting) and proceed in company with Lieutenant Meehan as long as he requires your services, placing for him a depôt in the position he requires it, and proceed to the depôt in the Bay of Mercy.

In the cairn left there you will deposit the record which you will receive from me, as well as one of your own, describing the position you find "Investigator" in, the state of the depôt, and any information that might be useful to a party visiting that bay.

From the "Investigator" you will bring back the articles of medical stores mentioned in the accompanying list.

You will be most careful that those of your crew who enter that vessel are never out of *your* sight; that her hatches are closed as before, and that everything is left undisturbed; but should "Investigator" be found in such a position that the provisions on board her would be spoiled or destroyed, you will endeavour to place them, as well as the stores most useful to a retreating party, in safety on the shore.

The quantities of provisions you take away from any depôt are always to be noted on the records you deposit.

Having performed this service you will return to your ship (touching at Dealy Island) by the 10th June.

The zeal and ability with which you have performed all duties committed to your charge, both in last voyage and whilst under my command, give me great pleasure in being able to place this important service under your guidance.

Given under my hand, on board H.M.S. "Resolute," in Barrow Strait, Cape Cockburn, N.E. b. N. 28, 27th March 1854.

(Signed) H. KELLETT, Captain.

COPY of ORDERS deposited in Dealy Island House, for the Guidance of Mr. KRABBÉ, on his Arrival there.

By Henry Kellett Esq., C.B., Captain of H.M.S. "Resolute"

Having received orders to proceed to Beechey Island for further instructions with the crews of both vessels under my command, you will, on the receipt of this order, use every exertion to reach Beechey Island with all despatch, so that your men may be exposed as little as possible to the ill effects of travelling after the thaw commences.

For this purpose I have placed at Cape Cockburn a complete depôt for twelve days, which is ample to take you to Beechey.

You will, therefore, on no account lose time by attempting to reach the ships; they will by that time be abandoned, and their hatchways securely sealed. Your messmates will have packed such articles as they think you value, or would be useful, which will be either taken on to Beechey, or placed under the boat left at Cape Cockburn for your use.

You will not forget to leave at Dealy Island full information relative to your present expedition.

The depôt at Dealy Island I am anxious should be as little broken into as possible. Rum is not to be touched at all, as it may be required for travelling fuel. Fuel to bring you to Cape Cockburn will be sent to Dealy Island. In case of having game, preserved meat is not to be touched at all, but under any circumstances half a pound of that article per man per day is all that is to be taken.

Given under my hand on board H.M.S. "Resolute," in Barrow Strait,
8th May 1854.

(Signed) H. KELLETT, Captain.

Mr. Krabbé will deposit the medicines he was directed to bring back from the "Investigator" in one of the cases left in the house; leave a Six's thermometer there also, and bring on the rest. As his crew's clothing will be left at Cape Cockburn, he will leave there also all clothes and stores that he can spare.

(Signed) H. KELLETT.

PROCEEDINGS of Mr. F. J. KRABBÉ, Master, whilst detached in charge of a party from H.M.S. "Resolute," to Harbour of Mercy, Banks Land, 3d April and 13th June 1854.

H.M.S. "North Star," Beechey Island,
14th June 1854.

Sir,

In compliance with your orders of 27th March 1854, I took charge of the sledge "Newton" manned with seven men from "Intrepid," and proceeded from H.M.S. "Resolute" under your command, in company with Lieutenant Meham, on 3d April 1854, towards Dealy Island, at which place we arrived on the 12th April. The house and cairn were found to be in perfect order, with very little drift, either inside or out of the former; one of the tanks of biscuit was however slightly damp and mildewed in one corner, apparently caused by the waste valve having admitted damp. We completed provisions at this depôt to 22 days, with additional 11 days for discovery as depôt, and proceeded westward on 13th, still in company, passing near Cape Providence, and thence to Cape Russell. At the former place it was found necessary to change into night travelling as quickly as possible, as several men at both sledges were suffering from snow-blindness. Hitherto the floe had been good for travelling, nearly all being last year's ice, but about 10' south of Cape Providence heavy packs of old and new ice were met, and continued with us until arriving within a few miles of the opposite land.

The difficulty of steering through this pack ice and continuous thick weather threw us eastward of our course, so that in making Point Peel in thick weather it was mistaken for Point Parker, and the depôt deposited sixteen miles east of it, on the night of 25th April, when I parted company with Lieut. Meham, and proceeded along the beach westward. But at 6 A.M. 27th, the weather being still very thick, and the coast line not agreeing with the chart, I waited for it to clear, and placed the crew on two-thirds provisions. The next day I saw that we were at Prince Albert's Land, when I proceeded N.W. at once for Cape Russell, and thence with new ice nearly the whole way to the Bay of Mercy, and finally arrived on board the "Investigator" at 10.30 P.M. of 5th May.

I saw the ship from Point Back, and when within four or five miles could plainly see with naked eye the stacked spars on the beach, but the cairn I could not see so quickly; the former will, however, be always efficient marks for the depôt.

The tattered remains of the ensign and pendant were still flying, and an accumulation of drift on the northern side of the ship was sufficient to enable me to walk in over her gunwale; there was a good deal on her decks also, but not to prevent our easily getting at the fore hatchway.

The ship's head was N. 30° W. true, her cable hanging slack under her bow. She was heeled about 10° to starboard, and slightly by the head; there were no signs of pressure about her, although the oakum was hanging very loosely out of most of the seams. She was S. 12° E. 1,400 yards from the cairn, and 426 yards from the nearest point of beach, her stern being in 11 fathoms water.

On going below I found all things in good order, and the lower deck pretty free from frost, but over head, on orlop deck, there were great accumulations.

On examining the hold, I found she had leaked during the preceding summer so much that she was now full to the orlop beams forward, and within 10 inches of them abaft.

I, therefore, at once determined on clearing her of all useful stores, in compliance with your orders; and for this purpose, as also to repair kettles, dry tents, furniture, &c., I brought my crew on board. I commenced work on 6th May, and completed landing by the 9th (as per enclosure No. 1) the stores and provisions, leaving, however, all the spirits, wine, coals, &c. (according to account, 3,300 lbs. preserved meat), firmly frozen in the holds; the ullages of slops and 18½ cwt. biscuit I placed in the lower deck cabins, also small ullages of provisions. On 9th I packed 16 days' provisions for my own sledge. During this time I had personally packed the medicines, as per list given with your orders, as also a few botanical and zoological specimens, thermometers, &c. The medicines were eventually left at Dealy Island House.

On the 10th I was employed in clearing the ship, securing holds, &c., and the crew were allowed a few hours for repairing their own clothes.

I deposited the record you gave me in the cairn, with an additional one of my own, a copy of which I enclose (No. 2), and at 6 P.M., 11th May, I left the ship on my return, having secured the hatches, and seen the ship in every respect precisely as I had found her.

Both in entering and on leaving the bay, I paid marked attention to the state of the ice in it, and am confident there was no water made inside a line from Point Providence to Point Back during 1853, but there was open water during that season for two or three miles in width along the whole line, which finally met and arrested pieces from the pack around the neighbourhood of Cape Hamilton.

Along the cliffs of Banks Land also there was a belt of new ice from two to four miles wide, terminating in heavy pressure on Point Parker.

The pack, from 5' north of Cape Hamilton to within ten miles of Melville Island, was somewhat heavier and older than found on crossing further eastward.

I arrived at Melville Island a little to westward of Cape Dundas on 19th May, after passing over nothing but new ice; arrived at Dealy House at 0:30 A.M. on 26th May, where I received your orders to proceed to Beechey Island at once.

I re-examined the biscuit tank in accordance with Lieut. Meham's orders, but did not think it advisable to clear it, as the waste that would be incurred would be more than the loss of the few pounds damaged. The valve hole I carefully greased inside.

P.M. On 26th, I took twelve days' provisions, reduced to the scale given in your last order, and at 9.30 proceeded with all possible despatch for Beechey Island. When off Point Griffiths, at 4 A.M. of 30th, I was joined by Lieutenant Meham and his party, and from thence we proceeded in company to Cape Cockburn depôt, where we arrived at 2 A.M., 5th June, and picked up our provisions. By this time the thaw had fairly come on, having begun almost suddenly with drizzling rain on 31st May.

The men's feet were of course very tender, but with the aid of flannel bandages we were prevented having any serious cases.

Proceedings of
Captain Kellett, C.B.

In consequence of a communication from Lieutenant Mecham, we proceeded independently to Beechey Island, and arrived on board this vessel at 4.30 A.M. on 13th June.

Although most anxious to procure game, and having been to both the places generally considered as having the greatest abundance, one musk ox, one hare, and nineteen ptarmigan, comprise the list of those shot. Three deer and four musk oxen were seen near Cape Hamilton.

In conclusion, I cannot but speak with the highest satisfaction of the conduct of my crew, who have all suffered more or less painfully from snow-blindness and sore feet, but still continued their work as heartily as I could have wished.

I have &c.

To Captain H. Kellett, C.B., (Signed) F. J. KRABBE, Master.
H.M.S. "Resolute."

Records deposited.

"Resolute's" record, chart, and one from myself; in cairn at Bay of Mercy.

Record in cairn built on Cape Hamilton.

Record in box in Dealy Island House.

Abstract.

No. of days absent	-	-	-	-	71
Days employed on board "Investigator"	-	-	-	5½	} 13½
All other detentions	-	-	-	8	
Number of marches	-	-	-	-	57½
					Miles.
Distance travelled	-	-	-	866	Gen. Statute. 1,001
Average length of marches	-	-	-	15	17½

(Signed) F. J. KRABBE, Master.

Enclosure No. 1.

Provisions, Bay of Mercy.

LIST of Provisions and Stores landed in the Bay of Mercy from H.M.S. "Investigator," May 1854.

Biscuit	-	-	-	-	-	1,232 pounds	12 casks.
Salt beef	-	-	-	-	-	304	" 1 "
— pork	-	-	-	-	-	200	" 1 "
Suet	-	-	-	-	-	112	" 1 "
Flour	-	-	-	-	-	720	" 3 "
Tobacco	-	-	-	-	-	750	" 5 cases.
Sugar	-	-	-	-	-	473	" 1 cask.
Tea	-	-	-	-	-	50	" 1 "
Preserved meat	-	-	-	-	-	1,150	" stowed between casks.
Flannel	-	-	-	-	-	230 yards	1 bale.
Duck	-	-	-	-	-	70	" 1 "
Serge	-	-	-	-	-	80	" 1 "
Mitts	-	-	-	-	-	100 pairs	1 "
Flushing jackets	-	-	-	-	-	15 in No.	1 "
Tent gear	-	-	-	-	-		Contents unknown.
Maindeck and forecaskle housing clothes	-	-	-	-	-	1 of each	
Sails, courses, main	-	-	-	-	-	1 in No.	
— royals	-	-	-	-	-	1 in No.	

(Signed) F. I. KRABBE, Master.

Enclosure No. 2.

COPY of a Record deposited in Bay of Mercy.

THE party which deposited this arrived here on 5th May 1854, from H.M. Ship "Resolute," Captain H. Kellett, C.B., and will leave to rejoin her on 11th May. On visiting the ship she was found to have moved a little from her former position, probably 400 yards S.E.) Her head was N. 30°, W. heeling 10° to starboard. She was S. 12°, E. 1,400 yards from this cairn, and 426 yards from the nearest point

of beach, with 11 fathoms water under her stern. The water was frozen in solid below fore and aft to the height of the orlop deck; the available stores were therefore all landed as per list on the other side of this. The remaining biscuit, ullages of slops, &c. were all put in lower deck cabins. There are probably buried in the two meat rooms 3,300 lbs. preserved meat. The rum, wine, and coals are also buried. A cask of flour and a cwt. tin of preserved potatoes could not be found.

The depôt at Dealy Island House was found in excellent order, except a little biscuit spoiled by damp, and no one had visited it since August 1853.

The crew of "Investigator," wintered on board "Resolute" and "Intrepid" 1853-54; they were to leave for Beechey Island in April 1854.

The "Enterprise" has not been seen or heard of by us since leaving Hong Kong in 1851.

(Signed) F. J. KRABBÉ, Master.

ACCOUNT of PROVISIONS remaining in Depôt for the Relief of distressed Parties in the Arctic Regions.

PROVISIONS remaining in Depôt from those placed in the Princess Royal Islands by H. M. S. "Investigator" on 3rd March 1851. Visited on 13th May 1854 by Lieutenant G. F. Mechem, of H.M. Ship "Resolute." Provisions on Princess Royal Island.

Flour	- - - - -	lbs.	5,688
Preserved meat	- - - - -		1,816
Pork (unboiled)	- - - - -		1,920
Preserved potato	- - - - -		896
Sugar	- - - - -	about	130 damaged.
Chocolate	- - - - -		240 slightly damaged.
One whale boat, 30 feet, with gear complete.			
A proportion of ammunition and medical stores.			

PROVISIONS, &c., remaining in Depôt at the Bay of Mercy on the 5/10 May 1854, when visited by Mr. Frederick J. Krabbé, Master of H.M. Ship "Resolute," landed from H.M. Ship "Investigator," in May 1853; also the Remains on board that Ship, abandoned at the same place. Provisions on board "Investigator."

Articles.	On Shore.	On Board.	Articles.	On Shore.	On Board.
Biscuit - - lbs	2,232	2,420	Potatoes - lbs.	764	112
Rum - - galls.	None.	36	Sugar - - "	1,473	None.
Do. concentrated "	20	52½	Chocolate - "	435	Ullage.
Brandy - - "	20	30½	Tea - - "	176	None.
Wine - - "	None.	28	Oatmeal - gall.	None.	Ullage.
Beef - - lbs.	912	None.	Vinegar - - "	None.	30
Pork - - "	1,800	None.	Tobacco - lbs.	1,234	368
Preserved meat "	4,150	3,350	Soap - - "	349	385
Flour - - "	7,140	210	Pickles - - "	None.	1,100
Suet - - "	224	None.	Carrots - - "	None.	194
Peas - - bush.	10½	3½	Lemon juice "	None.	345

Clothing.

Blankets - No.	32	11	Wrappers - No.	13	44
Flannel - - yds.	460	354	Boxcloth jackets "	11	—
Serge frocks - No.	50	24	" trowsers prs.	12	—
Blue cloth - yds.	64	10	Guernsey frocks No.	21	—
Flushing jackets No.	70	None.	Knitted drawers prs.	3	—
Boots - - prs.	7	9	Boot hose - - "	8	—
Shoes - - "	15	17	Comforters - No.	22	—
Blue cloth jackets No.	49	—	Box cloth boots prs.	25	—
" trowsers prs.	11	—	Seal skin boots "	27	6
Duck - - yds.	220	54	" caps No.	20	—
Stockings - prs.	40	26	" gloves prs.	47	—
Mitts, worsted - "	250	14	Sea boots - - "	9	—
Caps, worsted - No.	30	12	Welsh wigs - No.	12	—
Shirts - - "	—	59	Sou-westers - - "	1	—
Serge - - yds.	80	—	Green crape - yds.	30	100
Beds - - No.	—	31	Carpet boots - prs.	—	3
Black silk } handkerchiefs } "	—	122	Needles - No.	—	—
Badges - - "	—	40	Thread, &c. - lbs.	—	—

} a proportion.

Stores, Ammunition, &c.

Proceedings of
Captain Kellett, C.B.

Articles.	On Shore.	On Board.	Articles.	On Shore.	On Board.
Musket ball } cartridge - } No.	200	—	Tool chest - No.	1	—
Do. blank do. - "	1,000	—	Mahogany board ft.	about 50	—
Caps, percussion ..	2,000	—	Deals, ordinary No.	10	—
Shot - - lbs.	112	—	Grindstone - "	1	—
Paper, white - qrs.	4	—	Boats' coppers ..	2	—
Muskets, per- } cussion - } No.	4	—	Boats' anchors .. {	not	—
Fowling pieces ..	1	—	Pumps - - - " do.	known	—
Boats with gear ..	6	—	Saws, cross cut ..	do.	—
Topmast - - "	1	—	Empty casks -	100	—
Jib-boom - - "	1	—	Quarter-deck } housing - } "	1	—
Hand-mast - - "	1	—	Tents' labo- } ratory - } "	1	—
Spars, small - - "	6	—	Coals - - - tons.	7	—
Housingmain- } deck - } "	1	—	Tent gear - - - }	quantity	—
Housingmain- } forecastle - } "	1	—	Main course - No.	not	—
Royal sail - - "	1	—		known	—
				1	—

Provisions at Dealy Island.

PROVISIONS, &c., remaining in Depot at Dealy Island House on 27th May 1854,
from those landed from H.M. Ship "Resolute" in July 1853.

Provisions	Quantity.	In what Packages.	Provisions.	Quantity.	In what Packages.
Biscuit - - lbs.	1,424	tanks	Soap - - - lbs.	417	4 casks
Rum concentrat gall.	146	3 casks	Normandy pippins ..	600	tank
Flour - - - lbs.	12,000	48 "	Preserved meat - ..	3,021	4lb. tins.
Beef - - - "	4,840	16 "	" vegetables ..	2,166	{ 4 & 2lb. tins
Bacon - - - "	4,320	14 "	" potatoes ..	2,000	11 casks
Suet - - - "	112	1 "	" soup, ox-cheek ..	868	tank
Currants - - "	200	1 "	Mustard - - - "	10	1 case
Peas - - - gall.	106	3 "	Treacle - - - "	378	1 cask
Sugar - - - lbs.	2,440	6 "	Baking powder ..	30	tank
Chocolate - - "	885	5 "	Onion powder - ..	66	1 case
Tea - - - "	192	2 "	Pickles - - - "	204½	2 casks
Tobacco - - "	346	2 cases			

Clothing.

Clothing.	Quantity.	In what Packages.	Clothing.	Quantity.	In what Packages.
Box cloth jackets No.	66	3 casks	Knitted drawers prs.	108	3 casks
" trowsers prs.	66	3 "	Fisherman's boots ..	63	3 "
Guernsey frocks - No.	122	3 "	Carpet boots - ..	66	3 "

Warm Clothing.	Quantity.	In what Packages.
Boot hose - - - prs.	132	3 casks
Mitts, worsted - - - "	143	1 "
Crape - - - yds.	59½	1 "

Gunner's Stores.

Powder, sporting - - - 4 lbs.	Spare nipples - - - 2 in No.
Ditto, fine grain - - - 15 "	Wads - - - 4 boxes.
Cartridge ball, musket - 500 in No.	Paper, cartridge - - - 2 quires
Ditto, blank ditto - 500 "	Spare nipples, musket - 2 in No.
Caps, percussion ditto - 1,000 "	Loose ball, Adam's - - 500 "
Ditto, fowling-piece 1,000 "	Shot, lead, No. 2. - 56 lbs.
Rockets, signal, ½ lb. - 10 "	Ditto, duck - - - 56 "
Sticks for ditto - - - 10 "	Match, slow - - - 30 "
Portfires - - - 20 "	Hudson bay guns - - - 2 in No.
Bluelights - - - 12 "	Tent marquee, complete - 1 "
Maroons - - - 20 "	Lignum vitæ - - - 500 lbs.

Boatswain's Stores.

Palms, sailmakers' - - -	1 in No.	Bristles, hogs' - - -	$\frac{1}{2}$ ounce.
Needles, sail - - -	12 "	Wax, shoemakers' - - -	a proportion.
Twine - - -	1 lb.	Canvas, old - - -	12 yds.
Rope, 2 inch - - -	30 fathm.	Marling spikes - - -	1 in No.
Spun yarn - - -	20 lbs.	Mallets, serving - - -	1 "
Rope junk, 6 inch - - -	4 fathm.	Shovels, iron - - -	2 "
Awls, shoemakers' - - -	6 in No.	Nettlestuff - - -	6 skeins.
Hemp ditto - - -	$\frac{1}{4}$ lb.	Beeswax - - -	$\frac{1}{4}$ lb.

Carpenter's Stores.

Pickaxes - - -	2 in No.	Nails, iron, 2d. - - -	3 lbs.
Chisels - - -	3 "	" Copper boat - - -	4 "
Mallet - - -	1 "	Chalk - - -	2 "
Plane - - -	1 "	Stoves, Rettie's complete } with funnel - - - }	1 in No.
Saw, hand - - -	1 "	Nails, copper tacks - - -	2 lbs.
Mauls, pen - - -	1 "	Halket's boat complete - - -	1 in No.
Gimlets - - -	3 "	Small whale boat, 14 feet - - -	1 "
Files - - -	3 "	Candles - - -	50 lbs.
Adzes - - -	1 "	Oil, seal in one cask - - -	60 galls.
Axe - - -	1 "	Coals - - -	8 tons.
Cotton for lamps - - -	4 lbs.	Sledges - - -	2 in No.
Nails, iron, 30d. - - -	4 "	Baking stove, complete } with funnel - - - }	1 "
" 20d. - - -	4 "	A few empty casks for firewood.	
" 10d. - - -	3 "	A proportion of medical stores.	
" 6d. - - -	3 "		
" 4d. - - -	3 "		

PROVISIONS remaining in depôt on East point of Fife Harbour, in June 1853, Provisions at Fife Harbour.
from those placed there by H.M. Ship "Resolute," on 7th September 1852.

Beef - - -	- 304 pounds.
Rum, concentrated - - -	- 30 gallons.
Pork - - -	- 320 pounds.
Sugar - - -	- 110 "
Tea - - -	- 20 "
Flour - - -	- 250 "

PROVISIONS remaining in depôt 8 miles east of Cape Cockburn, in June 1854, Provisions at Cape Hotham.
landed from H.M. Ship "Resolute," between 29th August 1852 and 15th May 1854.

Biscuit - - -	- 1,315 pounds.
Rum, concentrated - - -	- 47 $\frac{1}{2}$ gallons.
Preserved meat - - -	- 990 pounds.
Boiled bacon - - -	- 486 "
Chocolate - - -	- 84 "
Sugar - - -	- 121 $\frac{1}{2}$ "
Tea - - -	- 39 $\frac{1}{2}$ "
Pork (not boiled) - - -	- 636 "
Flour - - -	- 250 "
Tallow candles for fuel - - -	- 100 "
Ice boat light, complete - - -	- 1 in No.
Sledge complete with canvas boat - - -	- 1 "
Halkett's boat, complete - - -	- 1 "

PROVISIONS remaining in depôt at Assistance Harbour, in June 1854, from those Provisions in Assistance
placed there by H.M. Ship "Resolute," on 16th August 1852. Harbour.

Biscuit - - -	- 244 pounds.
Rum, concentrated - - -	- 16 gallons.
Sugar - - -	- 44 pounds.
Tea - - -	- 19 "
Boiled bacon - - -	- 216 "
Flour - - -	- 250 "
Preserved meat - - -	- 226 "

Proceedings of
Captain Kellett, C.B.

Provisions in depot.

REMAINING in depot from that deposited by parties from H.M.S. "Assistance," and
"North Star," in the spring of 1854.

At the before-mentioned place, Assistance Harbour.

Biscuit	-	-	-	-	-	2,411 pounds.
Rum, concentrated	-	-	-	-	-	48 ² / ₂ gallons.
Preserved meats	-	-	-	-	-	2,137 pounds.
Pemmican	-	-	-	-	-	195 "
Boiled bacon and pork	-	-	-	-	-	188 ¹ / ₄ "
Preserved potato	-	-	-	-	-	298 ¹ / ₄ "
Tea	-	-	-	-	-	73 ¹ / ₂ "
Sugar	-	-	-	-	-	185 "
Chocolate paste	-	-	-	-	-	5 "
Pepper	-	-	-	-	-	5 ² / ₂ "
Mustard	-	-	-	-	-	10 ² / ₂ "
Salt	-	-	-	-	-	21 ¹ / ₂ "
Cayenne pepper	-	-	-	-	-	1 ¹ / ₄ "
Tobacco	-	-	-	-	-	64 "
Onion powder	-	-	-	-	-	2 ² / ₂ "

At Cape Hotham, Barrow Strait.

Biscuit	-	-	-	-	-	190 pounds.
Rum, concentrated	-	-	-	-	-	32 ² / ₂ "
Preserved meat	-	-	-	-	-	66 "
Pemmican	-	-	-	-	-	38 "
Preserved potato	-	-	-	-	-	43 "
Tea	-	-	-	-	-	10 "
Sugar	-	-	-	-	-	29 ¹ / ₄ "
Mustard	-	-	-	-	-	2 "
Pepper	-	-	-	-	-	1 ² / ₂ ounces.
Salt	-	-	-	-	-	3 ¹ / ₂ pounds.
Cayenne pepper	-	-	-	-	-	5 ¹ / ₂ ounces.
Tobacco	-	-	-	-	-	9 ² / ₂ pounds.
Onion powder	-	-	-	-	-	5 ³ / ₄ ounces.
Whale boats, 25 feet, with gear complete	-	-	-	-	-	2 in No.
Cutters, 25 feet, with gear complete	-	-	-	-	-	1 "
Marquees, complete	-	-	-	-	-	1 "

At Cape Bunny, Barrow Strait.

Biscuit	-	-	-	-	-	666 pounds.
Rum, concentrated	-	-	-	-	-	16 gallons.
Preserved meat	-	-	-	-	-	98 pounds.
Boiled bacon and pork	-	-	-	-	-	268 ² / ₂ "
Pemmican	-	-	-	-	-	426 "
Preserved potato	-	-	-	-	-	108 ¹ / ₂ "
Tea	-	-	-	-	-	21 ² / ₂ "
Sugar	-	-	-	-	-	55 ¹ / ₄ "
Chocolate paste	-	-	-	-	-	37 ² / ₂ "
Mustard	-	-	-	-	-	3 ¹ / ₂ "
Pepper	-	-	-	-	-	2 "
Salt	-	-	-	-	-	7 ¹ / ₂ "
Cayenne pepper	-	-	-	-	-	1 ² / ₂ "
Tobacco	-	-	-	-	-	23 ² / ₂ "
Onion powder	-	-	-	-	-	1 ¹ / ₂ "

North of Barlow Inlet, Wellington Channel.

Biscuit	-	-	-	-	-	103 pounds.
Rum	-	-	-	-	-	2 gallons.
Pemmican	-	-	-	-	-	220 pounds.
Flour	-	-	-	-	-	18 "
Bacon	-	-	-	-	-	25 "
Sugar	-	-	-	-	-	6 pounds.
Chocolate paste	-	-	-	-	-	10 "
Milk	-	-	-	-	-	10 pints.
Spirits of wine	-	-	-	-	-	4 gallons.
Tea	-	-	-	-	-	1 ¹ / ₂ pounds.

Cape Rescue, Wellington Channel.

Biscuit	-	-	-	-	-	70 pounds.
Pemmican	-	-	-	-	-	79 "

Point Lovell, Wellington Channel.

Proceedings of
Captain Kellett, C.B.
Provisions in depôt.

Pemmican	-	-	-	-	-	40 pounds.
Chocolate paste	-	-	-	-	-	2 "
Portable soup	-	-	-	-	-	3 $\frac{1}{5}$ "

Cape Lady Franklin, Wellington Channel.

Biscuit	-	-	-	-	-	408 pounds.
Preserved meat	-	-	-	-	-	428 "
Boiled bacon	-	-	-	-	-	18 $\frac{1}{2}$ "
Preserved potato	-	-	-	-	-	24 "
Maccaroni	-	-	-	-	-	10 "
Chocolate paste	-	-	-	-	-	51 "
Tea	-	-	-	-	-	8 $\frac{1}{2}$ "
Sugar	-	-	-	-	-	25 $\frac{1}{2}$ "
Rum, concentrated	-	-	-	-	-	12 $\frac{3}{4}$ gallons.
Pepper	-	-	-	-	-	1 $\frac{3}{8}$ pounds.
Mustard	-	-	-	-	-	2 $\frac{1}{2}$ "
Salt	-	-	-	-	-	2 $\frac{1}{4}$ "
Onion powder	-	-	-	-	-	4 "
Lemon juice	-	-	-	-	-	16 "
Tobacco	-	-	-	-	-	4 $\frac{2}{8}$ "

Mount Beaufort, Northumberland Sound.

Lat. 76° 52' N. Long 97° W.

Biscuit	-	-	-	-	-	300 pounds.
Preserved meat	-	-	-	-	-	300 "
Boiled bacon	-	-	-	-	-	158 "
Tea	-	-	-	-	-	12 $\frac{1}{2}$ "
Sugar	-	-	-	-	-	31 $\frac{1}{4}$ "
Preserved potato	-	-	-	-	-	25 "
Pepper	-	-	-	-	-	14 $\frac{1}{8}$ "
Mustard	-	-	-	-	-	1 $\frac{1}{2}$ "
Onion powder	-	-	-	-	-	2 $\frac{1}{2}$ "
Salt	-	-	-	-	-	3 $\frac{1}{2}$ "
Tobacco	-	-	-	-	-	10 $\frac{1}{2}$ "
Rum, concentrated	-	-	-	-	-	10 $\frac{1}{2}$ gallons.

Point Loney, Southern entrance to Northumberland Sound.

Biscuit	-	-	-	-	-	56 pounds.
Preserved meat	-	-	-	-	-	40 "
Chocolate paste	-	-	-	-	-	3 $\frac{1}{2}$ "
Tea	-	-	-	-	-	0 $\frac{1}{8}$ "
Sugar	-	-	-	-	-	5 $\frac{1}{2}$ "
Pepper	-	-	-	-	-	0 $\frac{1}{2}$ "
Mustard	-	-	-	-	-	0 $\frac{1}{2}$ "
Rum, concentrated	-	-	-	-	-	1 $\frac{1}{4}$ "

Cape Majendie, near Cape Beecher, Wellington Channel.

Biscuit	-	-	-	-	-	315 pounds.
Rum, concentrated	-	-	-	-	-	10 gallons.
Pemmican	-	-	-	-	-	220 pounds.
Dog pemmican	-	-	-	-	-	210 "
Boiled bacon	-	-	-	-	-	168 "
Tea	-	-	-	-	-	7 "
Sugar	-	-	-	-	-	21 "
Lemon juice	-	-	-	-	-	7 "
Salt	-	-	-	-	-	4 "
Pepper	-	-	-	-	-	2 "
Preserved potato	-	-	-	-	-	56 "
Tobacco	-	-	-	-	-	11 $\frac{1}{4}$ "

Finally at Beechey Island (Northumberland Depôt), twelve months for sixty-three men, as per reports on final departure.

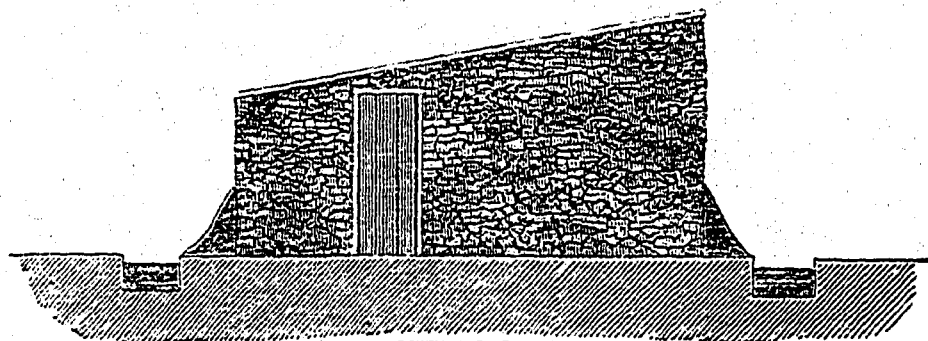
EDWARD BELCHER,
Captain commanding Arctic Squadron.

21st August 1854.

ABSTRACT of edible Animals procured by H.M.S. "Investigator," Commander R. McClure, and "Resolute," and Tender "Intrepid," Captain H. Kellett, C.B.

Proceedings of
Captain Kellett, C.B.

Ships, Date, and Position.	Musk Oxen.	Deer.	Hares.	Ptarmigan.	Wild Fowl (all sorts).	Remarks, &c.
"Investigator," 1851, Prince of Wales Straits	5	0	33	302	28	About 9,000 lbs. issued up to time of leaving.
"Investigator," 1852-53, Bay of Mercy "Resolute," 1852-53, Dealy Island	2	112	145	249	202	Issued 13,302 lbs. exclusive of travelling parties, &c.
	112	24	161	684	372	



SOUTH ELEVATION.
DEPÔT HOUSE DEALY IS.
Scale of Feet.
Dimensions of Interior,
40 by 14 feet.

Captain HENRY KELLETT, C.B., to the SECRETARY OF THE ADMIRALTY,
LONDON,

13, Salisbury Street, Strand,
14th November 1854.

Sir,

M. DE BRAY, the French Officer ordered by their Lordships to be borne on the books of H.M.S. "Resolute," employed on Arctic service, has applied to me for a certificate of his losses by the abandonment of that ship.

M. De Bray, of the French Navy.

Deeming the Board of Admiralty *my* proper medium of communication on that subject, I beg leave to certify that M. De Bray, similar to the other officers of H.M.S. "Resolute," was only permitted to take from her sufficient (warm) clothing for his present use, amounting to 40 lbs. in weight, and that the remainder of his equipment was, by him, unavoidably abandoned.

I take this opportunity of stating to their Lordships my estimation of M. De Bray's conduct whilst serving under my command.

M. De Bray, by his personal exertion, his ability, and the zeal he always manifested in the performance of every service he was appointed either to second or in command, has done credit to the distinguished service to which he belongs.

His amiable disposition, and desire to please by the exercise of his manifold accomplishments, have won for him the esteem of both officers and men.

I have, &c.

HENRY KELLETT, Captain, R.N.
(late of H.M.S. "Resolute.")

Proceedings of
Captain Kellett, C.B.

Captain W. A. B. HAMILTON to LORD WODEHOUSE, Foreign Office.

My Lord,

Admiralty, 24th November 1854.

I AM commanded by the Lords Commissioners of the Admiralty to transmit to you herewith a copy of a letter from Captain Kellett, late of H.M.S. "Resolute," relative to the losses sustained by M. De Bray, the French officer ordered by their Lordships to be borne on the books of that ship, and bearing testimony to the zeal and ability which M. De Bray always manifested in the performance of every duty entrusted to him; and I am to request that you will move the Earl of Clarendon to forward the same, for the information of the French Government.

I have, &c.

(Signed) W. A. B. HAMILTON.

E. HAMMOND, Esq., to the SECRETARY OF THE ADMIRALTY.

M. De Bray of the French
Navy.

Sir,

Foreign Office, 19th December 1854.

WITH reference to your letter of the 24th ult., enclosing a copy of a letter from Captain Kellett, late of H.M. Ship "Resolute," stating the zeal and ability displayed by M. De Bray, while on board that ship during the late Arctic Expedition, I am directed by the Earl of Clarendon to acquaint you that a copy of Captain Kellett's letter was communicated by Her Majesty's Ambassador at Paris to the French Minister for Foreign Affairs; and I now transmit to you a copy of the answer which has been returned by that Minister to Lord Cowley, expressing his thanks for Captain Kellett's approbation of M. De Bray.

I have, &c.

(Signed) E. HAMMOND.

M. DROUYN DE LHUYS to LORD COWLEY.

M. l' Ambassadeur,

Paris, le 14 Décembre 1854.

Votre Excellence a bien voulu me transmettre le 2 de ce mois, au nom de son gouvernement, copie d'une lettre par laquelle le Capitaine Kellett, ancien commandant du vaisseau de S.M.B. "Resolute," a rendu compte aux Lords de l'Amirauté de l'honorable conduite tenue à bord de ce bâtiment par M. de Bray, officier Français, pendant l'expédition dans l'Océan Arctique.

J'ai l'honneur de remercier votre Excellence de la communication de ce document qui contient un témoignage flatteur des services rendus à bord du "Resolute" par un officier de la marine impériale. Je me suis d'ailleurs empressé de le mettre sous les yeux de M. le Ministre de la Marine et des Colonies.

Agréé, &c..

(Signé)

DROUYN DE LHUYS.

Proceedings of Captain M'Clure, H. M. Discovery Ship
"Investigator."

Proceedings of
Captain M'Clure.

No. 1.

Commander M'CLURE to the SECRETARY OF THE ADMIRALTY.

H. M. Discovery Ship "Investigator," Bay of Mercy,
Baring's Island, 1st June 1853.

Sir,

SINCE closing my narrative on the 5th April, I beg to report that a circumstance has occurred in the most unexpected arrival of Lieutenant Pim, of Her Majesty's Ship "Resolute," upon the afternoon of the 6th with two men and a dog sledge, despatched by Captain Kellett, C.B., upon this service of mercy, as surprisingly early as the 10th of March, which has altered much the plan for sending that portion of my crew to England which I had mentioned to you in my previous letter. I cannot even faintly convey to you the mingled feelings of astonishment, joy, and gratitude, which the sudden appearance of these strangers created amongst us; sufficient to remark that as the news flew throughout the ship with electric rapidity the whole crew were in commotion, the sick, forgetful of their maladies, leaped from their hammocks, the artificers busily engaged making sledges dropped their tools, the despondency left the healthy, as all with eager impulsive curiosity rushed to the only hatchway that was open, to be assured by actual observation such really was the case, and the deep heartfelt welcome which greeted those strangers will, I feel convinced, never pass from their recollection. In consequence of the purport of the despatches received from Captain Kellett, I deemed it preferable to communicate with him personally than by letter, and with that intention left the ship on the 8th, arriving upon the 19th on board the "Resolute." Under Cape Bounty I overtook Dr. Domville who had accompanied Lieutenant Pim, but unfortunately one of the sledges breaking in the rough ice of Barrow's Strait, the arduous and unpleasant duty of transporting back to Cape Dundas the provisions for an extended searching party devolved upon him. He was now returning to the ship having performed the above service. He preceded our party and gave the intelligence of our approach, when Captain Kellett with those of his officers and crew, comprising also the "Intrepid's" who were not travelling, came to meet us, with that true unmistakeable cordial welcome which can only be fully appreciated by those who have been existing in similar situations to our own. Having entered into all the arrangements which our position peculiarly required, upon the evening of May the 5th took our departure, accompanied by Dr. Domville with a sledge, reaching this Bay on the 21st. Upon the following morning I read a letter addressed to me from Captain Kellett to the crew, relative to their services, and calling for volunteers to further continue in the country with the chance of being able to extricate the ship, or with the option of quitting her at once, which latter would not be considered discreditable to them. I gave them until the next day to consider the proposition, when in accordance with directions in the above-mentioned letter they would be surveyed by the Medical Officers; their final decision would then be required. The result, I regret to add, produced only four, as named in the margin*, besides the officers, who, I am happy in having the opportunity of stating, tendered their services and were desirous of remaining, with the solitary exception of one person. Had I been aware that at the last moment he would have failed, I certainly should not have discharged the carpenter's mate. In consequence of there not being a sufficiency of hands to work the ship the only alternative that remained was to abandon her, which it is my intention to do (reluctantly indeed) as soon as the stores and provisions have been landed to form a depôt, which articles are enumerated in the accompanying lists, and securing the vessel with one bower backed by the stream, the

* John Calder (C. F. Castle).
John Davies (Q. Mr.)
Geo. Milner (G. R. Steward)
James Biggs (Corporal).

former in two, the other in one, fathom water, having one hundred and sixty fathoms of chain, which will, from her sheltered position, hold her against the ice, and throw her upon a mud bank, where she may remain for ages, and possibly become a home for other wanderers through these dreary seas; and, in combination with the extensive depôt and large house left at Dealy Island by Captain Kellett, will make both sides of these straits, when taken in conjunction with the stores upon the Princess Royal Islands, as completely provisioned as could be desired, and remove every apprehension for the safety of any who may still be detained in or making for their shores.

I have, &c.

ROBT. M^cCLURE,
Commander.

LIST of Provisions, Stops, Stores, &c., landed from H.M. Discovery Ship "Investigator," Robert M^cClure, Esq., Commander, in the Bay of Mercy, Baring's Island, this 1st day of June 1853.

Articles.	Quantity.	Articles.	Quantity.
Biscuit - - - -	1,000 lbs.	B. C. trowsers, No. 2	11 pr.
Rum (con.) - - - -	26 gall.	Duck - - - -	150 yds.
Brandy - - - -	20 "	Stockings - - - -	40 pr.
Salt beef - - - -	608 lbs.	Mits - - - -	150 "
Salt pork - - - -	1,600 "	Caps - - - -	30 No.
Preserved meat - - - -	3,000 "	Flushing jackets - - - -	25 "
Flour - - - -	6,420 "	Wrappers - - - -	13 "
Suet - - - -	112 "	Box cloth jackets - - - -	11 "
Peas - - - -	10b. 4g.	" " trowsers - - - -	12 pr.
Sugar - - - -	1,000 lbs.	Guernsey frocks - - - -	21 No.
Chocolate - - - -	435 "	" " drawers - - - -	3 pr.
Tea - - - -	126 "	Box cloth boots - - - -	25 "
Potatoes - - - -	784 "	Carpet - - - -	3 "
Tobacco - - - -	484 "	Sea - - - -	9 "
Soap - - - -	349 "	Seal-skin - - - -	27 "
Blankets - - - -	32 No.	" " gloves - - - -	47 "
Flannel - - - -	230 yds.	" " caps - - - -	20 No.
Serge frocks - - - -	50 No.	Boothose - - - -	8 pr.
B. C. No. 2, for jackets - - - -	64 yds.	Comforters - - - -	22 No.
Flushing - - - -	25 "	Welsh wigs - - - -	12 "
Half boots - - - -	7 pr.	South-wester - - - -	1 "
Shoes - - - -	15 "	Green crape - - - -	30 yds.
B. C. jackets, No. 2. - - - -	49 No.		
<i>Gunner's Stores.</i>			
Musket ball cartridge - - - -	200 No.	Shot - - - -	112 lbs.
" blank " - - - -	1,000 "	Paper, white - - - -	4 qrs.
Caps, percussion - - - -	1,000 "	Fowling-piece, double - - - -	1 No.
" musket - - - -	1,500 "	Muskets, percussion - - - -	4 "
<i>Carpenter's Stores.</i>			
Boat and gear (complete) - - - -	6 No.	Boats coppers - - - -	2 "
Topmast - - - -	1 "	Anchors - - - -	2 "
Jibboom - - - -	1 "	Pumps - - - -	-
Handmast - - - -	1 "	Cross-cut saw - - - -	-
Small spars - - - -	-	Empty casks - - - -	100 No.
Chest with tools - - - -	1 No.	Quarter-deck housing - - - -	1 "
Mahogany plank - - - -	-	Laboratory sent - - - -	2 "
Ordinary deals - - - -	-	Sundries - - - -	-
Grindstone - - - -	1 No.		

ROBERT M^cCLURE,
Commander.

COPY of NOTICE left at the Bay of Mercy.

Proceedings of
Captain M'Clure.

(Notice.)

THIS mark was erected by the crew of H.M. Discovery Ship "Investigator," which entered this bay on the 24th September 1851, and remained until this date, when the crew, by the order of Captain Kellett, C.B., of H.M. Ship "Resolute," (Melville Island,) abandoned the ship.

A large depôt of stores has been left on shore nine miles S.W. of this (four months for 66 men).

Depôts have also been left by Captain Kellett at the under-mentioned places on the opposite side of these straits, viz.,

Dealy Island - - 210 days for 66 men with stores, &c., to assist a party wintering out here.

Assistance Harbour - 7 days for 91 men.

Cape Cockburn - 14 ,, for do.

Winter Harbour - 10 ,, for 70 men.

Point Hotham - - 2 casks of biscuit.

Given under my hand on board H.M. Discovery Ship "Investigator," Bay of Mercy, Baring's Island, 1st of June 1853.

(Signed) ROBT. M'CLURE, Commander.

A depôt consisting of 3 months provisions for 66 men, stores, boat, &c. was left on the Princess Royal Islands in the Prince of Wales Strait, in Lat. 72° 47' N., Long. 117° 34' W., by the "Investigator" in March 1851.

No. 2.

Commander M'CLURE to the SECRETARY OF THE ADMIRALTY.

Her Majesty's Ship "Resolute," Dealy Island,
25th June 1853.

Sir,

IN accordance with my letter of the 1st instant, acquainting you that it was my intention to quit Her Majesty's Ship "Investigator" as soon as circumstances would allow, I have the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty that that disagreeable duty was carried into effect upon the evening of the 3d, when she was left with her colours flying, the hatchways and skylights all covered and battened down, and every precaution taken to prevent moisture from penetrating between decks; she was perfectly water-tight and serviceable.

We reached this upon the evening of the 17th; our arrival was expected, Dr. Domville having preceded us a few days with the intelligence, consequently every arrangement that kindness could suggest was made for our reception and comfort, so that without the slightest confusion each officer was at once domiciled in his allotted cabin and every man appointed to his respective berth, either here or in the "Intrepid," and in a few minutes all were apparently as much at home as if in their own ship.

I have much satisfaction in being able to state that in the march across the straits the health of the crew appeared to revive, and under the present bountiful issue of fresh meat and other invigorating food, it is scarcely necessary to add that they are rapidly regaining the loss of flesh which nineteen months on two-thirds rations had considerably reduced.

I have, &c.

ROBT. M'CLURE, Commander.

No. 3.

Commander ROBERT M'CLURE to the SECRETARY OF THE ADMIRALTY.

H.M. Ship "North Star," Beechey Island,
27th April 1854.

Sir,

I HAVE the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that the crew of Her Majesty's ship "Investigator" quitted the "Resolute" and "Intrepid," in three divisions, upon the 10th, 11th, and 14th, and arrived on board this vessel on the 23d, 24th, and 27th of the month. The weather being remarkably fine, and the travelling very good the greater part of the journey, the fatigue was comparatively trifling; the invalids in consequence were enabled to participate in the

duty of dragging at the sledges without any complaining; with the exception of Henry May (quartermaster), who failed upon the third day.

Thomas Morgan (A.B.), who for several months has been greatly afflicted, and latterly dangerously ill, is the only one that has not been able to accompany his shipmates, the temperature at the time of our departure being considered too severe for him, as from his enfeebled state he must have been borne upon the sledge.

I take this opportunity, and have much satisfaction in so doing, to forward the copy of a letter from Captain Kellett, C.B., expressive of his high approbation of the conduct of my crew during the dreary period they have been on board the "Resolute," particularly as such testimony is entirely in accordance with what I have invariably considered and found them to be,—respectful, obedient, and energetic under every circumstance in which they have been placed, more particularly during our long and most tedious detention in the Harbour of Mercy, where they had to endure the extreme deprivation of a meagre two-third ration for a period of twenty months, in a climate of all others requiring an ample allowance of food to successfully withstand its rigour. I feel, Sir, therefore, that I may confidently request you to recommend them for some mark of their Lordships' approbation, which would be an extreme gratification to me, could it be bestowed previously to their being discharged.

I have, &c.

(Signed) ROBERT M'CLURE, Commander,
late Her Majesty's Ship "Investigator."

Captain HENRY KELLETT, C.B., to Commander ROBERT M'CLURE, late
H.M. Discovery Ship "Investigator."

H.M. Ship "Resolute," in Barrow's Strait, Cape Cockburn,
N.E. by N. 28 miles, 12th April 1854.

Sir,

As you are about to leave Her Majesty's ship under my command for Beechey Island, with the remainder of your own crew, I take this opportunity of expressing to you my admiration of their conduct, and of the pleasure it has given me to see such perfect harmony existing between them and the crews of Her Majesty's ships under my command during the late winter in these regions; entering into and assisting in our amusements with so much desire to please; performing the duties of the ships so zealously and well; and their general good conduct must, indeed, be gratifying to you as well as myself.

Fearing that I may not have an opportunity of expressing my approbation to them generally, I beg you will be pleased to convey to them, your officers and crew, when you have them all assembled at Beechey Island, my estimation of their conduct, trusting that the past winter may be their last in these regions, and that they may return to their country in safety, where they will assuredly receive the reward of their labours.

Accept, my dear Sir, for yourself, my warmest and most earnest wishes for your future happiness and welfare.

I have, &c.

(Signed) HENRY KELLETT, Captain.

No. 4.

Captain M'CLURE to the SECRETARY OF THE ADMIRALTY.

H.M.S. "North Star," Baffin's Bay,
31st August 1854.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of 7th October, 1853, conveying the entire approval of the Lords Commissioners of the Admiralty of the proceedings of H.M.S. "Investigator," and of the exertions of the officers and crew under my command while employed upon the isolated service of Polar navigation, in terms so expressive of their Lordships' satisfaction, which in accordance with their command I

have read publicly to the officers and crew, and beg in their name equally as my own to return our sincere thanks for the sense entertained by their Lordships of such service.

I have, &c.

ROBERT M'CLURE, Captain.

Proceedings of
Captain M'Clure.

No. 5.

Captain M'CLURE to the SECRETARY OF THE ADMIRALTY.

H.M.S. "North Star," Baffin's Bay,

31st August 1854.

Sir,

I HAVE to request that you will offer my best thanks to the Lords Commissioners of the Admiralty, for the honour conferred upon me by their promoting me to the rank of captain, bearing date 7th October 1853, as well as of the notification of Lieutenant Haswell's commission as Commander, 5th May 1854.

I have, &c.

ROBERT M'CLURE, Captain.

No. 6.

Captain W. A. B. HAMILTON to Captain R. J. Le M. M'Clure, R.N.

Sir,

Admiralty, 23d October 1854.

My Lords Commissioners of the Admiralty having been pleased to mark their approbation of the energy and untiring zeal of yourself and the officers of H.M. Discovery Ship "Investigator" in prosecuting the arduous service on which you were employed to a successful termination, by deciding the long agitated question of a North-west Passage between the two Great Oceans, by ordering that the promotions already awarded for that service shall bear date from the period of the accomplishment of the same, or so soon after as the officers so promoted may have been respectively qualified, I am desired by their Lordships to acquaint you that your commission of the 7th October 1853 has been cancelled, and that a new commission has been this day signed, promoting you to the rank of Captain, with seniority from the 18th December 1850, the day you became qualified by service for that rank.

(Signed) W. A. B. HAMILTON.

No. 7.

Admiralty, 23d October 1854.

THE undermentioned officers of H.M. Ship "Investigator" have been this day promoted, with seniority as stated against them, in place of that previously held by them, viz. :—

Captain Robert J. Le M. M'Clure; seniority, 18th December 1850.

Commander W. H. Haswell; seniority, 26th October 1850.

Lieutenant Robert J. Wynniatt; seniority, 26th October 1850.

Lieutenant H. H. Sainsbury; seniority, 26th October 1850.

Surgeon Henry Piers; seniority, 26th October 1850.

(Signed) W. A. B. HAMILTON.

By Command of the
Lords Commissioners of the Admiralty.

No. 8.

Captain M'CLURE to the SECRETARY OF THE ADMIRALTY.

13, Salisbury Street, Strand,

23d October 1854.

Sir,

I HAVE the honour to request that you will move the Lords Commissioners of the Admiralty to grant me the pay of captain from the period that their Lordships have been graciously pleased to ante-date my commission, viz., the 26th October 1850.* This, sir, would give me my time which I

*18th Dec. 1850.

so much coveted, and I do believe would have been the wish of their Lordships, could means have been found of conveying the intelligence of our discovery to England upon the day of its accomplishment. As precedent for what I advance, I beg to submit the case of Commander Pullen being strictly analogous. When the information was received of his arrival on the McKenzie, their Lordships promoted and appointed him additional Commander of the "Plover," which at once entitled him to the boon which I now entreat.

Persuaded that it is only necessary to bring this before you, to meet with your concurrence in the reasonableness of my application, I beg you to bring it under the favourable view of their Lordships.

I have, &c.

(Signed) ROBERT M'CLURE, Captain,
late "Investigator."

No. 9.

Captain W. A. B. HAMILTON to Captain M'CLURE, R.N.

Sir,

Admiralty, 13th November 1854.

In reply to your letter of the 23d October, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that they are pleased to allow the time served by you in command of H.M.S. "Investigator" from 18th December 1850, the date of your promotion to the rank of captain, to the 17th October last, the date of your ceasing pay for that ship, to reckon as time served as captain.

I am, &c.

W. A. B. HAMILTON.

No. 10.

Captain ROBERT M'CLURE to the SECRETARY OF THE ADMIRALTY.

13, Salisbury Street, Strand,

14th November 1854.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of yesterday's date, acquainting me that the Lords Commissioners of the Admiralty had been pleased to allow my time as captain to reckon from the date of my promotion to that rank, to the 17th of October last, for which mark of their Lordships' gracious consideration I have to express my most grateful acknowledgments, and would furthermore beg you to assure their Lordships how deeply impressed I am with the favour and kindness I have at all times met, while soliciting their Lordships to view the services of the officers and crew of H.M.S. "Investigator," in a favourable light. Sir, it only remains for me to add, that the promotion which has been awarded to the whole of the officers, and the rewards that have been bestowed upon the men most entitled to receive them, have left me nothing further to ask, or their Lordships to grant.

I have, &c.

ROBERT M'CLURE, Captain.

II.

SLEDGE JOURNIES,

PART I.

LETTER from SIR EDWARD BELCHER, C.B., to the SECRETARY OF THE ADMIRALTY, transmitting TRAVELLING PARTIES' JOURNIES.

SIR,

London, 12th October 1854.

I HAVE the honour to transmit to you herewith, for the information of the Lords Commissioners of the Admiralty, the Travelling Journals of the Officers, and other Documents bearing immediately thereon, of the Vessels of the Arctic Squadron under my command, as specified in the enclosed Schedule.

Eighty.

I have, &c.

(Signed) EDWARD BELCHER,

Captain, commanding the Arctic Squadron.

The Secretary of the Admiralty.

The SCHEDULE of the TRAVELLING JOURNALS of the OFFICERS of the ARCTIC SQUADRON, and other Documents referred to in Captain Sir E. BELCHER'S Letter of the 12th October 1854.

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(Signed) EDWARD BELCHER,
Captain Commanding Arctic Squadron.

ENCLOSURE No. I. of Sir Edward Belcher's Letter.

Commander Richards's
Journal, 1852.JOURNAL of Commander G. H. RICHARDS, Her Majesty's Ship "Assistance,"
between 23d August and 8th September, 1852.

August 23d, 1852, Monday.

This morning the first travelling parties left the ship at 7h. A.M. The officers composing it, Sir Edward Belcher and Loney, with a light boat and sledge, myself and Grove with sledge and whale boat; Osborn and Lyall also with a sledge and light boat; our parties consisting of twenty-four persons in all, with three weeks provisions. We had not gone half a mile from the ship when we found so much ice and so little water that we sent two of the boats back, reserving only the Captain's light boat, to carry the people across any lanes of water that might occur. Our route was round the N.W. end of the land, and along its coast to the north and east, to explore and search it and the islands adjacent, which had been seen from some of our stations on the hills. Before noon we crossed two ferries, one in the boat; but finding this a tedious operation, we took the next on a piece of floe, the boat first crossing and hauling the piece of ice over, by a line, with the sledges, &c. on it, rather a novel mode of travelling, not to say picturesque; unloaded, and crossed another lane at 4h., and shortly afterwards rounded the turning point of North Britain, and steered away to the northward. At 6h. we came to the end of the floe, and found an extensive sheet of water between us and the next point of land. It being too late to cross in our single boat, we encamped on the floe at 7h. P.M., not being able to find sufficient level land to pitch our tents on, on shore.

A thick foggy evening, temperature outside at 8h. P.M. 20°, in the tent 39°; went to pemmican and blanket bags.

This morning it was considered advisable to send back for the boats again, and Osborn and myself started for the ship at 8h., walking over the land. Left the ships again at 1h. 30m. P.M. with a whale boat and "Pioneer's" light boat; hauled them over the ice, and encamped at 7h. in our quarters of last night; found the captain had gone on with his boat and party. Thermometer outside at 8h. P.M. 22°, inside 31°.

August 24th, Tuesday

A thick dirty morning with snow, &c. Thermometer outside 24°, in 33°. Loaded our boats, with the sledge: towing astern. Osborn's boat very deep; relieved him of 200 weight, by taking the doctor into mine, and taking him in tow (the boat, not the doctor). At 11h. landed on a low point, after four hours heavy pulling against a fresh wind and strong tide from N.N.W. Found a cairn erected here by the captain, and the remains of Esquimaux encampments very old, also two small pieces of wood, which we preserved. Hauled our boats on the floe again, and placed them on the sledges; mine being so heavy cracked the battens, and we made but slow progress towards an island to the N.N.E.; crossed two ferries, and then came to open water, but the tide being against us we did not reach the island till 7h. P.M., where we found the captain's party encamped. Saw to-day a reindeer, and fired at him, four or five seals, two mollymawks, and two small birds. Set up our tents, and dined at 8h. Thermometer outside 24°, inside 35°.

August 25th, Wednesday.

A fine morning. Thermometer outside 24°, in tent 35°. The young ice getting rather thick. Captain with his boat and sledge started for Red Island; Osborn and myself for the Table Island, communicating in the first place with a depôt party which had been sent overland from the ship to meet us. Launched the boats and pulled through water and young ice to the edge of the floe; when Osborn started, light, for the bay in which the depôt was. Our party advanced on their journey, but having to divide our cargo into three loads (returning for each) we made but little progress. At noon a thick fog; Osborn finding he could not reach the depôt and return the same night, came back for his gear, and started again at 1h. P.M. Steered in-shore to get hold of the land, on account of the thick weather, and the floe probably being in motion. At 3h. P.M. it cleared a little, and we saw Table Island and the main land; found the hummocks of ice so high and rugged between us and the land (some of them forty feet) that we were obliged to keep outside them and steer direct for Table Island. Encamped on the

August 26th, Thursday.

Commander Richards's
Journal, 1852.

August 27th, Friday.

floe at 6h. 15m., having made about six miles since morning, but having gone over in actual distance nearly three times that, on account of dividing our load. Saw during the day one seal, two ivory gulls, and the track of a fox on the snow.

Rather cold this morning; had difficulty in getting the kettle to boil, and did not move till 7h. 30m. The thermometer however was up to 24°. Steered for the east end of Table Island, and passing along the land at a distance of half a mile to a mile, carrying the boat and sledge alternately, as yesterday. The weather foggy, but clearing a little occasionally; at 2h. 30m. saw Osborn coming up astern; at 3h. came to a lane of water, or rather young ice, ferried over it. At 4h. 30m. Osborn's party joined us, having reached the depôt only this morning, and with much difficulty, in consequence of the young ice. In crossing one lane it gave way under his sledge, which went through, wetting all his gear and beds, and spoiling the greater part of his provisions. By a forced march he had reached us to-night. Helped to ferry his people over in our boat, they being rather done up with their day's work. Encamped together on the floe at 6h. P.M., we having made good about six miles over a smooth floe of last year's ice. Thermometer at 8h. P.M., 20° and 35°. Animals seen to-day, "one Brent goose."

August 28th Saturday.

Cold, foggy morning, with the sun showing himself occasionally. Thermometer 21° and 31°; packed up and started a little after 7h.; came to a lane of young ice at 11h., which we broke through with the boats, after some difficulty, and a good deal of delay in loading and unloading the sledges. Stove Osborn's boat, and repaired her with lead.

Got a latitude at noon 77° 8' (which may be within five miles of the truth) and some angles, but the weather very thick and foggy. At 1h. P.M. came suddenly to the end of the floe and saw a broad water before us. The Table Island obscured. Launched and loaded boats, got the sledges across them: made sail with the tent cloths and steered (by the sun) for the island; a fresh wind from S.W.; on our passage across, it shifted to N.W., which brought us close hauled, and with our jury sail, a lee tide, and being very deep in the water, we dropped fast to leeward. Helped her with the paddles. At 3h. 30m. saw land ahead through the fog, and shortly afterwards came to loose ice, which we pushed through, and landed on a low coast at 4h. 20m. Erected the tents, hoisted the union, and took possession, &c.; went to the summit and found that instead of being on the Table, we were on a low island (40 feet high and perhaps one and a quarter miles in length, of an oval shape). The weather clearing, we saw the Table apparently five or six miles from us; set up a theodolite, and got angles, &c.; saw a cairn of the captain's on Red Island. The main land seems to trend away to the eastward and then S.E., we suppose to Jones Sound. Low water this evening at 5h. 15m. The ebb going to the eastward and flood to the westward at about two knots an hour.

August 29th, Sunday.

Thermometer outside 24°. Low water at 6h. A.M. The rise and fall not three feet at nearly the highest springs. The beach of this island is a low sloping one, of fine sand with black mud under it, and with shoal ridges some distance extending off shore (caused by the pieces of ice grounding), which made it difficult to land and embark in a heavily laden boat. The island is quite bare of stones, and is covered with a thin soil of sandy clay and gravel; there is a crater-shaped lake on the summit frozen over. The only *animal life* seen here were the grey tern, which, I believe, inhabit every part of the known earth; they were not very numerous, but extremely sociable and tame; two or three young ones unfledged were found, but, like most of the flowers we find here, they had blown too late, and would perish before they had feathers enough to protect them from the severity of the winter. After taking a survey from the summit and leaving a record of our visit, we loaded the boats, and putting the sledges across them, pulled away to windward and to the westward of the island, intending to pass round its weather end and bear up for our destination, Table Island; pulled against a fresh wind along a close and rugged pack, heaped up some thirty or forty feet high by the meeting of the floes; by watching our opportunity we passed through it, a tide of two knots setting to the westward with the flood. After clearing the pack we came in sight of the Red Island, and seeing the captain's tent pitched there, I decided to call *en route*; landed at 10h. a.m., and found the party about to proceed to an island about fifteen

miles to the northward, remained until noon, and then, leaving a week's provisions, Osborn and myself started under sail (tent bottoms extended on boarding pikes) much in the Malay pirate fashion, with the sledges across our bows, bound for the Table Island, the shores of which we were to search, and then cross over to the main and trace it back to the depôt bay. Landed at 3h. 30m. p.m., the beach shoal and large pieces of ice extending off it for some distance; pitched the tents and got a theodolite station on a neck of land, which forms a very snug harbour on the S.W. side of this island; the foggy state of the weather prevented our seeing much, but we got a few points, and built a cairn, or rather commenced one, at 8h. Thermometer outside, 25°.

Londesborough Harbour.

Morning cold and foggy. Thermometer outside at 7h. a.m. 22°, inside 30°. A fresh breeze from N.N.W. Camp picturesque rather, the union flying over the two tents makes it look warmer than it feels. Started at 8h. with Osborn, Grove, and a party of men for the west summit of the island; the remaining hands employed completing the cairn on the low land; crossed the harbour on the ice and ascended the hill; commenced a large cairn, and after watching anxiously all day, we succeeded in getting some angles; had a view of the outside coast of the island; completed the cairn, left a record, and returned to the low station after 4h. p.m.

August 30th, Monday.

Table Island is composed of a crescent-shaped ridge of hills about 500 feet high, concaving to the southward, on which side there is a good deal of low land. The north side is very abrupt, rising almost perpendicularly from the sea, with a very small space of flat ground at the beach; where the snow has left bare places on the south side, there is more vegetation than any place I have seen; moss, grass, and sorrel in large patches. We also observed the tracks of bears, deer, and ptarmigan; but saw no living animals or birds. The formation is limestone, with a substratum of sandstone; the latter becomes very apparent in a deep valley or water-course on the south side, where the upper surface has been washed away. In the centre of this valley is a remarkable buttress of sandstone, soft and weather worn; on its face we carved the ships' names and some of our own.

Crossed the harbour ice again, and some of us got wet, which is not pleasant, when you have no means of getting dry again. Called at the harbour station, and the weather having cleared a little, got some angles. Saw the island to the N.E. distinctly; finished the cairn here; left record, and returned to the encampment by 6h. p.m. Thermometer at 8h. outside, 22°. Wind fresh from the westward, and the ice going fast to the eastward, with the ebb. Low water at 7h. p.m. The floes pressing heavily against the island, and rising into hummocks of considerable height.

August 31st, Tuesday.

A strong wind from the sea last night, and this morning the weather very thick, with snow. Thermometer outside, 29°. The ice so closely packed on the beach that we are prisoners for the present, not able to get to the east end of the island. At noon we were able to take advantage of a slight opening, and proceeded. High water at 1h. p.m. But the beaches of these islands are so shallow, that we found it a difficult matter to launch our boats with their heavy cargoes, and not without all hands getting wet feet. Coasted along the south side of the island, but found the pack ice extending so far off shore that we could not land again. The wind strong from S.W. made it a lee shore, and rather an anxious time among the broken hummocks, with boats so deep. The ice moving rapidly with the wind and tide, and cracking in all directions. Tried to haul our boats over some of the larger pieces, but stove them, and after a temporary repair and several shiftings of cargoes from boats to sledges, we got out again into open water, and coasted along in the hope of finding a less encumbered beach. Our boats were now so deep with leaking, their heavy load, a sledge across them, and a strong wind, with night coming on, that it became very ticklish work. However, just as we had become convinced that our position was not the most pleasant or secure in the world, we saw a spot comparatively clear of ice, and pushed for it, just reaching the shore before more pack closed in on us. Pitched the tents, and hauled the boats up to repair; found Osborn's very badly stove. It would have gone hard with her if we had not been so fortunate as to find a landing place. A thick, misty evening, which I suppose is common at this season of the year, as we have not had a clear day these two weeks.

Commander Richard's
Journal, 1852.

September 1st, Wednesday.

Wind light from S.W., a thick snowing morning, not able to distinguish objects a hundred yards off; built a cairn and set the instrument up, but not able to get any observations through the day. Beach covered with loose ice, and the large pieces outside passing to the eastward at the rate of two or three miles an hour. The great body of ice appears to travel in that direction, and instead of returning with the flood stream, seems only to be checked by it. A flock of geese passed over our tents this morning, steering to the S.E., for Baffin's Straits apparently. The guns of both parties were duly levelled, but, alas, the nipples were frozen over, and they missed. At 11h. the flood stream made to the westward, and at 1h. p.m. it was setting the ice in that direction, nearly three miles an hour. It is now calm; probably the westerly winds, which have blown strong lately, may account for the peculiarity I noticed in the tides this morning. Temperature at noon, 26° outside. Completed our cairn, and placed a record in it. Weather thick and snowing all day. Everything wet and uncomfortable; the temperature not being sufficiently low to freeze hard. If the sun appears through the fog for a little, the snow thaws, and runs through the tent in the shape of water, which in its turn becomes ice inside, and makes things unpleasant, to say the least. There can be no doubt but that the intermediate time between ice and water is not adapted to travelling. Our bread being all expended to-night, and having only three days' tea and sugar left for both parties, owing to "Pioneer's" mishap to her sledge, we must try for the main to-morrow, as, with the probability of the young ice forming, our arrival at the depôt or ship is very uncertain. The ebb stream made to the eastward at 5h. p.m. The channel between us and the main is full of packed ice, which makes it impossible at present for boats to pass. Thermometer at 8h. p.m., 24°.

September 2d, Thursday.

Fresh wind from N.W., which has dispersed the pack a good deal. Weather thick, and snow thick on the ground (three feet in some places), from yesterday's snow. (Query, How can a coast line be searched for wreck of spars, &c., when there is a deposit of six months on it?) Thermometer outside 20°, inside 24°. Broke up our encampment early, but by the time the boats were launched over the loose ice, and the traps carried into them, it was 9 o'clock. Having some miles to pull to the main, I had my sledge unlashd and stowed on board. Osborn towed his astern, and my boat towed him. In this way we passed across the channel, winding our way through the pack, which we did with less difficulty than we had anticipated, owing to the N.W. wind having scattered the ice so much. Steered for the Table or Wall Hill, where the shore appeared less encumbered with ice than any other part. At noon the fog came on very thick, and at 1h. p.m. we made the beach and landed, pitching our tents on a prominent gravelly point close under the Table Hill, from where the coast trends away to the southward of east considerably.

This point is covered with high hummocks of ice, and appears to have been subjected to much pressure, as, indeed, have all the islands and points on the N.W. sides, while those exposed to the south and east are comparatively free. The wind fresh from W.N.W. The bay ice forming for some distance off shore, but kept in motion by the breeze. Went on the Wall Hill this evening, set theodolite up, and got a few indifferent angles; commenced a cairn, but as there was nothing but gravel and loose stuff, and having no implements, we were obliged to give it up. This is a very prominent turning point of the coast, but I could see nothing to the southward, owing to the still higher land in that direction. Saw the extreme point to the eastward, with an island apparently off it, but a great distance off, and very indistinct. Thermometer on the hill, 18°, and the weather very thick, with snow falling; we came down and built a cairn on our encampment point, leaving a notice there. Grove shot a walrus this evening, but could not decapitate him for want of tools (which I was not sorry for).

September 3d, Friday.

Wind fresh from the westward, with snow all night. Thermometer outside 20°, inside 22°. The inside of the tent covered with ice, which the blanket bags make a point of scraping into themselves, to the great discomfort of the occupant; finished our cairn on the point, and sent the boats along shore to the southward, some of us walking to lighten them, and warm ourselves. Walked along the beach, over glacier and through snow, sometimes uncomfortably deep, with a ridge of high hummocks of ice out-

side us, like walking on the slanting roof of a house, the hummocks serving as a parapet. Getting soon tired of this kind of travelling, we recalled the boats, and embarked, pulling along the hummocks of ice, which lined the coast for a considerable distance, the wind strong in our teeth, with very thick weather. At noon we landed for luncheon close to a very remarkable ridge of hills, running at right angles to the coast, and so precipitous that before coming abreast of them we fully expected to find a river or channel of water running past them. It proved to be, however, only a deep valley, with no entrance from the sea. Continued on for two hours against a strong wind, when finding we could make no progress, and the boats shipping a good deal of water, we landed on an eligible spot, and encamped.

There is a good deal of open water to be seen, which perhaps is owing to the late strong breezes; but the young ice is doing its best to form, and we have had to steer clear of a good deal of it to-day. I am inclined to think, at the same time, that the great sea, upon the threshold of which we are now on, never entirely freezes over, but that large floes are drifting about it at all times of the year; and with the winter gales there must be fearful work among them, if we may judge by the heavy pressure exhibited on the island points and prominent headlands we have seen. The absence of bergs can be accounted for, I conceive, by the fact of there being no great extent of land on which glacier can form. I do not think there is any land to the northward of us, but islands, and they probably small ones; all we have seen are comparatively insignificant. The northern side of the land in general is so abrupt that no considerable glacier could collect on it. With regard to the southern continent, one can scarcely offer an opinion; but possibly the prevailing winds from the northward, added to the tide (if it sets east and west as it does here), would prevent the appearance of bergs so far north as this.

Our camp is close to the sea, and facing it. The thermometer outside 22°. The only *animal life* seen to-day was a tame snow bunting. A light wind from the westward, with very thick and foggy weather, this morning. Thermometer 22° and 24°. Started at 7h., and pulled along the land, against the ebb; came shortly to young ice nearly half an inch thick, through which we pulled about four miles; at 11h. we came to the edge of a fair floe, the same we left on our outward journey the day we crossed to the low island.

September 4th, Saturday.

Hauled the boats on it, and lunched; lashed my sledge together again, and started across the floe. Saw the captain's tent cloth appearing above the floe edge, and shortly afterwards observed him land, and haul his boat up. Seeing a smoke ball burnt, we returned the signal, and Lyall and myself walked towards the party, which we reached in an hour. At 5h. P.M. our sledges met, and getting provisions from the captain, he went on ahead. At 6h. 30m. we encamped on the floe—not a very good one—but being tired, and some wet, it did well enough for us. Thermometer outside, 15°.

September 5th, Sunday.

A thick fog this morning, and cold; thermometer 13°. Started the boats and sledges along the floe, Osborn's party and mine alternately helping each other. The snow is so thick on the floe that it makes very heavy work, like hauling a heavy waggon through a road half up to the axles in mud (only not so pleasant). The floe is a very large and old one, but in some places the young ice over the old breaks through and gives one a wet foot. The weather remained very thick all day; pitched our tents at 6h. P.M., close to the hummocks off Coffin Island; saw the captain encamp a mile and a half ahead of us. The weather cleared soon after we halted, and we had a view of all the land and islands to the north distinctly, for the first time since we have been out. To-day we have seen two or three seal and three snow buntings going south. Thermometer at 8h. P.M. 20° and 23°.

September 6th, Monday.

A fine and mild morning, with light wind from S.S.W.; thermometer outside, 20°. Went to the top of the ice hummocks off Coffin Island, to look for a road to the Dépôt Point; found water and young ice between me and it, and, taking warning from Osborn's mishap, I did not communicate with it, more particularly as it would have involved at least one day's delay, and, moreover, I could see no one there. The sledges started at 7h. 30m., steering S.W. for the Low Village Point; snow very heavy, which made it laborious work for the men, having to make three loads with the two parties. At noon the weather came on thick again, but we came to a lighter

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floe, and each party was able to drag their own load. At 2h. we came to the edge of the floe, and found ourselves within a mile of the captain's sentry-box station on Gravel Island; but instead of being water between us and it, as when we passed before, the young ice had taken its place, and was two inches thick or more, and it took us three hours tough work before we reached the island. Pitched our tents, and went to the summit to look for the best road in the morning; found the ice a good deal altered by the spring tides and breezes since we passed it last, the floe being much broken, with lanes of water and young ice through it. Hauled the boats across the island ready for a start in the morning, dragging over gravel being preferable to breaking through young ice. Thermometer at 8h. p.m. 24°. Saw two or three seals and some snow buntings to-day.

September 7th, Tuesday.

The early morning was thick and foggy, but shortly after 6h. it cleared, and became fine and sunshiny, the wind light from east; thermometer 20°. Started at 6h. 30m., with the sledges, and hauled them across the island, then through some young ice three inches thick, on to a floe; put the boats on the sledges, and made sail on them with tent cloths, which was a great assistance to the men. Our course was varied until noon, through water, young ice, and over floe, when we reached the Village Point, and found the captain's party just starting; remained here for some angles, and then steered for home through open water. We were shortly brought up, however, by young ice, and after much labour got the boats and sledges on the firm floe by 8h. 20m., where we encamped, every one damp and uncomfortable. For my own part, I fell through an unfortunate hole, and was pulled out by the head; all hands contributed something towards clothing me afresh; but this travelling is not pleasant, at least the falling in part of it, when you have no superfluous clothes. Observed the captain's tent pitched half a mile from us shortly after we encamped. Thermometer at 9h. p. m. 20°.

September 8th, Wednesday.

Started betimes, and hauled our boat and sledges over the floe, Osborn's party assisting me with my heavy boat. Soon came to young ice, from 2 to 3 inches thick, but not sufficiently strong to bear our boat and sledge. Loaded the former, therefore, and put the sledge into it, tracking her through the ice with much labour, and at the expense of many wettings, two men sitting over the bows breaking the ice with their boots. In this way we got through about three miles, when we came again to bearable ice, but covered with rugged and heavy hummocks, so that it was difficult and fagging work to get the boat over it. Lyaal falling through in the morning, and having no dry clothes, had walked to the ship, and given notice of our approach, and at 1h. p.m. we saw Herbert with a party of hands coming to our assistance; and mighty clean they looked when compared with ourselves. By their help we arrived on board at 3h. p.m. At 4h. the captain's party arrived.

(Signed) G. H. RICHARDS.

Enclosure No. 2. of Sir Edward Belcher's Letter.

Commander Richards's
Journal, 1853.

JOURNAL of a JOURNEY to Cape Lady Franklin with a Boat and Dépôt,
and back to Northumberland Sound, 22d to 29th March, 1853.

March 22d 1853, Tuesday.

Temp. - 7 A.M. + 21°
6 P.M. + 9°

Co. & Dist. made good,
6 miles to Spit Island.

Sir Edward.
John Barrow.
Reliance.
Enterprize.
Sir E. Baring.
Perseverance.

At 7h. 30m. A.M. the western division of sledges left the ship for the south shore of the Queen's Channel, carrying a whale boat, and a dépôt of 50 days provisions for 24 men. The party consisted of 57 men and officers, and the sledges named in the margin.

The wind fresh from S.E., and weather rather hazy; we started under sail, steering for Spit Island, the west extreme, and were accompanied for a short distance by the captain, officers, and remainder of the crews. At 10h. A.M. we got among hummocky ice, and the sledge "Enterprize" capsized with the boat, damaging herself so much that she was sent back to the ship, to refit, or exchange herself for another sledge. At 11h. A.M. the floe became smooth and good, and we made rapid progress. After noon, the weather became very thick, with strong S.E. wind and snow drift. At 2h. P.M. we encamped on the low west extreme of Spit Island, to wait for the return of "Enterprize." Observed the ice in the strait to be very heavy.

At 5h. P.M. the "Enterprize" rejoined with her boat. George Youngson, of the "Perseverance," fainted to-day, at his sledge, but a little brandy and his dinner recovered him.

Calm and foggy morning. Started at 7h. A.M., and came almost immediately to heavy ice, which we dragged through all day, with severe labour to the men and damage to the sledges. It was a perfect frozen pack, which we were obliged to cut our way through with pick axes; the snow drift very deep between the hummocks, which we found of use in making the road with. Two walrus, an old and young one, were wounded to-day in a hole of water, but were not captured. Encamped at 4h. 30m., and patched up the "Enterprize," which sledge had suffered severely among the hummocks. Light wind from westward, with very thick weather. Started at 6h. 45m. A.M., steering W.S.W. true as nearly as we could. 7h. 30m. came to better ice. At 11h. halted to luncheon, having made five miles. Weather cleared at noon; saw the southern land. It seems continuous, with one small white island lying close off shore, two or three miles eastward of Cape Lady Franklin. Up to 3h. P.M. the floe was pretty good, when it again became heavy. At 4h. 30m. we encamped, having made 10 miles during the day. Found the tent very cold to-night; wind south-easterly and fresh. Started at 7h. A.M., wind fresh from S.E., and weather very hazy. Cut a road through a heavy and most confused pack, with picks and shovels, and succeeded, after five hours labour, in accomplishing little more than a mile, when we came to an old floe at noon, and halted for lunch, leaving a bamboo and flag to mark the highway we had made. The old floe is hummocky, but they are rounded by last summer's thaw, and we made tolerable progress during the afternoon. Encamped at 4h. 30m. Wind strong from S.E. all night, and tent very cold.

Strong breeze from S.E., and very thick weather. Started at 8h. A.M., steering by compass, not being able to see 30 yards ahead for the snow drift; a good many slight frost bites occurring among the people. 11h. 30m. halted to luncheon; no land in sight, though we must be very close to it; proceeded on with slight delay, it being too cold to indulge in the usual lunch time.

At 11h. 50m. saw the land of Cape Lady Franklin close to us; ice rather uneven in shore, and the stupendous hummocks which line the coast, and which must have been pressed up by a succession of N.W. gales, are between 70 and 80 feet high; I should say that they had stood the thaw of many summers, and seem little affected thereby. The old floe which we picked up yesterday did not carry us to the south shore, but a narrow belt of new ice intervenes. At 12h. 30m. we landed on the southern shore of the Queen's Channel, and hoisted her union on it; immediately placing our boat and depôt on a convenient sloping point 80 feet above the sea level, and one mile from the summit of Cape Lady Franklin, east of it. The point is a projecting one, the nearest land I think to the Spit Island of the north shore, and the heaviest hummocks of ice lie on it. The boat is turned bottom up, the smaller things being placed under her for security. The casks are placed round her on their bilges, and the whole filled in with gravel. A flag is hoisted over the boat, and a record in tin cylinder secured to the staff. She forms a conspicuous object, visible at a distance of ten miles to the naked eye. Encamped for the night on the land side of the heavy hummocks, and close under them. The saxifrage and moss are very abundant on this shore, and we saw several recent traces of deer. The land is of the same formation as the north shore; principally broken up limestone. The coast is moderately low and shelving, and I should think favourable for sledging on, should the ice break away from the shore.

Stormy wind from S.E., very thick, and a heavy snow drift. Walked to the nearest summit of Cape Franklin, which is 300 or 400 feet high, and rises in successive and gentle slopes. The weather too thick to use a thecodolite. but I saw what I believe to be the head of a small harbour, bearing S.S.W., true, and opening into the Queen's Channel to the eastward of a point two miles from our position. From this summit we saw several deer, eight or 10 feeding in pairs, in the valley westward of us; two passed within 50 yards of me, an old and a young one; none that I saw with a glass had horns; they were of a dirty whitish colour, with large brown or yellow spots, and were about the size of a large goat. Want of time prevented our pursuing them. Completed securing the depôt at 10h. 30m. A.M., and after lunch we struck our tents, and at 11h. 30m. followed our old track homeward. At 4h. 30m. encamped, and at seven miles distance saw the depôt and boat plainly.

March 23d, Wednesday.
Temp. - 7 A.M. + 8°
6 P.M. + 7°
Co. & Dist. W.S.W. (true),
4½ miles.

March 24th, Thursday.
Temp. - 7 A.M.
6 P.M.
Co. & Dist. W.S.W. 10 miles.

March 25th, Good Friday.
Temp. - 7 A.M. - 8°
6 P.M. - 7½°
Co. & Dist. W.S.W. 6½ miles.

March 26th, Saturday.
Temp. - 7 A.M. - 8°
6 P.M. - 14°

March 27th, Easter Sunday.
Temp. - 7 A.M. zero.
6 P.M. + 3°
Co. & Dist. E.N.E. true 7 miles

March 28th, Monday.
 Temp. - 7 A.M. + 2°
 noon + 3°
 6 P.M. + 6°
 Co. & Dist. E.N.E. 15 miles.

Fresh S.E. wind, and thick weather; no land in sight. Started at 7h. A.M., and at 9h. 30m. arrived at our friends, the hummocks, but with lightened sledges, and the high road we had cut before; we did in three quarters of an hour what it had cost us five hours on our outward journey to perform, with severe labour. Weather improved at noon, and at 4h. P.M. we encamped, having marched 15 miles since morning, the men fatigued, and some sore heels.

March 29th, Tuesday.
 Temp. - 7 A.M. + 1°
 Co. & Dist. to Spit Island and ship, 12 miles.

A fine morning. Started at 7h. A.M., and passed through the heavy ice off Spit Island, mending the road as we proceeded, with an eye to the future. At 11h. A.M. landed on the outer coast of Spit Island, and the sledges proceeding along its shore to the west end, Lieutenant Osborn and myself, with a party, ascended the summit, built two cairns, and obtained theodolite angles. The other parties built a cairn on the low island north-westward of Spit. At 2h. P.M. we rejoined the encampment, and depositing one day's provisions for 57 men for our next journey, we started homeward. At 4h. we were met by the captain and officers, and before 5h. arrived on board, I am happy to say, without casualty. We met with no traces of ships or parties on the southern shore; but I feel it my duty to say that I have received every support from Lieutenant Osborn and the officers, and that the men have exhibited their customary perseverance and cheerfulness on this short though somewhat arduous service.

(Signed) GEO. HENRY RICHARDS, Commander,
 Commanding S.W. Division.

General Remarks.

With regard to the paragraph of my orders, which directs me to notice the most prominent point of land on the north shore, from which parties might be seen or aided on a future occasion, I may observe, that owing to the thick weather I did not see any of the north land from the south shore; but I am of opinion, from a short interval of clear weather while crossing the channel, that the west summit of the Spit Island would appear more prominent and suitable for the purpose than any other land in the neighbourhood. During our passage across the strait I remarked that the line of snow ware or sastrugi always lay at right angles to our course, or S.S.E. and N.N.W., in the direction of the channel and the prevailing S.E. winds.

Boots, &c.

From my own experience during this journey, I consider the canvas boots made on board to be the best adapted for travelling. Blanket wrappers are decidedly the best clothing for the feet, and the boots can scarcely be made too large. The carpet boots are not fit to travel with in low temperatures; they are not sufficiently large to admit of enough wrappers, and caused sore heels to those who wore them.

Provisions.

With regard to provisions, I consider that they are generally good, but the bacon is by far the greater proportion fat, and on some occasions was burnt to assist the fuel. I do not think the mixture of six ounces of preserved meat and the same quantity of pemmican desirable. The former has a large quantity of fat about it, and when boiled with the pemmican, which itself is sufficiently gross, does not form an article of diet fit for men who have to undergo continued severe labour. The pemmican alone would be far preferable.

G. H. R.

The following is a LIST of the CREW of the Sledge "Sir Edward."

"Loyal au Mort."

G. H. Richards, Commander.
 Edward Humphries, Captain of Sledge.
 George Jefferies, Sergeant R.M.
 Richard Bayley, Boatswain's Mate.
 George Edwards, Carpenter's Mate.
 Henry Billett, A.B.
 John Simmonds, A.B.
 Louis Read, A.B.

Weights carried - - - - 1,497 lbs.
 Weight per man - - - - 214 lbs.

Enclosure No. 3. of Sir Edward Belcher's Letter.

JOURNAL of H. M. Sledge "John Barrow," Western Division, March 1853.

Motto—"Be of Good Courage."

Lieutenant Osborn's Journal, 1853.

SLEDGE CREW.

- Lieutenant Sherard Osborn.
- Joseph Organ, Ice Quartermaster, Captain of Sledge.
- Thomas Hall, Gunner's Mate.
- Samuel Walker, Carpenter's Mate.
- George Wicketts, A.B.
- Thos. Copeland, A.B.
- Wm. M'Arthur, A.B.
- Simon Dix, R.M.

P.M. loaded the sledge "John Barrow" with the following weights, preparatory to leaving to-morrow to establish the depôt on Cape Lady Franklin:—

March 21st, Monday.
S.E. 1. b. c. v.

WEIGHTS.

	lbs.	oz.
Equipment lightened to serve for a ten days' journey - - -	467	0
Provisions and fuel for ten days for 29 men, being half the number of men in the division (packages included) - - -	893	8
Bacon and fuel for depôt - - - - -	115	0
Drawn by 7 men - - - - -	1,475	8
Weight per man - - - - -	210	12

At 7h. A.M. wind S.S.E. 3. q. o. c. Called away all sledge crews, and proceeded alongside of Her Majesty's ship "Assistance," leaving in Her Majesty's steam vessel "Pioneer" the engineers, one stoker, a boatswain's mate, and the steward. The wind being fair, the sails were set on the sledges, and at 7h. 45m. the western division, consisting of six sledges and fifty-seven men and officers, proceeded, under the orders of Captain Richards. Sir Edward Belcher, the officers and men, going to remain behind, accompanied us a short distance, and bade us good-bye, with cheers!

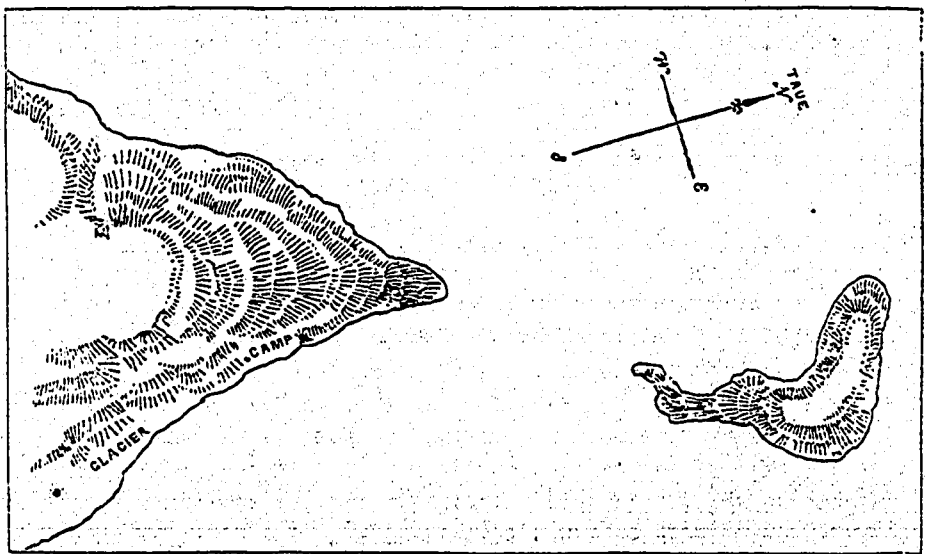
March 22d, Tuesday.
First Journey.
W. by N. 6 1/4 miles.

Sledges moving rapidly, aided as they were with the sails; found water to have risen over the floe during the recent spring tides, and the travelling very heavy amongst the hummocks of Mount Beaufort.

A.M. S.S.E. 4. q. b. m.

9h. 30m. the sledge "Enterprize," on which the boat had been placed, broke down; division halted, and discharged the sledge. Mr. Allard was sent back with damaged sledge, and a rendezvous appointed at the north extreme of Spit Island. The division proceeded; reached at 11 o'clock a fine level floe under Spit Island. 11h. 15m. George Youngson, officers' cook of Her Majesty's ship "Assistance," fainted. Halted to lunch; Youngson improved, and continued during the afternoon to walk alongside of his sledge, without dragging. 2h. P.M. encamped to await the arrival of the "Enterprize." Find Spit Island to terminate at place of encampment, and what has hitherto been considered a spit to be a low detached islet.

P.M. S.S.E. 6° to 7° q. c. drift.



North Extremity of Spit Island, with Islet.

Lieutenant Osborn's
Journal, 1853.

March 23d. Wednesday.

Second Journey.

Course: M. G., W.S.W., 5 m.
A.M. Wind easterly; force 1:
dense fog.

P.M. Wind N.E.; force 1. o. c. m.

4h. 30m. P.M. Her Majesty's sledge "Enterprize" joined company. Blowing too hard to proceed; a heavy drift from the island and neighbouring glaciers. George Youngson was quite recovered.

By 5h. A.M. the weather had moderated, and at 7h. the division proceeded. Skirted the point round for a short distance, and then struck off into a very rough and frozen pack, the large sledges straining very much, the one with the boat especially. Found the ice in far from a secure state, and a great deal of water amongst the hummocks; people constantly wetting their feet, and thereby running great risk of frostbites. The course was very intricate, and we had to go over twice as much ground as necessary, to avoid holes of water and rough ice; the labour throughout the day was very great, and the men looked as warm and exhausted as if toiling under a tropical sun, instead of a temperature far below freezing point; a couple of walrus were seen, but the officers who went in chase failed in securing them, although they appear to have mortally wounded the brutes. The ice in the neighbourhood of the walrus-hole was reported to be a few inches thick only, and it appears to me that the ice in our neighbourhood has been constantly breaking up until within a very recent date, owing doubtless to the strong tides along a bold coast line. 2h. The boat sledge began to break down, the stanchions carrying away, and the loads on the "Success" and "Baring" required relashing. 4h. 30m. encamped, carpenters and seamen applying temporary stanchions and preventer-lashings to the "Enterprize."

The argand lamps for cooking supplied to the large sledges are too delicate in their make for the rough work of sledge travelling; two out of three have become useless, and the depôt fuel has been broken into to supply them with fat in lieu of alcohol. Anything that requires much care in handling is objectionable; and in addition to this defect in the spirit lamps, the seamen have some unaccountable antipathy to them, and nothing but steady persistence on the part of the officer will ensure the cooking with alcohol being properly attended to.

From Camp.

N. ex. of Spit Island. E.N.E.
5 miles (true).

Observed north extremity of Spit Island to bear from camp E.N.E. true five miles.

March 24th. Thursday.

Calm, foggy and misty.

Third Journey.

Course M.G., W.S.W. 10 m.

All that it was in our power to do to ensure the safety of the boat sledge was done, and at 6h. 50m. the division proceeded. After crossing one heavy tier of hummocks, we reached comparatively level ice, with only occasional ridges of snow and piles of broken ice running across our path in a north and south direction. The main drift of the snow as well as pressure seem to be from the south up Queen's Channel. 11h. 15m. lunched. 11h. 45. proceeded, steering direct for the cape. At 4h. 30m. halted and encamped, after a very good day's work, considering the heavy weights the men are dragging; temperature evidently falling. Our appetites were very keen to-night, and the mixture of 6 oz. of pemmican with 6 oz. of preserved meat but ill served to stay my hunger, and I could understand the quiet jokes of the men at the light and wholesome meal they had had, after dragging two hundredweight a-piece for ten miles. Preserved meat is decidedly not the stuff to work upon in a travelling party, unless in large quantities, and I believe a seaman working nine hours a day at the drag rope would require daily 3 lbs. to support his strength; and this will not appear large when it is remembered that 3 lbs. of pemmican a day is the allowance for a working man in the Hudson's Bay territory. Night calm and cold.

March 25th. Friday.

Calm and misty.

Fourth Journey.

Course M.G., W.S.W. 6½ m.

We are at the eastern side of a belt of frozen pack, the extent of which we cannot see; but anything more extraordinary than the tumultuous scene before us I have never witnessed. To find any path through it by reeving was out of the question; and Captain Richards and myself had to climb over the masses on our hands and knees, and a dozen men with pickaxes and shovels fairly cut a causeway through the fragments, a labour which there was less reason to regret in having to do as this route would again have to be travelled over several times by our parties. After five hours hard labour cutting a road, and bringing the sledges up with double crews, we reached the western side of the belt of pack, and found a very old and summer-worn floe extending before us to the westward and northward.

*Cape Lady Franklin seen from the eastward,
Hatter Sunday, March, 1853.*

Deport Point



Cape Lady Franklin W. S. W. G.



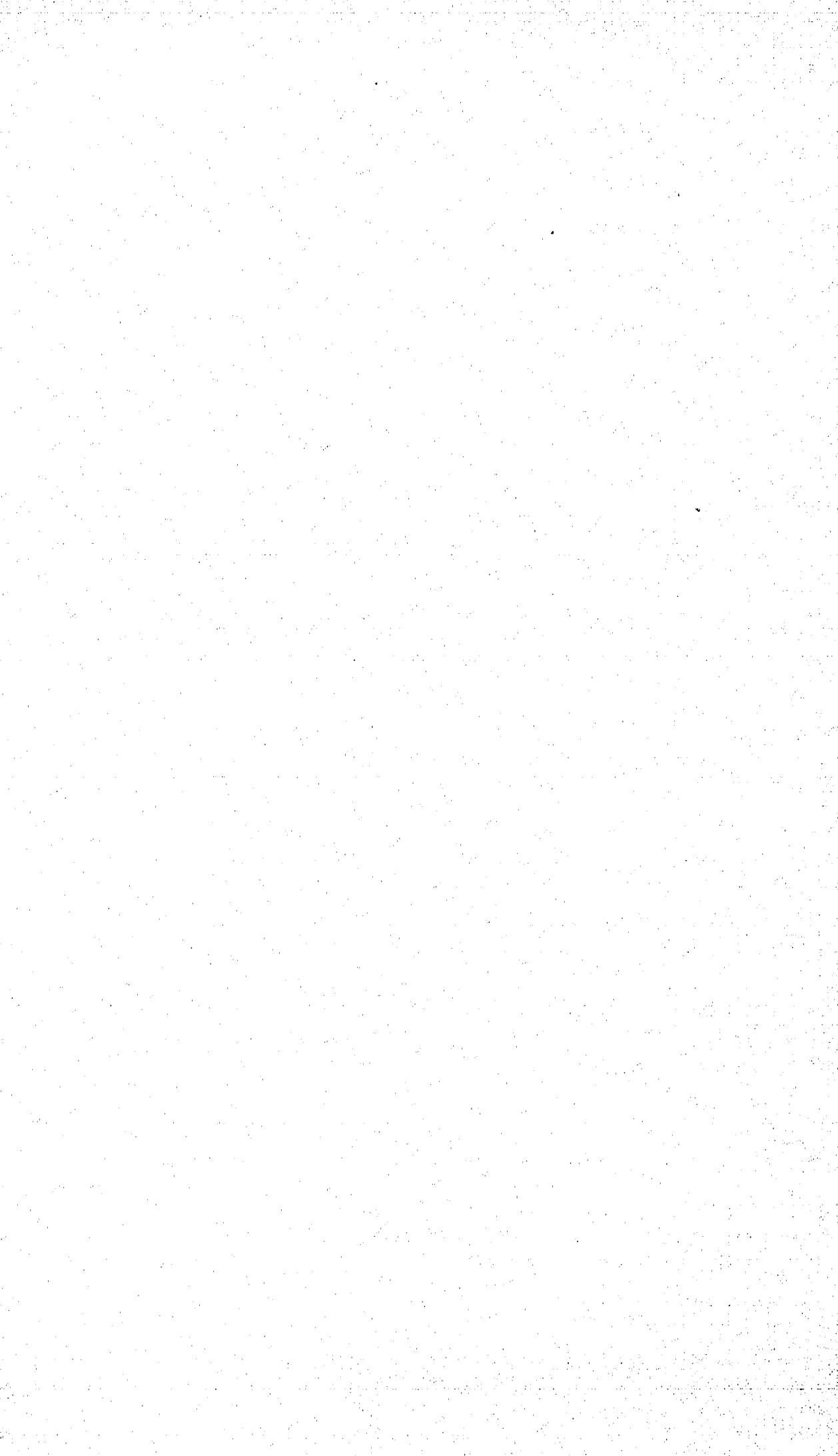
S. Spit Point

Henry Mount South, W.

*Cape Sir John Franklin seen from the Northward
March, 29th, 1853.*



*Sherard Osborn
Lieut.!*



Lunched, and erected a conspicuous mark by which to find the causeway we had made on our return to the ships. Marched over very old floe, much worn with the action of the summer thaws, the knolls of ice having hollows around them, which gave quite a hill and dale upon a small scale. Breeze freshening throughout the afternoon, and every symptom of a gale from south; encamped at 4h. 30m. As my sledge is the victualler to a half of the division, I have some difficulty in sharing the pemmican, so as to make it run out; and until the present time I had no idea that the preserved meat tins contained so large a proportion of fat; and what with fat bacon, fat preserved meat, and the pemmican (which contains about 50 per cent. of fat), it requires an Arctic appetite and a strong stomach to live upon the diet.

Morning very keen, and a strong snow drift. Made the cook prepare breakfast within the tent, to prevent his being exposed to the breeze, and perhaps frostbitten. Saw the people carefully clothed, to meet a cold day's work, and at 8h. A.M. the division proceeded. About 10 o'clock we reached the termination of the old ice, and commenced to journey over very smooth ice, which was of one season's formation. Made a hurried lunch, and at 12h. A.M. the land of Cape Lady Franklin appeared close ahead, with a stupendous wall of broken floe skirting the beach. Edged away to the westward, and at 12h. 30m. Captain Richards and the western division effected a landing on the first low land this side of Cape Lady Franklin.

A convenient spot for the depôt and boat showing itself in the neighbourhood, the division proceeded there, and unloaded. By 3h. P.M. the fifty days provision and fuel for twenty-four men was deposited, and the boat turned over those articles which animals, such as bears and wolves, might otherwise injure. The gale increasing, and one of the men having had a narrow escape of being frostbitten in the hands, we retired to the tents. The drift was too heavy to see much, and we had only time to remark that the land looked more fertile than that around our winter quarters; and the capture of a small marmot led us to hope for a second Melville Island, on our route of search this spring.

Heavy clouds passing away overhead to the northward, and a strong gale with a smothering snow drift around the place of our encampment, which is situated at the base of the immense pile of broken floe that lines the coast.

How or when such a wreck of floe pieces ever occurred almost puzzles me. To seaward, the wall is full 50 feet high, vertically above the level of the sea; yet on top of this height fragments, some tons in weight, have been thrown, as if recently tossed there by some unaccountable agency. To landward, this wall of ice slopes gradually down with very heavy snow in the hollows. After breakfast, parties proceeded to pile gravel over the casks, and to secure the depôt as far as possible. The weather moderating, but still very hazy. 10h. A.M. accompanied Captain Richards to the near summit of Cape Lady Franklin. Traces of deer and hare numerous. Vegetation, such as saxifrage, moss, and lichen, plentiful. The land evidently for the major part formed of limestone, much broken and weather worn. The interior appeared to be a succession of ravines and rounded hills. The boldest land in sight, the view being very limited, was to the S.E. across a small harbour, which opens into Queen's Channel, and with a width of about $1\frac{1}{2}$ miles runs into the land for about 3 miles. This harbour or bay appears to have an islet at its entrance, and is about 2 miles east of the depôt. Some reindeer were seen, and I got within 80 yards of a doe and fawn. Not having a rifle with me, the shot dropped short; and as they appeared very shy, and made off inland, I gave up the chase. Six more were counted, all does, apparently, with fawns. The one I fired at was not much bigger than a large goat, hornless, with a short body and long legs; the colour a greyish white, except from the shoulder to the crupper, along which a saddle of light brown extended. Returned to the sledges; lunched, and then the western division tured homeward. The weather still very hazy, but the gale abating. Made a rapid march with the empty sledges, and encamped at 3h. 45m. P.M. The night cold, with a great deal of *barber* depositing itself upon the bedding.

March 26th, Saturday.

Wind south, force 5. drift.

Fifth Journey.

W.S.W. 5 miles.

Total distance from ships to
Cape Lady Franklin.

1st day	-	-	6 $\frac{1}{2}$ miles.
2nd	-	-	5 "
3rd	-	-	10 "
4th	-	-	6 $\frac{1}{2}$ "
5th	-	-	5 "
W.S.W. (true).			33 miles.

Wind, south: force 6. q. drift

Sixth Journey.

E.N.E. 6 miles.

March 28th, Easter Monday.
Wind S.E. 1. to 2.
Clear overhead, with haze
around the horizon.

Seventh Journey.
E.N.E. 14 miles.

At 7h. A.M. the sledges proceeded, and at 10h. we reached the west side of the Queen's Causeway.

All the men in capital spirits at having accomplished the feat of travelling at so early a date without a single accident. Lunched at 11h. A.M., and marched again until 4h. 30m. P.M. Spit Island four and a half miles distant. Night calm and clear.

March 29th, Tuesday.
Calm, with faint airs from N.E.,
very clear.

Bearings observed from camp.
True.

Perey Met. Ext. - S. 85° E.
Unknown Isd. cent. S. 34° W.
S. ex. of Spit Isd. N. 79° E.
Pioneer Hill - N. 17° W.
N. ex. of Spit Isd. - N. 29° E.

Morning very fine and calm. Land thrown up very much by refraction. Observed Spit Departure Point to be about four and a half miles distant. Started at 7h. 15m., crossed very insecure ice, and found in one place the ice entirely gone from under a snow wreath. Water smoke was seen under the S.W. extremity of Spit Island. Shortly after 10h. A.M. effected a landing on Spit Island. Lunched, and whilst the sledges proceeded round the point Captain Richards ascended the hill, to obtain angles; accompanied him, and erected two cairns on the top of Spit Island. Observed a crack of water on the west side of Large Spit Island, of about an acre in extent. 1h. P.M. returned to the sledges, and proceeded to the ships. Met the captain and officers, who walked out to meet us, and at 5h. P.M. reached the ships, every man of the division in perfect health, and without one accident occurring to the party. A cache of provisions for one day for the western division of sledges had been formed by Lieutenant May between 12h. and 1h. to-day.

(Signed) SHERARD OSBORN,
Lieutenant in charge of Sledge.

GENERAL OBSERVATIONS.

It would be premature to offer any decided opinion as to the nature of the ice in that part of the Queen's Channel over which we have passed, further than to remark that the major part of it is of the late winter formation, that on the western shore being less packed than that on the eastern side. The coast about Cape Lady Franklin appears richer in vegetable and animal life than the coast we are at present wintering upon, but whether that is merely confined to a limited space, or extends westward, will only be known by our future searching parties.

With reference to the confidential memorandum of March 21, 1853, I have to regret that the present season of the year, and a hurried journey, prevented much scope for interesting observation; and having no theories upon the little I have seen, there is no necessity for anything in this journal to be considered confidential.

(Signed) SHERARD OSBORN, Lieutenant,
Commanding Her Majesty's Ship "Pioneer"

Enclosure No. 4. of Sir Edward Belcher's Letter.

Lieutenant May's Journal. TRAVELLING JOURNAL of H. M. Sledge "Reliance," (Western Division), under the Command of Lieutenant W. W. May, H. M. S. "Assistance."

22d March, Tuesday.
S.E. 3. to 4. o. m. s.

The weather being favourable, we started this morning about 7h. 30m. A.M. with a fair wind, and sails set. For the first two miles we had a good floe, and the sledges appeared to run lightly. The whole party consisted of six sledges, three of eight men and three of 11, and one carried a whale boat, which will be left at Cape Lady Franklin with the depôt.

After about two hours travelling we came to some hummocks sodden with water which had issued from the cracks, caused, I think, by the late spring tides; and in passing over some of these the sledge "Enterprize," carrying the boat, capsized, and carried away one of the runners. She was unloaded, and the sledge returned to the ship.

11h. 30m. stopped for lunch, going over a fine smooth floe for the rest of the afternoon.

2h., having reached the N.E. end of Spit Island, we encamped within signal distance of the ship, the weather being thick, with snow and drift. 3h. P.M. Allard rejoined with the boat and another sledge procured from the ship.

S.E. 3. to 4. o. m. s.
Encamped 2h. P.M.
Distance gone, 6'.

7h. A.M. we left our encampment and proceeded at first along the land ledge to clear some immense hummocks close to the Spit, and running away to the westward. After having gone about a quarter of a mile, we took fairly out, though the hummocks were so high that we could hardly get the sledges over them, and were repeatedly obliged to double-bank and sometimes dig a passage through.

March 23d, Wednesday.
Calm. Foggy.

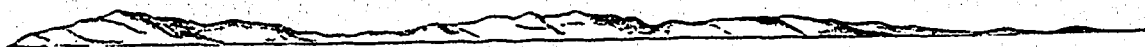
At 11h. stopped about 20 minutes for lunch.

Towards noon it cleared up enough to see Spit Island, but not the south shore; we again proceeded over rougher hummocks than before, and the "Enterprise" carried away one of the stanchions of the sledge. Two walrus were seen and fired at; they were lying close to a hole in the ice. 4h. 30m., encamped, unloaded sledge "Enterprise," and repaired her by putting in a new stanchion.

4h. 30m. encamped. Distance gone, 5 miles.

6h. 45m. started. The floe at first was not very good, but after the first mile we came to smooth and hard floes, and made by lunch time about five miles. During the afternoon the weather cleared up and we saw Cape Lady Franklin, and also a point to the westward.

March 24th, Thursday.
Calm. Misty.
11h. 15m. lunch.
1. b. c. n.
Distance gone, 10 miles.



Cape Lady Franklin, West, 6 or 7 1/2

4h. 30m. encamped.

7h. 15m. started. Had to drag over hummocks all the forenoon with a party ahead digging a passage through them; sledges double-banked. About 11h. 30m. stopped half an hour for lunch. Cleared the hummocks and proceeded on a tolerably good floe for the rest of the day, and succeeded in making, notwithstanding the obstruction in the morning, about six miles.

March 25th, Friday.
7h. 15m. started.
Calm, b. c.
11h. 30m. lunch.
S.E. 2. 3. 4. b. c.
4h. 30m. encamped. Distance gone, 6 miles.

4h. 30m. encamped. Wind sharp and cold.

8h. started; strong wind from S.W., uncommonly cold. Floe in good condition. About 11h. 30m. stopped a short time for lunch; saw the land through the mist. 1h. 15m. reached the land, dragged the sledges inside an immense wall of hummocks thrown up, leaving a smooth ledge inside. We then proceeded about a quarter of a mile S.E. on this ledge and encamped.

March 26th, Saturday.
Wind, S.W. 4. 5.
Misty.
1h. 30m. encamped.
Distance gone, 7.

The depôt was dragged about 300 feet up the hill and there deposited with the boat. The land appeared low in comparison with the north shore. There was appearance of early vegetation, and two marmots were caught; remains of deer were also seen. The weather being thick and misty, prevented our examining any distance from the encampment.

Sent a party to finish surveying the depôt. Some of the officers (with Captain Richards with a theodolite) went to the summit of the hill, but the thick weather entirely prevented him from taking any bearings. Some deer were seen and fired at.

March 27th, Sunday
S.E. 2. 3. o. m.
4h. 30m. encamped.
Distance, 8 miles.

11h. 15m. packed the sledges and started. 4h. 30m. encamped.



Encampment inside the hummocks at Cape Lady Franklin.

7h. 15m. started.
11h. stopped for lunch. 11h. 30m. proceeded.

March 28th, Monday.
S.E. 1. b. c. m.
4h. encamped.
Distance, 14.

Lt. May's Journal,
1853.

4h. encamped, having passed two of our previous encampments, and made about 14 miles. We find that the allowance of pemmican and preserved meats is not sufficient; and after our long journey this day we all could have eaten more, and I noticed that every day's work increased their appetites.

March 23th, Tuesday.
Calm, b. c.

7h. 30m. started, going through heavy hummocks with a party ahead with picks. Spit Island about four miles distant. The ice here, owing to the hummocks and snow, is very rotten, with numerous holes in it, and there appeared near the island a vapour rising, which indicates cracks.

10h. 30m. stopped for lunch on the west side of the island. Captain Richards went to the top, to erect a cairn, and take a round of angles. 11h. pitched the tents, and sent a party to build a cairn on a small island about half a mile north of us.

1h. Captain Richards and parties returned, doused the tents and proceeded to the ships. 5h. arrived on board. The men behaved uncommonly well, and seem to be quite fitted for the coming work.

(Signed) WALTER WM. MAY, Lieutenant,
In charge of Sledge "Reliance."

Enclosure No. 5. of Sir Edward Belcher's Letter.

Mr. Allard's Journal,
1853.

JOURNAL of H.M. Sledge "Enterprize."

Motto, "Success to the Brave."

SLEDGE CREW.

Mr. J. H. Allard, Master.
James Robinson, Captain of Sledge.
Thomas Barber, sailmaker.
Cornelius Tielder, A.B.
Henry Tranter, A.B.
Richard Bex, Private R.M.

Wm. Huggett, A.B.
John Clark, steward.
George Custance, stoker.
John Green, Private R.A.
Wm. Wood, ship's cook.

March 22d, Tuesday.
8 A.M.

Left the ships in company with five other sledges, forming the western division, under the orders of Commander Richards, and proceeded to lay out a boat on Cape Lady Franklin. Wind fresh from S.E.; made sail; found it of great service in relieving the men at the drag ropes. Passed through much hummocky ice, and in several places found the water had flown up in cracks, rendering the work heavy, and trying the sledge severely. At 9h. 15m., in crossing a place where the water had flown up, and at the same time having to ascend a ridge of hummocks, the sledge capsized, damaging the uprights, and making it necessary for me to return to the ship. Unloading the sledge, and pitching the tent, I left six men to look after the latter, and returned with the remaining four to the ship, where I arrived at 10h. A.M.

At 10 o'clock.

Started with another sledge; arrived at the tent at 12h. 45m.; packed up, and proceeded to rejoin Commander Richards and the sledges under his orders, at the rendezvous, Spit Island. 1h. 30m. came to a smooth floe; sledge under canvas. 4h. 40m. pitched tent in company with the sledges of the western division, having made about 6½ miles W. b. N. (true.)

P.M.
1st Journey made 6½ miles,
W. by N. (true.)

March 23d, Wednesday.

6h. 30m. had pemmican, tea, and a smoke. 4h. 30m. called the cook. 6h. breakfast. 7h. 15m. proceeded in company with the division. Weather foggy; little or no wind; reeving through pack ice where easiest for sledges to pass over; found in several places the water had flown up between the hummocks; sledge complaining from the constant jerks in passing over them. 11h. 10m. lunched. 11h. 30m. proceeded. 1h. 30m. two walrus were wounded, but unable to secure them. During the afternoon the weather became clearer than it had been the first part of the day, and a light air from about W.N.W. (true). Occasionally passing over pieces of smooth floe. Encamped, having made about 5 miles W.S.W. (true). Examined sledge; found some of the uprights sprung; unloaded sledge, and repaired ditto. 6h. 45m. had pemmican, tea, and a smoke.

3 P.M.
Second Journey made 5 miles,
W.S.W. (true.)

March 24th, Thursday.
6h. 45m. A.M.

4h. 30m. called the cook. 6h. 15m. breakfast; reloaded sledge; packed up and proceeded. Light breeze from the westward (true.) weather fine. Travelling much better than yesterday. 11h. 15m. lunched. 11h. 45m. proceeded. 4h. 40m. pitched tent, having made about 9 miles W.S.W. (true.) 5h. 55m. had pemmican, tea, &c.

P.M.
Third Journey made 9 miles,
W.S.W. (true.)

4h. 30m. called the cook. 6h. 45m. breakfast. 7h. 15m. packed up, and proceeded; wind light from S.W. (true.) Weather fine; came to a heavy piece of pack; obliged to make a road through it, and double and treble bank the sledges to get them along. 11h. 15m. lunched. 11h. 45m. proceeded; road more favourable. 4h. 45m. encamped, having made about 6 miles, W.S.W. (true.) 6h. 30m. had pemmican, &c.

Strong breeze from the southward (true); weather foggy, with much snow drift. 5h. 30m. called the cook. 7h. breakfast. 8h. packed up, and proceeded. Passed through a quarter of a mile of heavy ice. 11h. 30m. stopped a short time to lunch. 11h. 45m. proceeded.

Observed the land through the fog about three quarters of a mile distant, on nearing which a heavy ridge of hummocks, about 60 feet high, being nearly perpendicular to seaward, but sloping on the land side, with large blocks of blue ice on the top, lined the coast for some distance.

12h. 30m. landed, having made about 5 miles W.S.W. (true.) Deposited the boat and depôt, and erected a flag and staff on a convenient spot on the first low land, about one mile east (true) from Cape Lady Franklin. 1h. 15m. pitched the tents, leaving a party of men to secure the boat and depôt. Shortly after landing, a marmot was caught. 5h. pemmican, tea, &c.

5h. called the cook; weather foggy; fresh breeze from the southward (true), with snow drift. 7h. had breakfast. 7h. 30m. sent a party to finish securing the depôt. Took a walk over the land; that which we were on was a succession of gentle rises (the highest part about 300 feet high), between which appeared to be planes. Traces of deer were numerous; moss was more plentiful than I had observed elsewhere, and the land itself composed of limestone. Thick weather prevented much of the adjoining land being seen, but as far as it could be traced it appeared to trend to the westward (true). There was also higher land to be seen to the eastward of us. About 20 deer were seen by some of the officers, but none captured.

Another marmot was caught this day.

The depôt having been secured, and the weather still remaining thick, at 10h. 30m. lunched, and at 11h. 15m. started on our return to the ships.

4h. encamped, having made about 7 miles, E.N.E. (true.) 6h. had pemmican, tea, &c.

4h. 30m. called the cook; wind moderate from S.S.E. (true.)

7h. breakfast. 7h. 30m. packed up, and proceeded.

8h. 30m. passed an old encampment; fog lifting.

11. lunched. 11h. 30m. proceeded; wind light from N.E. (true.)

4h. encamped, having made about 14 miles E.N.E. (true.)

6h. pemmican, tea, &c.

4h. 30m. called the cook. 7h. breakfast. Bearings from the tent: Spit Departure Point S. 45° W.; "Pioneer" Knob, S.; south extreme of Spit Island, N. 85° W.; variation 164° W. 7h. 30m. packed up and proceeded; weather very fine; light air from N.E. (true.) Land thrown up much by refraction. Observed frost-smoke close to the land. Passing over hummocky ice, between which in places there were holes covered only with snow, rendering it necessary to feel your way before passing over them. 10h. 30m. landed on Spit Island; lunched. 11h. 30m. pitched tents; proceeded with a party to erect a cairn on the south extreme of Little Spit Island. 1h. 30m. reached the encampment. 2h. packed up and proceeded to the ships. 4h. 45m. got on board all well, having had no casualties during the journey.

(Signed) J. H. ALLARD,
Master, and Officer in Charge of Sledge.

Friday 25th, A.M.

Fourth Journey made 6 miles, W.S.W. (true.)

P.M.

S.E.; fresh.

Saturday 26th, A.M.

Noon.

P.M.

Fifth Journey made 5 miles, W.S.W. (true.)

Total number of miles out, 31½.

Sunday 27th, A.M.

First Return Journey, 7 miles, E.N.E. (true.)

P.M.

Monday 28th, A.M.

Second Return Journey, 14 miles, E.N.E. (true.)

P.M.

Tuesday 29th, A.M.

P.M.

Third Return Journey, 4 miles, E.N.E. (true.)
6½ miles, E. by S. (true.)
Total number of miles, 31½.

Enclosure No. 6. of Sir Edward Belcher's Letter.

TRAVELLING JOURNAL of Her Majesty's Sledge "Perseverance."

Tuesday, March 22d, 1853.—7h. 30m. started from the ship under sail. Wind squally from the S. and E. Carried away the mast and one pike in a squall; sent a man back to the ship for another pike; rigged another

Mr. Pym's Journal,
1853.

Mr. Pym's Journal,
1853.

mast, and made sail again. About 2 miles from the ship, Her Majesty's Sledge "Enterprize" capsized, and carried away one of her runners. Mr. Allard returned to the ship for another sledge, taking the broken one with him, leaving his tent and gear on the floe. Halted to lunch. George Youngson, gunroom cook, felt very faint, and was unable to drag during the afternoon. 1h. 30m. pitched for the night on Spit Island, about 7 miles from the ship. Strong breeze from the S.E., with drift. About 3h. p.m. saw Mr. Allard and party coming. 5h. 30m. Mr. Allard arrived with his sledge, and pitched; had supper, and turned in.

Wednesday, 23d.—Cook turned out. Breakfasted, and packed up. Started. Travelling over very rough floe and amongst hummocks, a party of hands ahead making a road for the sledges. Halted to lunch.

At 2h. p.m. saw two walrus; fired at and wounded them several times, but they both escaped. Floe still very rough, and in some places rotten.

Pitched for the night, having made about 5 miles. Had supper, and turned in.

Thursday, 24th.—Cook turned out. Breakfasted, and packed up. Started. Floe fair; light airs, and foggy weather. Halted to lunch. Weather cleared up; light wind from S.E. Pitched for the night, having made about 7 miles during the day. Had supper, and turned in.

Friday, 25th.—Cook turned out. Breakfasted, and packed up. Started. Fine clear morning; wind light from the southward and eastward. Travelling over very heavy floe, men ahead making a road through the hummocks; obliged to send three sledges ahead at a time, the floe being so heavy that the crews could not haul their own sledges along. About 10h. a.m. capsized the sledge, and carried away a pike; unpacked, and righted her. Packed again, and went on. Halted to lunch. The floe improved during the afternoon. Pitched for the night, having made about 9 miles during the day.

Saturday, 26th.—Cook turned out. Breakfasted, and packed up. Started. Strong wind from the S.E., with drift; floe fair. Halted to lunch. About noon saw the land about Cape Lady Franklin ahead. 1h. 30m. landed on Cape Lady Franklin; unpacked the sledges, and deposited the depot. Pitched for the night; still blowing hard. Had supper, and turned in.

Sunday, 27th.—Cook turned out. Breakfasted. Wind very strong and squally from S.E. with drift. Men employed covering the depot.

Observed large quantities of moss on the hills, and traces of deer; one of the men picked up a deer's horn. Had lunch, and started to return to the ship. For some distance along the coast there was a line of ice thrown up, in some places about 70 or 80 feet high. About 3h. passed one of our old encampments. Pitched for the night, having made about 7 miles during the afternoon.

Monday, 28th.—Cook turned out. Breakfasted, and packed up. Started. Wind light from the S.E., weather thick. Floe fair, but in some places it was rotten, and had to be filled in before the sledges could pass over it. Halted to lunch. Floe fair during the afternoon. About 4h. p.m. pitched for the night, having made about 14 miles during the day. Had supper, and turned in.

Tuesday, 29th.—Cook turned out. Breakfasted, and packed up. Started. Fine clear morning; calm. Floe rough, and parts very rotten; kept a party of men ahead to fill up the bad places. Landed on Spit Island, and had lunch. After lunch a party of hands went on the top of the island with Commander Richards to build cairns. Pitched the tents at the old encampment, and spread the bags and buffalo robes out to dry.

2h. p.m. packed up and started for the ships; 5h. arrived on board.

(Signed) F. W. Pym.

During the time we were travelling the spirit lamp was constantly used, and answered very well, making breakfast, two kettles of water, and pemmican at night; and we managed to make the tea with the fat that was left from the men's allowance of bacon.

The men complained of not having enough to eat, and seemed to dislike the preserved meats as a mixture with their pemmican. The bacon, with a few exceptions, was so fat that they could not eat it, and therefore it was used as fuel.

F. W. P.

Mr. Pym's Journal,
1853.

Enclosure No. 7. of Sir Edward Belcher's Letter.

JOURNAL of the PROCEEDINGS of Her Majesty's Sledge "Sir Francis Baring."

Mr. Ricards's Journal

Left the ships this morning at 7h. 45m. A.M., in company with the other sledges of the western division, under the command of Commander Richards. The wind being favourable set the sail, which was most useful in assisting the men. 9h. A.M. sledge "Enterprize" parted company, upset and broken one of the runners. 2h. P.M. pitched tents on Spitzbergen; distance made good, six miles. 5h. P.M. sledge "Enterprize" joined company.

March 22d, Tuesday.

In cooking this evening with the spirit of wine lamp found it very defective, consuming considerably more than the allowance of spirit, and taking a long time to prepare the pemmican. Weather thick and foggy, with strong wind from the S.E.

Made application to Commander Richards for stearine to cook with, which was allowed us. Breakfasted, and started at 7h. A.M. Temperature + 11°. Weather calm and foggy. Employed all the morning in working our way through a frozen pack, which made our progress both tedious and difficult. Water seen through several holes and cracks. 11h. A.M. halted for lunch. 1h. P.M. saw two walrus. Mr. May, Mr. Pym, and myself went in pursuit; fired, and wounded them, but did not succeed in capturing them. They had been lying near a large hole in the ice, which, from the marks about it, had been most likely kept open by them all the winter.

March 23d, Wednesday.

Working all day through frozen pack. 4h. P.M. pitched. Distance made good, five miles.

Breakfasted, and started at 6h. 50m. A.M.; temperature + 10°; weather foggy, with a light wind from the S.E. After an hour's march through the pack, reached a good level floe. Fine clear day after 11h. A.M. 11h. 15m. lunched. 4h. 30m. pitched. Distance made good ten miles. Breakfasted, and started at 7h. 5m. A.M.; temperature - 7°; clear fine morning, with light winds from S.E. Came on more frozen pack, which rendered it necessary to double-man the sledges, and advance them singly, whilst a party went in advance with pickaxes and shovels to break down a road through the hummocks. 12h. lunched, and shortly afterwards found a smooth floe; wind increasing from S.E. 4h. 30m. pitched. Distance made good, six miles.

March 24th, Thursday.

Breakfasted, and started at 8h. A.M.; weather overcast and foggy, with a strong wind from the S.E., causing considerable drift; temperature - 8°. 11h. A.M. lunched. 1h. 30m. P.M. arrived on the south shore; deposited depôt, and pitched at 2h. 25m. The land is surrounded by a remarkable ridge of hummocks, which rises vertically to seaward to a height of between 60 and 70 feet. Wind freshening from S.E. with drift. Distance made good, four miles.

March 25th, Friday.

Blowing hard all night. Wind this morning strong, with occasional heavy squalls. Temperature 0. Weather thick and foggy. Men employed all the morning in securing depôt.

March 26th, Saturday.

Walked over some of the high lands, and saw several deer feeding on the moss, which is here very abundant. 11h. A.M. lunched. 11h. 20m. A.M. left for the ships, returning by the same route. 4h. P.M. pitched. Distance made good, six miles.

March 27th, Sunday.

Breakfasted, and started at 7h. 30m. Morning cloudy, with light wind from the S.E. Temperature - 6°. 11h. 15m. A.M. lunched. Afternoon calm and fine. Marching quickly over good floe. 4h. P.M. pitched. Distance made good, 15 miles.

March 28th, Monday.

Breakfasted, and started at 7h. 30m. Calm fine morning. Temperature 0. Observed frost-smoke rising from a large surface of water near Spit Island. Passed in our march several cracks and holes of water. 10h. 30m. arrived on Spit Island. Lunched on arriving on the land, after which

March 29th, Tuesday.

Mr. Richards's Journal.
1853.

parties left with Commander Richards, Lieutenant Osborn, and Mr. Allard, to build cairns.

Pitched tents during the absence of the parties. 2h. p.m. struck tents, and at 4h. 45m. reached the ships. Distance made good, 10 miles.

(Signed) JOHN B. RICARDS,
Officer in Charge of Sledge.

MEDICAL REPORT.

George Youngson, officer's cook of H.M.S. "Assistance," belonging to sledge "Success," after the forenoon march of the first day became faint from the unusual exertion, so that I deemed it advisable to recommend to Commander Richards his being excused dragging for the remainder of the day. He afterwards was able to perform his work.

John Hales, stoker of Her Majesty's steamer "Pioneer," belonging to sledge "Success," is at present on the list with rheumatism of the ankle and knee joints.

With the above exceptions, I am happy to state that the duty was performed without any of the men suffering from either accident or illness.

(Signed) JOHN B. RICARDS,
Assistant Surgeon.

Enclosure No. 8. of Sir Edward Belcher's Letter.

Mr. Allard's Journal.
1853.

JOURNAL of the PROCEEDINGS of H. M. Sledge "Enterprize," between 12th and 19th April, 1853.

Tuesday, 12th.

7h. A.M. —
Noon — 7°. Calm, 0. m.
Sh. P.M. — 7°. Calm, 0. m.

Wednesday, 13th.

7h. A.M. zero. Calm, 0. m.
Noon — 10°. Calm, 0. m.
Sh. P.M. — 6°. Calm, 0. m.

Thursday, 14th.

Sh. A.M. — 17°. S.S.E. 1. 0. m.
Noon — 17°. South, 1. 0. m.
Sh. P.M. — 8°. S.W. 6. 0. m.
Much snow drift.

Friday, 15th.

Sh. A.M. — 7°. West, 6. 0. m.
Much snow drift.
Noon — 4°. West, 4. 0. m.
Sh. P.M. — 8°. West, 1. 0. m.

Saturday, 16th.

Sh. A.M. — 11°. North, 2. 0. m.
Noon — 14°. N.W. 5. 0. m.
Sh. P.M. — 23°. West, 6. 0. m.

Sunday, 17th.

Sh. A.M. — 6°. West, 6. 0. m.
Much snow drift.
Noon — 11°. West, 4. 0. m.
Sh. P.M. — 4°. Calm, 0. h. m.

Monday, 18th.

7h. A.M. — 12°. West, 3. 0. m.
Noon — 7°. N.W. 1. 0. m.

Sh. P.M. — 8°. North, 3. 0. m.

Sh. A.M. left the ship, and proceeded to the westward. Noon lunched, and at 12h. 30m. proceeded. 5h. encamped on Village Point, between which and Pioneer Island there was about half a mile of open water. The floe this day was generally good, but the travelling was rendered somewhat heavy by the recent snow. Distance travelled, about 8 miles.

7h. 30m. A.M. packed up, and proceeded to the northward. At 10h. observed a bear approaching sledge; succeeded in capturing it, after its having killed a dog. Stopped, and skinned both. Noon lunched. 12h. 30m. proceeded.

5h. 30m. P.M. encamped near the old depôt, having made about 8 miles. Floe much the same as yesterday.

7h. 30m. A.M. packed up and proceeded to the N.N.E., passing amongst pack ice, which got better towards noon, when we lunched, and proceeded at 12h. 30m., the floe still improving, and about 1h. p.m. we were on a smooth floe with a fair and freshening breeze; made sail, and encamped at 5h. 30m. near the Star Bluff, having made about 12 miles.

7h. 30m. packed up, and proceeded towards Wall Point; passed it about 1h. 15m. A.M., and proceeded in an E.S.E. direction (true) towards a point about seven miles distant. Noon lunched. 12h. 30m. proceeded. During the afternoon a bear was seen approaching the sledge. However, he became alarmed, and made off. 6h. 30m. encamped on the point, having had a fair wind and good floe. Distance made, about 12 miles.

7h. 30m. commenced burying and securing the depôt on the most prominent part of the point, over which a cairn was built and a flag and staff erected. This finished, we lunched, and started on our return to the ships at 12h. 30m. 4h. p.m. encamped at Wall Point, having made seven miles against a strong breeze with a heavy snow drift, people being constantly frostbitten about the face.

7h. A.M. breakfasted. 9h. 30m. weather more moderate; packed up and proceeded. Noon, abreast of Star Bluff; lunched. 12h. 30m. proceeded; less wind and drift. 5h. 30m. encamped, having travelled about nine miles. Recent traces of bears were seen in our outward sledge track.

7h. 30m. packed up, and proceeded; arrived abreast of the old depôt at 11h.; rebuilt the cairn; had lunch, and proceeded at 12h. 30m. 3h. p.m. picked up the bear and dog skins which we left on the outward journey, and encamped at Village Point at 5h. p.m., having made about 15 miles.

The water which we had seen on our outward journey was now completely frozen over.

7h. 30m. proceeded up the hill at Village Point; rebuilt the cairn, and returned to the sledges. Started for the ships about 9h. 45m. Lunched at noon, and arrived at the ships at 2h. p.m. Distance made, 8 miles. Sledge crew all well, with the exception of one man, who complained of rheumatism in his left leg from the day after we left the ship, but was always able to do his work.

Tuesday, 19th.
Sh. A.M. - 13° Calm, b.
Noon, - 10° N.W. 2. to 4. b. g.

(Signed) J. H. ALLARD,
Master, and Officer in Charge of Sledge.

An ACCOUNT of the WEIGHTS of the Sledge.		lbs.
Standing weights	- - - - -	709
Weight of depôt	- - - - -	700
Provisions, &c., for 8 men for 10 days	- - - - -	200
Total weight	- - - - -	1,609
Weight per man	- - - - -	229 $\frac{3}{4}$
Number of hours travelling	- 59.	
Number of miles made	- 79.	

Enclosure No. 9. of Sir Edward Belcher's Letter.

Mr. JOHN F. LONEY, Master, to Sir EDWARD BELCHER, Knight, C.B.

Mr. Loney's Journal,
1853.

Her Majesty's Ship "Assistance," Northumberland Sound.
20th April, 1853.

Sir,

I have the honour to forward a report of my proceedings in execution of your orders to me dated the 11th ultimo, and trust that the result will be satisfactory. The arrangement of the depôt was so complete in stowage that no time was lost in securing it, and I feel great pleasure in reporting to you the good conduct and wish of every person employed on this service to carry out your orders.

I am, &c.

(Signed) JOHN F. LONEY, Master.

JOURNAL of the PROCEEDINGS of the Sledge "Reward" between the
12th and 19th of April, 1853.

Tuesday, April 12th.—Left the ship at 8h. p.m., and proceeded to the westward. Stopped for lunch at noon, and proceeded at 12h. 30m. Arrived at Village Point at 5h. p.m. Pitched for the night. Observed about half a mile of open water between this point and Pioneer Island. Distance travelled, 8 miles.

Noon, - 7° - Calm. o. m.
Sh. p.m. - 7° - " o. m.

Wednesday, April 13th.—Proceeded at 7h. 30m. A.M. to the northward. At 10h. observed a bear approaching the sledge, which was eventually captured, after its having killed one dog. Stopped to skin the bear and dog. Lunch, and proceeded at 12h. 30m. At 5h. 30m. pitched for the night near the old depôt point. Distance travelled, 8 miles.

7h. A.M. - - - Calm. o. m.
Noon, - 10° - " o. m.
Sh. p.m. - 6° - " o. m.

Thursday, April 14th.—Proceeded at 7h. 30m. about N.N.E. over a rough floe, which continued until noon. Stopped for lunch, and proceeded at 12h. 30m. with a smooth floe and fair wind until 5h. 30m., and then pitched for the night about one mile to the northward of the Star Bluff. Distance travelled, 12 miles.

Sh. A.M. - 17° S.S.E. 1. o. m.
Noon, + 4° - " S. 4.
Sh. p.m. - 8° S.W. 6. o. m. d.

Friday, April 15th.—Proceeded at 7h. 30m. with a fair wind towards the Wall Cliff. Rounded it at 11h. A.M., and proceeded about E.S.E. towards a low point about 7 or 8 miles distant. Stopped at noon for lunch, and proceeded at 12h. 30m. At 3h. observed a bear approaching, which took alarm at seeing the sledge, and went away in another direction. At 6h. 30m. pitched for the night on a low gravel point. Distance travelled, 12 miles.

Sh. A.M. - 7° West 6. o. m.
Noon, - 4° - " 4. o. m.
Sh. p.m. - 8° - Calm. o. m.

Saturday, April 16th.—At 7h. 30m. commenced securing the depôt of provisions on the highest part of the point. Completed it at 11h. A.M., and erected a cairn and staff over it; lunched, and proceeded at 12h. 30m. on our return to the ship. In consequence of the strong wind and low temperature

Sh. A.M. - 11° - North 2. o. m.
Noon, - 14° - N.W. 5. o. m.
Sh. p.m. - 24° - W. 6. o. m.

Mr. Loney's Journal.
1853.

Sh. A.M. - 6° West. 6. o. m. d.
Noon. - 11° - West. 4. m. d.
Sh. P.M. - 4° - Calm, b. m.

7h. A.M. + 12° - West. 3. o. m.
Noon. - 7° - N.W. 1. b. m.
Sh. P.M. - 5° - - N. 3. b. m.

Sh. A.M. - 13° - Calm, b. c.
Noon. - 10° - N.W. 4. b. c.

the people suffered very much from repeated frostbites. Reached the Wall Cliff at 4h. P.M., and pitched for the night. Distance travelled, 7 miles.

Sunday, April 17th.—All hands complained, more or less, of their eyes; one man so bad as to require to be led the whole day. Proceeded at 9h. 30m. Stopped at noon for lunch, and proceeded at 12h. 30m., with fine weather. At 5h. 30m. stopped, and pitched for the night about half way between Star Bluff and the Old Depot Point. Distance travelled, 9 miles.

Monday, April 18th.—At 7h. 30m. A.M. proceeded towards the Old Depot Point, and arrived there at 11h. Improved the cairn; lunched, and proceeded at 12h. 30m. Picked up the bear and dog skin at 3h. P.M., and arrived at Village Point at 5h. Pitched for the night. Distance travelled, 14 miles.

Tuesday, April 19th.—At 7h. 30m. proceeded up the hill at Village Point; improved the cairn, and returned. Proceeded at 10h. towards the ship. Stopped at noon for lunch, and at 2h. P.M. arrived on board. With the exception of two bears, no animals of any sort were seen. The floe was generally good. No indications of the missing expedition were observed during our journey. Distance travelled, 8 miles.

(Signed) JOHN F. LONEY, Master.

20th April, 1853.

The most distant land seen had the appearance of an island of moderate height (600 or 700 feet), about 8 miles distant in an E.S.E. direction (true) from the depot; but this may be connected with the main land.

J. F. L

AN ACCOUNT OF WEIGHTS, &c., of the Sledge "Reward," between the 11th and 19th April 1853.

Standing weights	-	-	-	-	-	-	-	-	-	lbs.
Weight of depot	-	-	-	-	-	-	-	-	-	600
Provision and fuel, 10 daily rations for 7 men (of which consumed 155lbs.)	-	-	-	-	-	-	-	-	-	195
										1,366
Total weight	-	-	-	-	-	-	-	-	-	1,366
										228
Weight per man	-	-	-	-	-	-	-	-	-	228

Starting date, April 12th.

Return date, April 19th.

Number of hours travelling, 59.

Number of miles completed, 78.

(Signed) JOHN F. LONEY,
Master in Charge of the Sledge "Reward."

Enclosure No. 10. of Sir Edward Belcher's Letter.

Mr. ALLARD, Master, to Sir EDWARD BELCHER, Knight, C.B.

H. M. Steam Tender "Pioneer." Northumberland Sound,
April 21st, 1853.

Sir,

In accordance to your wishes, I have the honour to lay before you a brief outline of the proceedings of Her Majesty's Sledge "Enterprize" under my command, between the 4th and 9th of April 1853.

I have, &c.

(Signed) J. H. ALLARD, Master.

Mr. Allard's Journal,
1853.

JOURNAL of the PROCEEDINGS of Her Majesty's Sledge "ENTERPRIZE,"
between the 4th and 9th of April, 1853.

April 4th, Monday.

P.M.

9h. 30m. A.M. left the ship, and proceeded to the south-eastward, passing "Assistance" Island; weather foggy; wind light from S.E. Noon, lunched. 12h. 30m. proceeded. 1h. 20m. P.M. rounded point of peninsula into a deep bay. 3h. 10m. passed point (b) mentioned in my orders. 4h. arrived

at next point beyond it; pitched tent; had pemmican, &c. The ice in the bay in which we were this day travelling was a series of knolls, very smooth and slippery. Distance travelled, about 8 miles

7h. 30m. ascended the hill, for the purpose of ascertaining the state of the ice to the E. and S.E., and to erect a cairn on the most commanding part of the hill. The weather being thick would not admit of my having a view in the required direction, and after the cairn was built I returned to the tent. At 12h. 30m. lunched, and at 1h. p.m. packed up to return to the ship.

Tuesday 5th, A.M.
8h. A.M. Calm, o. o. f.
Noon. Calm, o. o. m.
6h. P.M. Calm, o. b.

Distance travelled, about 4 mile

5h. 30m. encamped on point of peninsula.

7h. 30m. packed up, and proceeded.

Noon, arrived on board.

3h. 30m. P.M. left the ship, and proceeded to the eastward, up a deep bay. 6h. 15m. encamped about 5 miles from ship, on a point in the bay.

Wednesday 6th, A.M.

Calm, o. b.
6h. P.M. Calm, o. b.

7h. breakfasted. 7h. 30m. proceeded towards a point about 1½ miles from tent, leaving the tent behind; about a quarter of an hour after leaving we were overtaken by a sudden gale, which obliged us to return to the tent, where we remained until noon; the gale moderated. 12h. 30m. packed up and proceeded.

Thursday, 7th, A.M.
6h. A.M. North, 1. to 3. b. m. q.
8 h. A.M. N.N.E. 8. b. m.
Heavy snow drift
Noon, N.N.E. 1. to 4. b. q.

1h. 30m. arrived at the foot of a steep precipice; ascended it, and erected a cairn; had a good view with a telescope; the ice to the S. and S.E. appeared very uneven, at the same time I noticed a great deal of mirage. 7h. encamped for the night at the foot of precipice.

7h. P.M. N.N.E. 1. to 3. b. q.

7h. 30m. packed up and proceeded to a point about 1 mile north of us; left the sledge on the point, and ascended to the highest part of the land, taking our luncheon with us. Noon, lunched. 6h. P.M. returned to sledge, and encamped, having erected a cairn with flag and staff on the most prominent part.

Friday, 8th.
7h. A.M. North to N.W. 1. to 3. b. q.
Noon, " " " "
6h. P.M. North 2. b. "

7h. 30m. A.M. packed up, and arrived on board the ship at 11h. 30m., having made about 5 miles.

Saturday, 9th.
8h. A.M. North to N.W. 1. to 4. b. c. q.

(Signed) J. H. ALLARD, Master,
and Officer in Charge of the Sledge.

Enclosure No. 11. of Sir Edward Belcher's Letter.

Mr. GROVE, Mate, to Sir EDWARD BELCHER, Knight, C.B.

Sir,

H. M. Ship "Assistance," Northumberland Sound,
April 22d, 1853.

I beg to enclose you a journal of the proceedings of Her Majesty's Sledge "Enterprize," between the 10th and 20th of April, and trust it will meet with your approbation. It gives me much pleasure to inform you of the good conduct of the men under my command; they all did their duty, and did it cheerfully.

I have, &c.

(Signed) JAS. BLAIR GROVE, Mate.

JOURNAL of the PROCEEDINGS of H. M. Sledge "Enterprize," from the 10th of April to the 20th.

Mr. Blair Grove's
Journal, 1853.

4. P.M. left the ship in company with the sledges "Sir Edward," "John Barrow," "Reliance," "Lady Franklin," and "Success," under the orders of Commander Richards. 9h. encamped off the N.W. end of Spit Island. 9h. 40. had tea.

Sunday, 10th.
Distance travelled, 6 miles.

5. A.M. called the cook. 6h. breakfasted. Wind N.N.E. 3. c. o. 7h. 10m. started in company with Commander Richards, and proceeded towards Cape Lady Franklin. Floe very heavy. Halted at quarter to 12; had lunch. 12h. 15m. proceeded, following the same road that the parties had previously made in taking the depôt out. 4h. 30m. pitched. 6h. had pemmican and tea.

Monday, 11th.
Temp. at 6h. A.M. zero.
Distance travelled, 6 miles.
Temp. at 5h. P.M. - 1°.

5h. called the cook. 6h. 20m. had breakfast; packed the sledge. Wind N.W. 3. c. o. m. s.; a thick unpleasant morning, accompanied with

Tuesday, 12th.
Temp. at 6h. A.M. - 7°.

Distance travelled, 7 miles.

snow. 7h. proceeded under sail, steering for the Queen's Causeway, course by compass N.E. by E. 11h. 35m. stopped to lunch. 12h. 15m. proceeded under sail, snow still falling.

3h. 10m. weather cleared a little; observed east end of Spit Island bearing N.E.; wind north, 2. c. o. 4h. 10m. stopped and pitched.

Temp. at 5h. P.M. - 5°.

6h. had pemmican and tea.

Wednesday, 13th.

Temp. at 6h. A.M. - 11°.

5h. called the cook. 6h. 10m. breakfasted. Calm, o. c. o. m. 6h. 30m. packed the sledge and proceeded, steering for the Queen's Causeway; Captain Richards having previously marked the way through the hummocks with pikes, bamboos, &c. &c. Road excessively rough. Divided the crews so as to double-bank the sledges. The "Sir Edward," "John Barrow," and "Reliance" proceeded.

Distance travelled, 8 miles.

9h. 20m. crews returned. "Lady Franklin," "Success," and "Enterprize" went on. Found that the "Reliance" had broken down in going over a steep hummock. 10h. 40m. unloaded, stowed sledge afresh, and took "Reliance's" boat on. 11h. 10m. had lunch. 11m. 20m. "Reliance" came up, having been repaired by the carpenters. Received two hands from her to assist in dragging the boat. 11h. 30m. proceeded. Floe smoother, but still very rough. 3h. observed the sun bearing S. 47° W. 4h. 30m. encamped. 6h. had pemmican and tea. Thomas Barber, sailmaker, complained of a sore throat, and not feeling very well, gave him some flannel for his throat, and administered two rhubarb pills.

Temp. at 6h. P.M.

× 26° outside.

× 15° in tent.

Thursday, 14th.

Temp. at 6h. A.M. - 11°

Distance travelled, 7 miles.

Temp. at 6h. P.M.

- 7° outside.

- 2° in tent.

5h. called the cook. 6h. breakfasted. Thomas Barber felt much better this morning. 6h. 45m. struck the tent, packed and proceeded; steering for the extreme of mainland. Thick hazy morning, wind north, 3. c. o. m. A considerable quantity of snow drift. 11h. 30m. stopped for lunch. 12h. proceeded. 4h. 15m. pitched one mile from the land. 5h. 10m. had pemmican and tea.

Friday, 15th.

Temp. at 6h. A.M.

- 25° outside.

- 15° in tent.

Distance travelled, 9 miles.

4h. 30m. called the cook. 5h. 30m. had breakfast; struck the tents, packed the sledge. 6h. 30m. started; wind N.W. 4. b. c., cold morning, wind very cutting. 11h. 40m. stopped for lunch. 12h. wind shifted to S.W. 12h. 10m. proceeded under sail.

5h. stopped and pitched. 7h. 40m. had pemmican and tea.

Saturday, 16th.

Temp. at 7h. A.M.

- 25° outside.

- 14° in tent.

Distance travelled, 2½ miles.

4h. 30m. called the cook. 7h. breakfasted; wind shifted during the middle watch to W. by N. 4. c. o. m. Good deal of snow drift flying about. 7h. 30m. packed and started, steering for outer Deception Point; very thick unpleasant weather; several of the men were frostbitten in the face, but applying a warm hand to the spot soon restored circulation, and no ill effects were experienced.

11h. 20m. pitched. 12h. had lunch. 1h. served out the depôts to the several sledges.

Temp. at noon - 24°.

4h. 30m. had pemmican and tea.

7h. received a despatch for Captain Sir Edward Belcher, C.R., and my orders from Commander Richards to return to the ship with all despatch. Wind W. by N. 5. to 6. c. o. m.

Sunday, 17th.

Temp. at 6h. 30m. A.M. - 19°.

5h. called the cook. 6h. 30m. breakfasted. Wind W. by N. 4. b. c. Turned the boat over to "Reliance"; packed the sledge. 7h. 30m. Captain Richards and party started, steering about W.N.W.; parted from them with three hearty cheers, which they returned; they were all in good health and high spirits.

7h. 40m. made sail and started, steering E. by S. 9h. 40m. passed Friday's encampment. 12h. lunched. 4h. encamped on the land about three miles to the northward of Cape Lady Franklin. Wind W. by N. 6. to 7. c. o. m. with heavy snow drift. 5h. 10m. had pemmican and tea. Saw numerous tracks of deer.

Distance travelled, 12 miles.

Temp. at 6h. P.M. - 5°.

Monday, 18th.

Temp. at 7h. A.M.

- 12° outside.

+ 2° in tent.

5h. 30m. called the cook. 6h. 30m. breakfasted. 7h. 30m. packed the sledge and proceeded under sail; wind W. by N. 4. c. o. m.; steering E. by N. for the Queen's Causeway. 12h. lunched. 12h. 30m. proceeded; weather cleared up a little; wind still the same.

Distance travelled, 14 miles.

Temp. at 5h. P.M.

- 13° outside.

zero in tent.

3h. 20m. saw the flag at the entrance of Queen's Causeway. 4h. passed the flag. 4h. 30m. pitched; wind W. by N., 3. b. c.; observed a very fine parasilina round the sun. 5h. 30m. had tea and pemmican.

Tuesday, 19th.

5h. 40m. called the cook. 6h. 40m. had breakfast; struck the tent and packed the sledge. 7h. 30m. started. 11h. 30m. lunched. 12h. proceeded.

4h. 30m. reached the N.W. end of Spit Island. 4h. 40m. encamped. During this afternoon, while about half a mile a head of my sledge, I stopped under a glacier on the west side of Spit Island, and was somewhat astonished to find an echo, not to the voice, but to any noise or sound on the ice, which was reverberated with great distinctness. Myself and most of the men felt a prickling and burning in the eyes, which I believe is precursory to snow blindness. John Green, R.M., was so bad that I thought it necessary to drop some vinum opii in his eyes, which gave him relief. 5h. 10m. had pemmican and tea.

Mr. Blair Grove's Journal, 1853.

Distance travelled, 13 miles.

6h. called the cook. 6h. 50m. had breakfast. 7h. 20m. packed the sledge and proceeded, steering for the ship. 1h. sighted the ships. 1h. 15m. arrived on board.

Wednesday, 20th.

Distance travelled, 6 miles.

I regret to say, in consequence of the thick weather we experienced on our passage out, and the distance we travelled from the land, it was impossible for me to form any accurate opinion on the nature of the coast. I particularly noticed, and perhaps it is worthy of remark, that nearly all the large cracks on the ice in mid-channel ran nearly north and south.

The pressure of ice against the south shore must be immense, as large blocks of massive ice were forced up on end to the height of 20 or 30 feet; this was not confined to the points of land, but seemed to be universal along the whole shore.

(Signed) JAS. BLAIR GROVE, Mate,
late in Command of H.M. Sledge "Enterprize."

Enclosure No. 12. of Sir Edward Belcher's Letter.

COPY of ORDERS to Lieutenant CHEYNE, Sledge "Victory."

Orders to Lt. Cheyne.

By Sir Edward Belcher, Knight, C.B., Captain of Her Majesty's Ship "Assistance," and commanding the Arctic Squadron.

You are hereby directed to complete provisions for ten days, and taking command of Her Majesty's sledge "The Victory," proceed as by annexed route to Cape Becher, and there deposit at the hill cairn the despatches with which you are charged (unless under last P.S.)

Two days addt. of some articles.

Examine carefully for any communication left by Commander Pullen's division; complete the cairn to one of conspicuous dimensions; hoist the flag and lash (*aloft, if possible*) the cask containing the letters, burying 10 feet due north from it, where the last should be found, a *second notice* of your visit.

Also the caution relative to depôts in pairs.

You will then carefully examine the depôt placed beneath the hill in August last, of which you will receive full information from Mr. Loney, and judge from outward appearance (*not to open any cases*) whether it had been disturbed by bears.

Your motions must be *rapid*, and therefore I will not encumber you with any instructions as to any special search or examination of coast, at this snow-clad season; but you will observe with a vigilant eye, and note very carefully on your forward and correct on backward movements every bird's eye view of the land indentations, &c., as may be useful either to ships or boats for refuge in navigating that side of the channel.

At every station at which you may have occasion to halt leave some mark and cairn paper, but not for any short stoppage. I allude to camping only.

As other very important duty awaits the return of this sledge, I must exhort you to use your utmost endeavours to complete this service in the *shortest possible period*, deviating neither right nor left for any purpose whatever.

You will of course closely examine with telescope every possible spot where boats or persons may have left marks, but not to be led astray after them, unless they are so evident as to compel your coming to the conclusion that they are those either of the "North Star" or of the missing expedition.

Instead of selecting the snug hollow of some sheltered bay for your bivouack, I should wish you to make an effort to gain, or stop short at a

Orders to Lt. Cheyne.

projection, which by your cairn may serve as a guide from stage to stage, to indicate the proper course between these positions, and possibly aid our missing friends to find relief.

It is needless for me to exhort you to make good use of your eyes and intellect. The subject of our important mission has been most fully and frequently discussed by the leading officers; and my general memoranda may serve to aid you in remarking upon the various phenomena of tides, winds, pressure, seal holes, &c., which will doubtless present themselves to your notice.

You will keep a careful journal of your proceedings, and deliver the same to me within a reasonable period after your return, duly signed.

I now, therefore, commit this duty to your direction, wishing you every success and health and vigour to return you safely.

Given under my hand, on board Her Majesty's Ship "Assistance,"
Northumberland Sound, this 21st day of April, 1853.

(Signed) EDWARD BELCHER, Captain,
Commanding Expedition.

If strong winds, or other imperative causes, should operate to render your ascent to the upper cairn impossible, you will deposit the letters, &c. at the *depôt*, with the caution papers, &c. filled up by yourself, and the track route with which you have been furnished. Nothing that can in any manner impede your return after the deposit of the letters is to be entertained.

(Signed) E. B.

Lt. Cheyne's Journal,
1853.

Lieutenant CHEYNE to Sir EDWARD BELCHER, Knight, C.B.

REPORT of Her Majesty's Sledge "VICTORY."

H.M. Ship, "Assistance," Winter Quarters, Northumberland Sound,
Thursday, April 28th, 1853.

Sir,

Having received your instructions relative to my proceedings on the journey to Cape Beecher, I started with a small runner sledge and 12 days provisions for the party, consisting of six men and myself, as follows:—

Names.	Rank or Rating.	Ship.
Lieutenant Cheyne	Lieutenant	"Assistance."
Mr. Kerr (amateur)	Carpenter	"
James Beuns	Captain of Sledge	"
Isaac Barnett	Captain Maintop	"
Christopher Pond	Carpenter's Crew	"
James Macartney	A.B.	"
Robert Urquhart	R.M.	"

lbs.
Total weight - 750
Weight per man 125

Thursday, April 21st.

At 1h. 45m. P.M. we left the ship for Cape Beecher with the letters from Her Majesty's ships "Assistance" and "Pioneer," in a small chilli cask; made sail with a light breeze from N.N.W.; steering S.S.E. 6. passed Pemmican Point; found the cairn undisturbed. 7h. 30m. pitched for the night midway between Pemmican Point and Point Repose. The floe has been good and smooth.

First Journey 84 miles.
Travelled 5h. 45m.
1300

Friday, 22d.

5h. 30m. A.M. Started; weather very fine, light breeze from N.N.W. 9h. 45m. passed inside Point Repose cairn, flag on cairn undisturbed. 1h. P.M. pitched for lunch off the centre of Hungry Bay. Mr. Kerr, owing to fatigue, has been walking behind the sledge during the forenoon. 2h. P.M. got under weigh, still under sail. 3h. on looking back, saw Mr. Kerr lying on the floe about ten yards astern of sledge; picked him up; found him complaining of sundry pains in different parts of his body, and apparently not able to stand upright without support; so we put his warm boots on, a couple of large grey frocks, and bagged him in two of the

sleeping bags, placed him on sledge, lashed the tent loosely over him, and proceeded on again, passing Long Island and steering for a point inside Mount Barrow, as there appeared to be an opening through. 6h. pitched on the floe, weather coming on foggy. Leaving the party to rest, I took James Macartney with me, and walked on to the point, a distance of about 2½ miles; on arriving there we found there was no passage, the opening that we had seen being a beautiful little harbour, in the centre of which was a large bear and two small cubs; as they were too far from the tent to turn them to any use, we walked towards them until they turned after us, and then made the best of our way back to the tent, making sure they would follow us; however, from their not doing so, and judging from their gambols round a hummock when we first saw them, I concluded they had captured a seal and would not leave it. At 8h. P.M. we got back to the tent and found Mr. Kerr getting on nicely, and much better since his rest and penmican. The floe had been pretty good during the forenoon, but since lunch it has been rough and hummocky. Wind still N.N.W.; weather foggy.

Lt. Cheyne's Journal.
1853.

Second Journey, 15 miles.
Travelled 9h.

Saturday, 23d.

7h. 30. A.M. got under weigh; breeze fair; weather still foggy; rounding the point of Mount Barrow, the ice is very hummocky off this point. 0h. 30m. P.M. pitched for lunch at a point where two large hillocks of gravel are thrown up by the ice; from this point, Cape Becher and Baillie Hamilton Island are in sight. The pressure of ice here is immense; as far as the eye can reach from an elevation of 60 feet, it would be impossible for a man either to wend his way through it, or to climb over it, let alone being able to take a sledge through; a ship or boat would stand no chance if involved in a pack like this. Close by the hillocks we made a cairn of gravel, and deposited a notice of our visit in the centre. From this point I saw by the aid of my glass the cairn on the summit of Cape Becher. At 1h. 30m., P.M., we started again, and continued on until 6 o'clock, when the people being quite fagged out, we pitched among the lighter hummocks in the entrance to Sir Robert Inglis Bay. The heavy pack extends a long way up this bay, and we have to round it. This must be where Captain Penny saw open water on his visit to Cape Becher, and I have no doubt from its appearance, that it will shortly break up with the tides as soon as the temperature allows the water to work up through the numerous small cracks and crevices.

Third Journey, 15 miles.
Travelled 9h. 30m.

Mr. Kerr has been walking on all day, not being able to drag. We have been under sail with a fair wind, weather clear again during the afternoon. The travelling is very bad indeed, the sledge going over nothing but hummocks and small cracks the whole afternoon, and almost the whole day. A bear and two cubs have passed along here, supposed to be the same ones that we saw.

Sunday, 24th.

7h. 55m. A.M. sledge under weigh; had a very long round to make up Sir Robert Inglis Bay, keeping Cape Becher about seven points on the beam almost all forenoon; ice very rough indeed when we are travelling. I have lost the use of my left eye from snow blindness in picking a road for the sledge among the hummocks; kept a handkerchief full of snow over it all day; my right eye, which had been bad yesterday, I can fortunately use again. 1h. P.M. pitched for lunch. Mr. Kerr in the belt again to-day. 2h. started. 3h. 15m. arrived under a high perpendicular cliff, about 5 miles N.E. of Cape Becher; I pitched the tent here, and wrote a letter in pencil to the officer commanding sledge party from "North Star," containing a description of the coast between Cape Becher and Northumberland Sound; I put this along with the other documents in a cylinder, and then walked on for the cape with four men, leaving the tent at 4h. 10m. 6h. arrived at a long sloping point running off under Cape Becher; found a cairn surmounted by a blue flag, with a cylinder lashed to a bamboo staff; opened the cylinder, and found a letter

Lt. Cheyne's Journal,
1853.

from Commander Pullen to the officer commanding sledge party from "Assistance" or "Pioneer," which informed me that letters, despatches, and newspapers (brought out from England by Captain Inglefield, R.N.) were buried underneath. We then dug out the cairn (which was a large heap of gravel), found a small chilli cask only; continued digging until we struck the frozen bottom; we then substituted the cask of letters from our own ships, and filled in again; lashed our cylinder on the bamboo, but higher up, and placed a yellow flag under Captain Pullen's blue one. We then went up to the hill cairn; found documents left by Mr. Penny and Stewart in a lucifer match box, but nothing else; close to the cairn lay a broken duck's egg, empty, but very recently laid, as the inside skin was quite fresh and limp; I suppose it to have been carried there by a bird, most likely by a burgomaster. From this hill not a drop of water or particle of rotten ice is to be seen in any direction, but the ice is very much packed, with only a small piece of smooth floe here and there. All round the cape itself the large hummocks are forced up to high-water mark. On a bluff headland, about 5 miles east of this, is a cairn, for which I started, along with James Macartney, at 7h. 30m. p.m.; but owing to a strong wind and drift coming on, we turned back, and arrived at the tent by 10h. p.m., having been six hours from the tent. A gale of wind came on as soon as we got back, and the squalls off the high cliff were so strong as to blow the tent down, although it was secured doubly; the tent pikes bent very much, but did not carry away; the tent blew down from the pick jumping out of the ice, to which the fore-guy was fast. The ice was cracking about us all night long, as it was the top of spring-tides, and our tent was at about high-water mark, or a little below it. There is no harbour in Sir Robert Inglis Bay, as it lies quite open to the force of the pack. I was within half an hour's walk of the head of it, and could see no opening; and there can be none, unless the apparent head of the bay is an island nearly touching the mainland at each extreme. Round the point of Cape Becher, under the hill cairn, is a natural cave, like what I am told the depôt is buried in, but it is full of drift, and would take much time to dig out, even with a large body of men. Considering the importance of reaching the ship without delay, I determined not to proceed to Cape Majendie, where I saw the other cairn; and as my eyes were very much inflamed, I shifted from day to night travelling, to prevent my getting blind altogether.

Fourth Journey, 16 miles.
Travelled 12h. 10 m.

Monday, 25th.

Shifting from day to night travelling.

2h. p.m. breakfasted; 6h. 30m. p.m. sledge under weigh; rounded Sir Robert Inglis bay inside the old track by a good distance, for the purpose of getting a smoother floe. Midnight, pitched for lunch on the same spot where we encamped on Saturday evening the 23d.

Tuesday, 26th.

4h. 20m. a.m. arrived at the point where the hillocks of gravel are thrown up, which I call Point Pressure in my rough journal; re-dated the documents I had buried, notifying my return, and proceeded. 5h. 30m. a.m. pitched for the day at next point; people very fatigued. I have taken the right leading track belt since 2h. a.m., as I wish to get with all speed to the ship. 8h. p.m. sledge under weigh, weather cold, and wind right ahead; took leading belt.

Fifth Journey, 12½ miles.
Travelled 10h.

Wednesday, 27th.

1h. a.m. pitched for lunch, having only stopped three times in five hours, although going over hummocky ground the whole way and cutting our own road before us, taking a different line from that in which we went out on; our lunching spot was about five miles N.N.W. of Mount Barrow Point. Served out hot pemmican for lunch (making forced marches). 6h. 30m. a.m. pitched at S.E. corner of Repose Bay, a little way out on the floe. 7h. 30m. p.m. started; a very strong head wind from N.W. with

Sixth Journey, 19½ miles.
Travelled 9h. 30m.

drift. 10h. passed Pemmican Point. 11h. 15m. passed Fox Point. Mid-
night, pitched for lunch midway between Fox Point and Assistance Island. Lt. Cheyne's Journal, 1853.

Thursday, 28th.

1h. A.M. started again. 1h. 45m. sighted the ships. 3h. 45m. arrived alongside the ship; reported myself, and delivered the cask from "North Star;" I had not left the drag rope since passing Sir Robert Inglis Bay, as I resolved to do the journey in less than seven days. Seventh Journey, 13 miles. Travelled, 7 h. 15 m.

REMARKS.

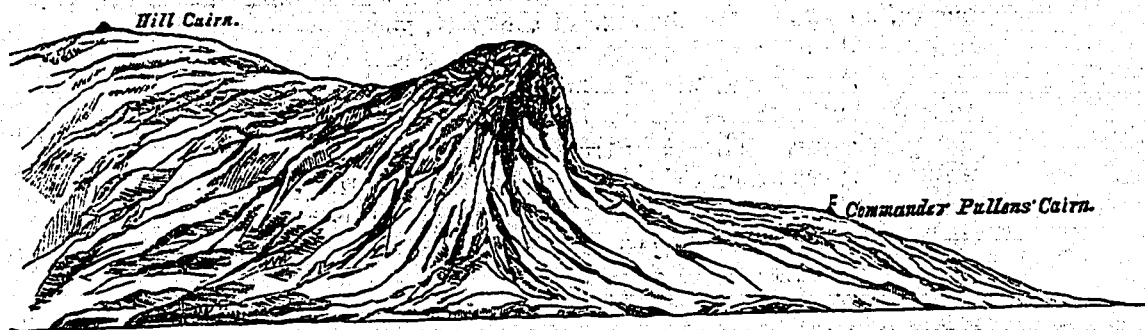
In our outward and backward route, a good look-out was kept for cairns, or marks of any kind, pieces of wood, &c.; but not the slightest thing was seen of this kind, beyond our own cairns; and not a trace that might lead you to suppose any travelling party had ever passed between Cape Becher and Northumberland Sound. No animals were seen except the three bears before mentioned; not a single bird was seen, nor any tracks even, excepting the before-mentioned bear tracks. No water was seen nor any cracks in the floe larger than common. From the appearance of the ice in Queen's Channel, the movements must be sudden, rendering it evidently a dangerous part of the coast for ships to be much in. No fossils or sea deposits were seen, except a very small piece of black sea-weed. Total distance travelled. 9 miles.

The travelling by night is in every way advantageous; as soon as the sun is on the horizon at midnight, snow blindness is prevented; we sleep warmer in day time, while some of our clothes stand a chance of drying, by hanging them on a line in the sun, and we do not get so warm while dragging at night.

SHIP TEMPERATURES during this Period.

April 1853,	8h. A.M.	Noon.	Sh. P.M.	Midnt.	
Thursday 21st	-12	-20	Prevailing wind, N.N.W.
Friday 22d	-12	-8	-10	-7.5	
Saturday 23d	-6	-2.5	-5	-4	
Sunday 24th	-8	-10	-10	-14	
Monday 25th	-13	-10	-4	-13	
Tuesday 26th	-10	-3.5	-4.5	-15	
Wednesday 27th	-9.5	-8	3	-3	
Thursday 28th	...	...	...	...

I have refrained from giving any sketch or plan of the coast, as my desire to perform the journey with despatch would not allow me to make an accurate one. I merely add the general appearance of Cape Becher, and the point running off from it.



In conclusion, I have only to say, I trust this small duty has been performed to your entire satisfaction.

I have, &c.
(Signed) JOHN P. CHEYNE, Lieutenant.

I cannot let this go in without telling you with pleasure of the *very willing* and *cheerful* manner in which the sledge crew have done their work, and the manner in which they also strove to complete the journey in the shortest time possible.

Enclosure No. 13. of Sir Edward Belcher's Letter.

Proceedings of Dr. Lyall.
1853.

DR. LYALL TO SIR EDWARD BELCHER, Knight, C.B.

Her Majesty's Ship "Assistance," Northumberland Sound,
May 3d. 1853. lat. $76^{\circ} 52' N.$, long. $97^{\circ} W.$

Sir,

In compliance with the orders left by you, that I should report to you by letter my proceedings since leaving the ship on the 10th ult., with the division of sledges under the orders of Commander Richards, so that a copy might be forwarded to Cape Becher with the despatches for the Admiralty, I have the honour to inform you of my return to the ship this day at 11 A.M., having accompanied Captain Richards' party as far as lat. $N. 76^{\circ} 27'$, long. $W. 103^{\circ} 18'$.

On Sunday the 10th of April, at 4 P.M., I left the ship in charge of the sledge "Lady Franklin," in company with the sledges "Sir Edward," "John Barrow," "Reliance," "Success," and "Enterprize," the whole under the orders of Commander G. H. Richards. The first night we encamped on the north end of Spit Island, about six miles from the ship. On the night of the 14th we were about two or three miles from the depôt on Cape Lady Franklin, on the south shore of Queen's Channel. On the 15th we crossed the entrance of a channel running to the S.W.; and on the afternoon of the 16th, the sledge "Enterprize," Mr. Grove, deposited on the land a five days' depôt for the other sledges; and on the morning of the 17th started on his return to the ship, the others at the same time proceeding to the westward. Our course was at first to the northward, afterwards to the southward of west, steering from point to point of the land.

At 4 P.M. of the 24th we reached a level plain running out from a high hill, which we had had in sight for some days previously, and which has for the present been called Cape Fortune. This, by Captain Richards' dead reckoning, is in lat. $N. 76^{\circ} 27'$, long. $W. 103^{\circ} 18'$. Here we buried our six days' depôt for the other sledges, covering it up with earth and small shingle, there being no stones in the neighbourhood.

On the morning of the 25th the "Lady Franklin" started on her return to the ship, and reached the first depôt on the evening of the 29th. On examination it was found that, although strongly built of a double wall of stone, the top and part of one side had been pulled down, and several things taken out of the cairn; but the only signs of any serious damage done was an empty box, which was supposed to have contained a mixture of stearine and oil for fuel. The articles taken out were replaced, and the cairn strengthened as much as possible. There were numerous tracks of bears round the place.

Finding that this depôt had been disturbed, I thought it advisable to examine the state of the grand one at Cape Lady Franklin. On reaching it on the morning of the 1st of May, I found that the flag had been torn in pieces, two oars broken through the middle, two large casks and a small one rolled away from the side of the boat, and a number of preserved meat tins pulled out from beneath it. Some pieces of wood, the end of an oar, and a leather thong, were found deeply marked by the teeth of some large animal; but so far as we could see, no damage had been done to any of the provisions. The only tracks of animals visible were the fresh foot-prints of foxes around the boat, and of deer in the vicinity; but no doubt this must have been the work of bears or wolverines. We replaced the casks, &c., and then started for Northumberland Sound, following the old sledge tracks as closely as possible.

Next afternoon, when within about four or five miles of Spit Island, we found that the weight of snow on an old pack had broken it down in several places; there were large cracks and holes through the ice, and the surface was in many places covered with water, in consequence of which we all got wet feet, and two of the men fell into water holes. On reaching Spit Island we encamped for the night, and on the morning of the 3d started for the ship, where we arrived at 11 A.M. On our way we found that there was open water between Spit Island and the low island, about half a mile to the northward of it, as well as between the south end of the former island and the opposite point, so that, in all probability, the ice surrounding this island will break up very early in the season.

Although we had the temperature for three successive days 20° below zero when we started in the morning, and although on one of those days we travelled for some hours against a strong breeze, we were fortunate enough to escape with only superficial frost-bites of the face, fingers, and toes, none of which incapacitated the men for work.

Besides these some slight cases of illness occurred, but not of such consequence as to prevent the men from sticking to the drag ropes.

The only person sent back as unable to do his duty was a man named George Harris, A.B., of the "Pioneer," attached to the sledge "Reliance," who complained of cough, pains in the chest, and cramps in the region of the stomach. Thomas Marshall, coxswain of the launch, H.M.S. "Assistance," one of the crew of the sledge "Lady Franklin," was sent to the "Reliance" in his place.

At none of the points of land at which we touched was there the slightest trace or indication of man, civilized or savage, ever having been there, but the foot-prints and dung of deer and hares were common, and eleven or twelve of the former and one of the latter were seen, and some of them fired at, but none were killed.

The deer were said to be entirely white, with the exception of one buck, which had a brown spot between his shoulders.

At Cape Fortune we saw the track of a large animal supposed to be a musk ox. During our progress to the westward we did not see any foot-prints of bears, but on our return found them numerous and of several sizes, apparently following the outward bound sledges. One night two of them had been within twelve or fifteen yards of our tent, although the dog which we had with us gave us no hint of their vicinity. We occasionally crossed the track of a fox, and found numerous marks of lemmings far out on the floe. One of the latter, caught about five miles from the nearest land, was the only animal killed during the journey.

The geological formation of the country to the westward of Cape Lady Franklin is chiefly of a coarse grey sandstone, forming gently sloping hills with intervening valleys and plains, in some places covered with soil. In places where the land was clear of snow it was found covered with last year's plants, chiefly saxifrages, poppies, a grass, and several species of lichens and mosses.

Having now given you a general summary of my proceedings whilst attached to the S.W. division of sledges, I shall reserve the details of my journal for your return to the ship.

I have, &c.

(Signed) D. LYALL, M.D., Surgeon.

Enclosure No. 14. of Sir Edward Belcher's Letter.

Mr. HERBERT, Mate, to Sir EDWARD BELCHER, Knight, C.B.

Her Majesty's Ship, "Assistance," Northumberland Sound.

Sir,

May 16th, 1854.

I have the honour to report the arrival of the sledge under my command on board this ship on Friday the 13th instant all well. On the 30th of April, in latitude 76° 35' N. and longitude 105° 4' W., receiving orders from Captain Richards to return to the ship, I started upon that date on my homeward route, and arrived at the Lady Franklin depôt on the 2d of May; this I found secure as it had been left; taking out my portion, I next day proceeded, and arrived at the "Enterprise's" depôt on the 8th of May; this I found broken into by bears, the open bacon and pemmican destroyed, and all my fuel gone; by a record left by Dr. Lyall, I was made acquainted that he also had found the cache disturbed. Under these circumstances, I considered it my duty to leave behind as much of my depôt as could be spared. I therefore surveyed the provisions left upon my sledge, and found that we had remaining three days, with exception of tea, sugar, and spirits: completing these articles from the depôt, having secured the cache as strongly as possible, and leaving a notification of my proceedings for the information of Captain Richards, I started next

Proceedings of
Mr. Herbert, Mate.

morning for Northumberland Sound. Unfortunately we had very bad thick weather all that day, snowing heavily, nor did it clear up until next day at noon, when I found that I had been steering too much to the northward. Therefore not deeming it prudent to proceed with the small quantity of provisions left, I determined to fall back upon the grand depôt at Cape Lady Franklin, considering that the exigency of the occasion warranted me in doing so. I arrived at the depôt the same afternoon at 4 P.M., and found it secure, as Dr. Lyall had left it: taking out four days provisions, with the exception of spirits and bacon, properly securing the depôt, and leaving a notification of my proceedings, I started next morning for the ship, encamped upon the Spit Island the second evening, and arrived on board the next day, viz. Friday 13th May. I found the ice in the Queen's Channel (as I approached Spit Island), in a very decayed state, full of holes, and in some places lanes of water, over which we found difficulty in crossing, several of us getting wet. In conclusion, it gives me great pleasure to report upon the conduct of the crew, whose behaviour whilst under my command has been much to my satisfaction, and all I am happy to say have enjoyed perfect health, with the exception of a few trivial cases of diarrhœa, and snow blindness. The enclosed is a copy of Captain Richards' orders to me upon my leaving his division.

I am, &c.

(Signed) FRANCIS B. HERBERT, Mate,
late in charge of Her Majesty's Sledge, "Success."

Commander RICHARDS to Mr. F. B. HERBERT, Mate, commanding Her Majesty's Sledge "Success."

By Commander G. H. Richards, commanding South-western Division.

The time having arrived for you to quit the Western Division on your route homeward, you will set out on your return to Northumberland Sound to-morrow morning; you will erect a cairn on the point the division encamped upon the 28th instant, and deposit there one of the documents with which you will be supplied. If circumstances should favour, you will erect another on the N.W. point of Fishhook Bay (the nearest point to the Solitary Mount). Proceeding then direct for the depôt at Cape Fortune, you will supply yourself with the five days provisions left there for you, being careful to secure the cairn with the remainder. The S.W. bluff of Deception Group will be your next point; there you will probably find a cairn erected by Dr. Lyall, which you will visit, leaving a record of your proceedings: should you not find a cairn on that bluff, you will build one, and leave a document. From that bluff you will return by our outward track, visiting in succession the cairns on Sandstone Point, and the N.E. point of Deception Group, both of which I anticipate Dr. Lyall will have built: if not, you must endeavour to do so. At the Deception depôt you will, after taking your five days' provisions, and securing the depôt, return direct to Northumberland Sound. Nothing but the strongest necessity will warrant you in touching the grand depôt at Cape Lady Franklin: the whole of the provisions there will be required to complete the search to the westward, and as there is every probability of an early disruption of the ice in the Queen's Channel, I must urge you to use your utmost endeavour to cross it at as early a period as possible. At every cairn you may visit you will leave a brief record of your proceedings for my information, stating the date of leaving, and the probable direction you intend to take.

Dated at Point Success, this 29th April, 1853.

(Signed) GEO. HENRY RICHARDS,
Commanding South-western Division.

Enclosure No. 15. of Sir Edward Belcher's Letter.

Orders to
Lieutenant Cheyne, 1853.

COPY of ORDERS to Lieutenant J. P. CHEYNE, Sledge "Victory."

Sir,

Her Majesty's Ship "Assistance,"
May 1st, 1853.

You will proceed, on the return of the "Lady Franklin," and when Dr. Lyall shall report to you that the men are sufficiently recruited, with six men, and the same sledge as before, to Cape Becher, so as to reach it *on or before* the 14th May.

If you meet with the officer belonging to the "North Star," your communication with him will be sufficient to understand thoroughly the nature of the misfortune, &c. to the "North Star," with full particulars; obtain the despatches, and return with all possible dispatch.

You will not leave this before the 9th, and you will ask Dr. Lyall for his report (addressed to *me*), which you will enclose to Commander Pullen, to forward with my despatches, adding any other communication you may learn in conversation, but forwarding them as *in a note addressed to me*, as, "per order" on the *heading*, a copy of which you will furnish me, with your journal, &c.

If the officer from the "North Star" does not arrive by the 20th, at 4h. p.m., you will move that night on your way to the ship, as the duties of the service allotted must not be in any manner interfered with.

But between the 9th and that date you will, after depositing notice of your whereabouts, so that the officer may not *possibly miss you*,—proceed to examine Sir Robert Inglis Bay, erect cairns, and obtain angles to all objects, determine the latitude, and perform such duties as our small supply of instruments will enable you.

Upon every commanding height I wish a very distinct cairn, particularly on Long Island outer crest; specimens of the rocks detached from its cliffs, not sea-washed debris, and drawings of any particular stratifications.

Remark where the snow first disappears, and, if you can, determine whether it is the result of coal, bituminous shale, prynites, or the prevalent stink stone (easily determined by rubbing two pieces together), which seems to prevail from Cape Becher Warrender to Village Point. Coal does exist, and gold—the former on the beaches, the latter in a greasy greyish coloured quartz. It may exhibit itself under the stroke of the pick when gathering stones for cairns, more particularly on the islands.

Expecting your return on the 24th at latest, I must wish you better success, &c.

Yours, &c.

(Signed) EDWARD BELCHER, Captain.

If your return should take place before the 20th, by the early arrival of the officer, I wish you to look well into John Barrow Bay.

REPORT of H.M. Sledge "Victory," from 8th to 23d May, 1853.

Lieutenant Cheyne's
Journal, 1853.

Sir,

Her Majesty's Ship "Assistance," Northumberland Sound,
May 30th, 1853.

Having on the 8th May obtained observations for time and latitude at the observatory, I started the same evening, at 7h. 15m. p.m., on my second journey to Cape Becher, taking the sledge "Victory," and six men from the "Lady Franklin's" crew. I was kindly accompanied by Dr. Lyall. The whole were provisioned for 17 days. I took with me Parkinson and Frodsham, No. 2313.

At 7h. 15m. p.m. we started under sail, with a moderate and fair breeze. At 9h. came upon a wolverine track, and passed numerous tracks of the lemming. 11h. 20m. passed Pemman Point.

1h. a.m. pitched for lunch between Pemman and Repose Points. At 2h. proceeded on. 5h. 30m. a.m. pitched in Repose Bay. A very thick fog had come on, so that we could not see 100 yards ahead at the time we pitched. We have been going along the old sledge track, since which time a bear and wolverine have been on it, walking towards the ships. At

May 8th, Sunday.

May 9th, Monday.

Lieutenant Cherne's
Journal, 1853.

May 10th, Tuesday.

7h. 30m. p.m. we started, fog clearing up a little, but still very thick. 10h. weather clearing.

0h. 30m. a.m. pitched on the north extreme of Long Island; lunched. 2h. proceeded with five men to the summit of the island, built a cairn, and deposited a cylinder, with a document written in pencil, and carefully wrapt up in extra paper. This cairn commands seaward from S.E., round S. to W.N.W. In the document I put the requisite information respecting our proceedings, and the depôts along the coast, &c. On returning to the tent, saw a bear and cub. I went after them with my gun, but they made off. At 5h. 30m. a.m. we returned to the tent; weather foggy, with snow: could not see to take angles or sights, as there was no sun, and no points visible over a mile or two distant. Open water is beginning to make outside this island; and inside, between it and Hungry Bay, the ice is getting very rotten and full of holes: water is also making round the hummocks, occasioned by the latter sinking as the floe becomes rotten. 7h. 30m. p.m. started with a fair wind. Before starting, we built a cairn at the northern low extreme, where we had pitched, intending it for one end of a base for the survey of Barrow Bay, if opportunity offered.

May 11th, Wednesday

At 1h. 30m. a.m. we pitched the tent on Observation Point, the right-hand entrance of Bear Harbour in Barrow Bay. Lunched. 2h. 30m. divided the party into three portions of two men in each, and sent them to build cairns on the most prominent points for a survey of the harbour. Dr. Lyall and myself went to the summit of Lyall Island to examine round us. From this island we saw several small harbours within a sound, all perfectly safe from any pressure of ice, and well protected in every way from all dangers, excepting one; viz., they were so secure that a ship might get in and not easily get out again. The ice in these places is as level as possible, without hummocks, excepting in the middle of Bear Harbour, where a few seem to have drifted loosely in and frozen up there. These harbours and the sound are perfectly landlocked by two islands. The first one, which I call from its shape Round Island, I went to the top of before lunch time, while the sledge proceeded on and placed a heap of stones on the summit; while on Lyall Island Dr. Lyall on looking round with his glass discovered the same bear and cub that I had chased yesterday, making directly towards the tent on Observation Point. We went to cut them off as our men were away unarmed. We got behind some hummocks and waited for them, but as soon as they came near us they turned and ran away. We separated and followed them, pressing them to the foot of a very steep hill, which however they to our surprise went straight up without any difficulty. We therefore returned and reached the tent by 6h. a.m.: the different couples had just arrived at the same time. I took five good observations for time at 8h. 20m. a.m. I could not get any more, as having no roof to the quicksilver, a light breeze springing up, shook the mercury in spite of every endeavour to screen it. At noon I obtained a beautiful meridian altitude, which makes the latitude of Observation Point $76^{\circ} 32' 02''$; error of sextant, $25''$; a compass bearing of sun's centre at noon, time of bearing taken by the chronometer. At 4h. p.m. it was quite calm again, so I made best use of the opportunity and took 21 capital altitudes for time. They are all independent, as without a roof you cannot get eq. alts., but must take them as you can catch them. Having a good chance at noon of trying the screw horizon made by Cary, I placed it alongside the mercurial one; the level was beautifully perfect, but the nonparallism of the surfaces of the glass made an error of $4\frac{1}{2}$ minutes of altitude, so that by looking at the reflected sun in different parts of the glass, my altitude took a range of $4\frac{1}{2}$ minutes, the position of the horizon remaining unaltered. While trying this the altitude remained the same in the mercurial horizon. I regret to say that the weather after p.m. sights were over became suddenly very thick, and it commenced snowing, with all appearance of a continuation, so we were obliged to leave without making any survey, hoping I would return from Cape Beecher in time to do it then. Wind light from N.E. At 9h. 30m. p.m. we started and rounded Mount Barrow.

May 12th, Thursday.

At 1h. 45m. a.m. we pitched for lunch, and proceeded on at 2h. 45m. At 6h. 45m. we pitched the tent on Point Pressure. On going up to the

gravel cairn that I had placed here on my first journey to Cape Becher, I found the tin cylinder lying about 70 feet distant, with the bottom torn out and indented all over with a bear's teeth; the documents were left exposed inside; we saw the marks of the bear's paws where he had been digging it up. At 8h. p.m. we started, and at 10h. arrived at the N.W. extreme of Sir Robert Inglis Bay. This is a low point, on which we built a cairn.

At 0h. 30m. a.m. we pitched for lunch at the same spot in Inglis Bay where we had before slept and lunched on the first journey. We proceeded on at 1h. 30m., and at 6h. 15m. pitched on the floe in Inglis Bay. The weather has been very fine all night, a light wind on starting from the N.E., but it latterly fell calm, with a clear sun shining. My eyes are affected, even by 4h. a.m., by the strong light (direct and reflected) of the sun, so that travelling by day would not answer me, for it is impossible to pick out a road among hummocks properly with my eyes screened. Our sledge, which is one belonging to the last expedition, does not answer nearly so well as the new ones, owing to the greater bluntness in the bows: while going among hummocks, she brings up with a jerk, bringing the men suddenly to a stop, whereas the new ones go over much more easily, keeping their weigh on much longer. Another cause of their hauling more heavily is, that the bottom of the runners are quite straight fore and aft, resting on the ice the length of six stanchions, whereas the new ones only rest the length of three stanchions, the difference in pulling is very great indeed. At 5h. 30m. p.m., as we were rousing out for breakfast, a small female bear and two cubs came to the tent, they were killed, and at 8h. 30m. we struck the tent and started. At 11h. 30m. we arrived at High Cliff, pitched for lunch, and made a depôt of three days provisions and fuel. Saw two snow buntings (the first I have seen).

0h. 30m. a.m. proceeded under sail. 4h. 30m. arrived at Cape Becher, pitched the tent on the low point, and proceeded to Captain Pullen's cairn; found a bear had been there and torn the flags down off the bamboo, but had done no more injury. Dug out a tin case of letters lying five inches from the cask (under the side of the cairn), opposite to what we had dug before. 8h. 30m. p.m. started for Cape Majendie; kept along a smooth lead on the floe, hummocks on each side. 11h. 30m. pitched, and lunched close to the cape.

0h. 5m. took three men and walked round the base of Cape Majendie, accompanied by Dr. Lyall; kept a good look out for the depôt, but every place among the rocks was filled with snow; no appearance of the depôt. Went to the cairn on summit of the cape; found Captain Richards' cylinder, and that of Mr. Stewart. The directions by Captain Richards for finding the depôt are 850 moderate paces west of the hill cairn, 105 yards below a yellow cliff with a black streak down the centre of it, and about 100 yards above high-water mark. From the top of Cape Majendie I saw open water on the north side of Dundas Island, extending from the shores of the island to within 2½ miles of Cape Majendie, and about 14 miles in length along the island, apparently beyond each extreme, the breadth towards Cape Majendie about six miles. This was the only open water to be seen in any direction. The ice down Baring Bay looked pretty smooth as far as you could depend upon the telescopic eye at this elevation, viz. 600 feet. The rocks here are white limestone. Having fulfilled my instructions at this Cape, we started back for Cape Becher, and pitched on the low point of it at 6h. 45m. Got my instruments out for obtaining sights. Commenced observing at 7h. a.m. After having shifted my position four different times to try and get a lee out of the wind, I was obliged to give it up, having only obtained six good sights. Having no roof to the horizon, the mercury shook with the wind. I tried every means to prevent it, but to no purpose. The screw horizon is of no use, as the glass is not true, one part of the glass giving 4½ miles difference of altitude to another part. I observed among some large hummocks on the point, with my gun alongside of me, in case of a bear coming too close. After getting a.m. and p.m. sights, also angles to prominent capes, we started at 8h. 15m. p.m. to explore Sir Robert Inglis Bay. At midnight pitched for lunch about one mile beyond High Cliff; weather very fine, night getting cold.

May 13th, Friday

May 14th, Saturday.

May 15th, Sunday.

May 16th, Monday.

1h. A.M. started; ordered sledge to keep on for the supposed island; while Dr. Lyall and myself went to a point to examine; on arriving there found the bay extending in towards Cape Majendie, so that there is only a narrow neck of land separating Inglis Bay from the bight between Cape Becher and Cape Majendie. I put up a small heap of stones for a mark, and then we went on for the apparent island. On getting to the summit of this land found it to be an island, which I shall call *pro tem.* Dyer Island. To my astonishment I saw the bay extending into a basin behind the island a very long way, making a large sweep; the floe in it is as smooth and level as a table. This I call *pro tem.* —, — Basin. All the ships in the world might anchor in it, and be safe from everything. No ice can come in. It is perfectly and most beautifully land-locked by Dyer Island and a peninsula called (*pro tem.*) Robb's Peninsula. In examining carefully with my glass the hills opposite, or at the head of this basin, I saw the sea ice through a small hollow between two of them, and towards it I saw a large ravine or small river to run from the head of the said basin, so I immediately made a signal to the sledge to round the island, and built a heap of stones on the left hand highest part, looking east. The bay where we had come along this morning since lunch is cut up by bear tracks, taking all directions. At 6h. A.M. we pitched on Robb's Peninsula, where I observed for time; I could only get five altitudes, because a light air springing up shook the mercury, but they are five good ones. Placed a small pile of stones on Robb Peninsula. At noon obtained a good meridian altitude for latitude. There was too much wind to obtain P.M. sights. At 8h. 30m. P.M. we started across the basin for the supposed opening. The floe here is quite level, apparently old, and new ice mixed. Went up two hills to examine and build small cairns, while the sledge proceeded on. Two fresh bear tracks leading up this way. Saw from a hill ice and open water over the low hills ahead.

May 17th, Tuesday.

0h. 30m. A.M. pitched for lunch in the narrow (supposed passage): 1h. 30m. proceeded on. Dr. Lyall and myself went over the hills to examine, while sledge proceeded on. 3h. 30m. arrived at a block within 2 miles of the coast of Queen's Channel, opposite Dundas Island. The portion that separates this creek from Queen's Channel consists of a low isthmus, two miles, or rather less, across, and cut up with small lakes and marshes. The weather being thick, and no sun out, I determined on pitching in hopes of getting some observations, bearings, &c., before returning. Returned to the sledge, and pitched at 4h. 30m. A.M. at the head of the creek, which I call (*pro tem.*) Hughes Creek; weather very thick, with snow. Not a living thing has been seen since leaving the ship, excepting five bears and two snow buntings. Nothing at all seen since leaving High Cliff. I got a very good meridian altitude for latitude, but no sights, either A.M. or P.M., could be obtained, as the sun was observed only appearing at noon for about twenty minutes. Got a bearing at noon. 8h. 45m. P.M. started; ran the creek down with a compass, and estimated distances. Measured a base in —, — Basin at entrance of creek, and took angles from each end to sundry points in the basin, so as to determine something like its form and size.

May 18th, Wednesday.

1h. A.M. pitched for lunch; weather overcast; wind very keen from S. by E. Temperature + 16°. 2h. proceeded to Robb Peninsula; kept on past this point and the point of Dyer Island, running bearings and estimating distances as we went; also taking sextant angles when required. 6h. A.M. pitched on the floe at Extension Point; weather very thick, and snowing heavily. I intended to have pitched at Dyer Island, had the weather been fine, for the purpose of fixing some more points, but having left two depôts behind, our provisions on the sledge would not allow of this detention. Obtained a meridian altitude, bearing, and angles at Extension Point. At 9h. 30m. P.M. we started; weather very foggy and damp; could not get some angles that I wanted. A flock of ducks passed towards the open water off Dundas Island. 10h. 40m. arrived at depôt; dug it up and proceeded on for Cape Becher.

May 19th, Thursday.

0h. 30m. lunched. 1h. 30m. proceeded on along the land under the cliffs, the floe being too hummocky to travel along. 3h. 30m. pitched on the extreme low point of Cape Becher; the weather very foggy and damp. Could not see over a mile distant; temperature 20°. At 9h. A.M. a flock of

ducks passed over the tent. Just before getting up for breakfast a raven came hovering over the tent. 6h. P.M. breakfasted; after which Dr. Lyall and some of the party went to the summit of Cape Becher, but saw nothing fresh. Midnight, wind east, fresh and cold; weather very cloudy, and no sun.

1h. A.M. lunched. Sent two men to Cape Majendie to look for party from "North Star." Proceeded myself with James Reid to the summit of Cape Becher, and then on to another cairn near High Cliff. Found it to be one placed there by Captain Penny on the 19th July 1851; this was his furthest. On return got A.M. sights for time at 7h. 6h 30m. A.M. the two men returned from Cape Majendie, but had seen nothing, not even an animal or bird. There is one important fact to notice here. The long low point of Cape Becher has every appearance of having been thrown up above water by the ice. A person looking down upon it from the summit of the cape is at once satisfied in his own mind that such has been the case. The pressure of ice upon it has been from the Baring Bay direction. This will account for the piece of painted wood found by Captain Penny on Baillie Hamilton Island, which no doubt has drifted up from Beechey Island. A very old piece of a tree was found to-day on this point by Dr. Lyall, well buried under the gravel, and lying on the Baring Bay side of the point. I placed a document in a cylinder at Captain Pullen's cairn. At noon obtained a good meridian altitude, bearing, and angles to different points. At 4h. 40m. P.M. obtained P.M. sights for time. 8h. 40m. P.M., seeing nothing of the "North Star" party, started on our return to the ship according to my orders. Between Cape Becher and High Cliff saw the tracks of a bear and cub quite fresh. They were seen yesterday at a distance by one of the men. On arriving at High Cliff took some angles, ordered the sledge to proceed on the old track across Inglis Bay, while I proceeded along with one man to Extension Point to obtain some angles that the foggy weather had prevented me from getting when last there. 11h. 30m. P.M. arrived at Extension Point, obtained the angles, and sun's true bearing, and proceeded to rejoin the sledges. No traces of animals since our last camping here.

0h. 30m. A.M. rejoined the party. 1h. lunched. 2h. proceeded on. 6h. A.M. arrived at the opposite outer point of Inglis Bay, where I had built a cairn; pitched. We have had a very fine breeze all day from the eastward, under sail all the way from High Cliff. Missed the meridian altitude of the sun from being fatigued and falling asleep. 8h. P.M. started after having got angles. 9h. 45m. arrived at Point Pressure; dug out our small depot. A bear and cub have been at it, but it was too well buried for them to get at. 10h. proceeded on, having taken angles, &c. 10h. 45m. arrived at next point, from which Cape Becher is yet visible. Cape Becher can be seen from the outer low cone of Long Island, as the angle between them at this point is 176° only. Night pretty fine.

0h. 15m. A.M. pitched and lunched. 1h. 15m. proceeded on, taking bearings and estimating distances en route. As we did not start from Cape Becher until the 20th, my instructions will not allow me again to go into Barrow Bay. While walking ahead of the sledge looking for a place to pitch, stumbled across three bears, distant about 30 yards, lying behind a hummock. My gun being in its cover, they were out of reach before I could extricate it. Pitched the tent at 5h. A.M. Before going to sleep had a piece of walrus blubber placed on the banking of the tent outside against my head, so that if the bears returned they would be sure to wake me up by taking it. The wind has been N.N.W. all day, and since 4h. A.M. has become thick with snow. At 1h. 30m. P.M. I got out of my bag to look for the bears. On loosing the tent door I saw them all three stealing up towards us about half a mile off. I watched them for $1\frac{1}{2}$ hours. They came up just within a chance long shot, and then suddenly turned and made off. The old bear had been wounded, and only able to go upon three legs, which I suppose made her cautious. 8h. P.M. struck the tent and started. 10h. brought up by holes and rotten ice to the southward of Long Island; turned sledge in shore towards the main out of the sideway, found a better floe. Two ducks passed to the S.W. I wanted to get to Long Island to get angles, but open water prevented us.

Lieutenant Cheyne's
Journal, 1853.

May 20th, Friday.

May 21st, Saturday.

May 22d, Sunday.

May 23d. Monday, 1853.

Oh. 30m. A.M. pitched for lunch one mile S.E. of Lower Cliff, north of Hungry Bay. Saw three walrus coming up off the cliffs. The ice here is all breaking up. What is left is very rotten. 2h. 30m. proceeded on. In passing the steep cliffs we had nasty work, having to go over narrow ridges of rotten ice, between patches of open water. Two or three of the men got in once or twice. 7h. A.M. pitched on Point Repose. The night has been thick with snow. Wind N.N.W. We intend resting only six hours, and then starting again, so as to reach the ship this evening. 2h. P.M. started. 4h. passed Pemmican Point. 5h. 5m. passed Fox Point. Wind N.N.W. Weather overcast. 6h. 45m. sighted the ships from the end of Assistance Island. 9h. P.M. arrived alongside and found all well. Compared 2313 with standard chronometer.

Names of Party.	Rating.	Ship.
James Reid - -	Ice quartermaster -	" Assistance."
Thomas Isaacs - -	Gunner's mate -	
Jeremiah Salavan - -	Captain forecastle -	
Thomas Mellish - -	A.B. -	
Samuel D. Raynes - -	Cooper -	
Joseph Anderson - -	P. marine -	

Total weight, 880 lbs. Weight per man, 147 lbs.

Journeys - - - -	No	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.
Distance travelled, in miles	10	7	9	9½	9½	7	10	9	8	12½	6	13	13	14	11	

Total distance travelled, 148½ miles.

Names of Places <i>pro tem.</i>	Latitude.	Longitude.	Each.	Date.	How obtained.
Observation Point, } Mount Barrow }	76° 32' 02"	96° 13' 30"	156° W. by time bearing.	May 11th	Latitudes obtained by meridian altitudes.
Cape Becher -	76° 13' 21"	95° 36' 00"	..	15th	
Robbs Peninsula -	76° 20' 01"	95° 25' 30"	..	16th	Longitudes obtained by A.M. and P.M. sights in mercurial horizon, ex- cept at Robbs Penin- sula, where only A.M. sights could be had.
Head of Creek -	76° 18' 07"	95° 25' 30" ☉ observed	..	17th	
Extension Point -	76° 18' 27"	95° 25' 30" ☉ observed	162° W.	18th	Variations by time, azths.
Cape Becher -	76° 13' 41"	95° 36' 00"	156° W. by time bearing.	20th	

Mean lat. Cape Becher,
76° 13' 32".
Mean long. 95° 37' 30".
Chronometer used,
Parkinson and Frod-
sham, No. 2,313.

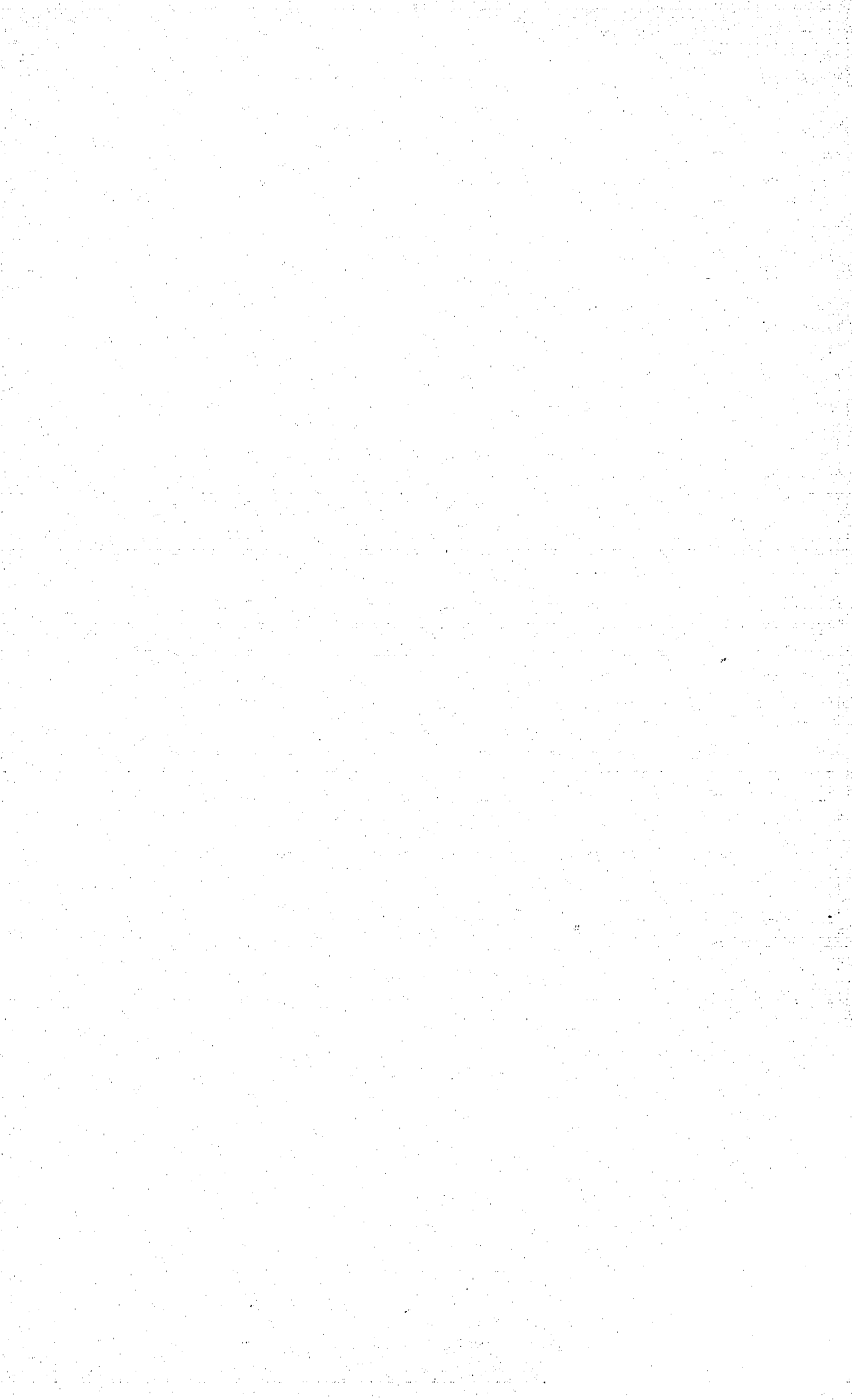
Ship



Scale of three inches to a Degree
 Ship to C. Becher $S 27\frac{1}{2}^{\circ} E$ 43 miles.

Cape Becher, Lat. $76^{\circ} 15' 32''$
 Long. $95^{\circ} 37' 30''$
 Var. $156^{\circ} W$

John P. Cloyne
 Lieut.



Observation Point, 11th May.	Cape Beecher, 15th May.	Robbs Peninsula, 16th May.	Cape Beecher, 20th May.	Remarks.
<p>A.M. Sights.</p> <p>h. m. s. beats.</p> <p>50 12 10 7 49 20-9 } 50 25 20 7 51 30-11 } 50 36 20 7 53 25-11 } Index error—25". 50 46 00 7 54 55-16 } 50 56 10 7 56 30-8 }</p> <p>25° 17' 23" 7h. 53m. 05s. 5ths. Means. Altitude corrected for index error. Watch slow, mean time 0h. 29m. 03s. 3ths.</p> <p>P.M. Sights.</p> <p>h. m. s. beats.</p> <p>49 40 20 3 14 00-17 } 49 25 30 3 16 30-12 } 49 02 40 3 20 10-10 } 48 43 00 3 21 40-10 } 48 53 00 3 23 15-8 } 48 32 20 3 25 00-14 } 48 16 10 3 27 40-18 } 48 00 30 3 30 10-14 } 47 47 10 3 32 10-10 } 47 34 30 3 34 15-15 } 47 23 40 3 35 55-10 } Index error—10". 47 12 50 3 37 40-24 } 47 01 00 3 39 05-14 } 46 43 10 3 41 30-16 } 46 37 30 3 43 05-8 } 46 24 30 3 45 10-12 } 46 12 30 3 47 00-15 } 46 01 50 3 48 40-18 } 45 42 30 3 51 35-14 } 45 30 20 3 53 30-16 } 45 17 50 3 55 20-16 }</p> <p>23° 42' 47" 3h. 33m. 18s. 2ths. Means. Altitude corrected for index error. Watch slow, mean time 0h. 28m. 00s. 7ths. Mean error, slow, mean time 29m. 02s.</p> <p>N.B. The shades make the difference in index error.</p>	<p>Cape Beecher, 15th May.</p> <p>h. m. s. beats.</p> <p>43 20 00 6 24 55-17 } 43 30 00 6 26 20-20 } 43 40 00 6 27 40-08 }</p> <p>21° 44' 45" 6h. 26m. 12s. 3ths. Altitude corrected for index error. Watch slow, mean time 0h. 30m. 45s. 26ths.</p> <p>h. m. s. beats.</p> <p>44 12 50 6 32 20-9 } 44 23 40 6 33 50-8 } Index error—30". 44 38 10 6 35 55-6 }</p> <p>22° 12' 12" 6h. 33m. 58s. 5ths. Altitude corrected for index error. Watch slow, mean time 0h. 30m. 48s. 9ths.</p> <p>P.M. Sights.</p> <p>h. m. s. beats.</p> <p>29 42 30 6 24 25-8 } 29 26 10 6 26 50-8 } 29 16 50 6 28 20-13 } Index error—45". 29 7 40 6 29 40-11 } 28 56 00 6 31 25-10 }</p> <p>14° 38' 32" 6h. 28m. 04s. 0ths. Altitude corrected for index error. Watch slow, mean time 0h. 30m. 34s. 3ths.</p> <p>h. m. s. beats.</p> <p>28 41 30 6 33 40-13 } 28 29 10 6 35 30-13 } 28 18 10 6 37 05-5 } Mean error— 28 7 50 6 38 45-14 } h. m. s. ths. 27 59 10 6 40 05-15 } 0 30 40 4 27 47 00 6 42 00-20 }</p> <p>14° 06' 31" 6h. 37m. 45s. 6ths. Altitude corrected for index error. Watch slow, mean time 0h. 30m. 32s. 9ths.</p>	<p>Robbs Peninsula, 16th May.</p> <p>A.M. Sights.</p> <p>h. m. s. beats.</p> <p>53 07 10 7 49 10-13 } 53 27 50 7 52 30-15 } 53 46 20 7 55 35-7 } Index error—40". 53 56 40 7 57 15-10 } 54 10 20 7 59 40-14 }</p> <p>26° 50' 30" 7h. 54m. 45s. 2ths. Altitude corrected for index error. Watch slow, mean time 0h. 31m. 58s. 0ths.</p> <p>Observation Point } Meridian } 62 27 20 Cape Beecher } alt. ☉ } 65 01 45 Robbs Peninsula } } 65 16 05 Head of Creek } corrected } 65 47 00 Extension Point } for the } 66 12 40 Cape Beecher } Index error. } 67 12 55</p> <p>According to dates at foot of last page.</p> <p>Time by chron.</p> <p>h. m.</p> <p>Observation Point - 11 52 φ N. 13 W. Cape Beecher - - 11 29 φ N. 24 W. Extension Point - 11 32 φ N. 17 W.</p> <p>Variation at each place 156°, 156°, and 162°.</p>	<p>Cape Beecher, 20th May.</p> <p>A.M. Sights.</p> <p>h. m. s. beats.</p> <p>45 52 20 6 28 00-13 } 46 07 20 6 30 10-12 } 46 35 40 6 34 10-5 } Index error—50". 46 52 30 6 36 35-10 } 46 27 00 6 41 40-5 }</p> <p>23° 17' 04" 6h. 34m. 03s. 4ths. Altitude corrected for index error. Watch slow, mean time 0h. 31m. 02s. 9ths.</p> <p>P.M. Sights.</p> <p>h. m. s. beats.</p> <p>48 11 50 4 3 40-6 } 47 54 50 4 6 10-10 } 47 43 30 4 7 50-7 } 47 33 10 4 9 20-8 } Index error—40". 47 22 10 4 11 00-11 } 47 12 00 4 12 25-15 } 46 49 40 4 15 35-12 }</p> <p>23° 45' 53" 4h. 9m. 21s. 7ths. Altitude corrected for index error. Watch slow, mean time 0h. 31m. 07s. 5ths. Mean error 0h. 31m. 05s. 2ths.</p>	<p>On the 6th May, two days before starting, No. 2313 was slow on mean time, at Northumberland Sound, 0h. 24m. 55s. 9ths. and was gaining 2s. 48ths.</p> <p>On the 28th May, at Northumberland Sound, No. 2313 was slow on mean time 0h. 25m. 56s., and reduced to the day of arrival on board, viz., the 24th May, by comparison with standard chronometer, it was slow on mean time 0h. 25m. 57s. 4ths, which gives a rate of 2s. 3ths. losing; therefore, its rate has almost altered exactly from + to minus. Proper interpolation of rate has been made.</p>

Orders to Mr. Allard.

Enclosure No. 16. of Sir Edward Belcher's Letter.

Sir EDWARD BELCHER, Knight, C.B., to Mr. J. H. ALLARD, commanding Her Majesty's Sledge "Enterprize."

COPY of the ORDERS of Her Majesty's Sledge "Enterprize."

By Sir Edward Belcher, Knight, C.B., Captain of Her Majesty's Ship "Assistance," and in command of the Arctic Squadron.

Having appointed you to command Her Majesty's sledge the "Enterprize," you are hereby required to keep your sledge crew in readiness to attend me on the search to the N.E. towards the head of Baffin's Bay, &c.

Your duty will probably consist chiefly in the laying out, or forwarding, depôts of provisions for the lighter sledges connected with this division, and you will therefore receive, from time to time, the instructions upon this subject. It is my direction, being thus specially attached to my division, that you be not in any manner interfered with or retarded in your allotted duties by any officer your superior, unless the *urgency of the service* be such, as *to my satisfaction*, will warrant such interference.

You will keep a strict journal of your proceedings, which you will deliver to me, duly signed, within a reasonable period after your return.

Given under my hand, on board Her Majesty's Ship "Assistance," 9th April, 1853.

(Signed) EDWARD BELCHER, Captain.

Sir EDWARD BELCHER, Knight, C.B., to Mr. J. H. ALLARD, commanding Her Majesty's Sledge "Enterprize."

By Sir Edward Belcher, Knight, C.B., Captain of Her Majesty's Ship "Assistance," &c. &c.

Whereas I deem it necessary that the means of transport by sea should be available at the depôt, which I shall give you before separation, and deeming the presence of Dr. Lyall of importance to this division, as well as to the peculiar duties which he is qualified to prosecute, you will, on your return to the ship, concert with Dr. Lyall as to the most convenient time for the crews when refreshed, and possibly that also of Mr. Pym of the "Perseverance," and return to the said depôt, and there deposit the boat and provisions under the charge of Dr. Lyall's party, following such further instructions as you may receive from me at the period of separation, or conveyed by any other means.

You will consider after the provisions are deposited, that you are not entitled to any further interference with the proceedings of Dr. Lyall, who will have my special instructions for his guidance.

You will report proceedings according to standing orders.

Given under my hand, on board Her Majesty Ship "Assistance," this 30th day of April, 1853, and re-dated and issued, 14th May, 1853, off Point Separation.

(Signed) EDWARD BELCHER, Captain.

Vide further instructions.

13th May, off Point Separation.—Having completed the "Londesborough" and "Dauntless" with any stores or other articles, you will proceed with all despatch to the ship *direct*. On your return, in the execution of the service ordered (boat omitted), you will erect, *after* depositing all the surplus provisions, and removing the boots, &c. to the inner cairn, which you will erect, and of conspicuous size that it may easily be made out, on the inner spit of Princess Royal Island, unless it should be apparent to you that the shoals will retard my progress by that route; then you will retain the outer cairn as the depôt, and erect a staff and flag to guide us.

Having deposited the provisions of your own and "Perseverance" sledges, you will increase the size of the mound at depôt point; build a

Boat cancelled.

Depôt, Princess Royal Island, Inner Spit.

large and broad-based cairn on Captain Richards' Wall Bluff; another between it and the old depôt point (near Coffin Island), but in sight of Coffin Island cairn; you will then return to the ship. On passing Wall Bluff, where we found the ice weak, you will carefully consider if it be safe to leave the boat behind, as regards your own and the other advancing sledges; the "Hamilton" ice boat will doubtless serve us. In the execution of these services I must trust to your general zeal, which I have already had occasion to notice, and endeavour to leave such an increased depôt at Princess Royal Island as may enable me to prosecute my northern work efficiently.

Wishing you every success on your homeward trip,

I have, &c.

(Signed) EDWARD BELCHER, Captain,
Commanding Expedition.

Sir,

Princess Royal Island, June 7th, 1853.

You will proceed with Mr. Grove to the Depôt Point, and remove from thence the remaining provisions up to the first most convenient landing place, between Captain Richards' Wall Bluff cairn and Star Bluff, possibly the Old Depôt Point. I leave the mode of executing this duty to your own management; and after it has all been placed there, you will leave rations for nine men at that position in caché for five days; and also five for eleven "Lady Franklin;" you will then move on towards Village Point, and there deposit five days for "Londesborough," and five for "Lady Franklin," returning to ship with all despatch. You will erect the beacons previously ordered on Wall Bluff, and that connecting it with Coffin or Sentry Box Stations. If you should experience difficulty in moving the provisions by heavy loads, you must execute the service by half loads, returning after you have discovered the best road.

I do not expect to be absent more than ten days to the N.E. But should circumstances render a visit to North Cornwall requisite, I am provisioned only for thirty days. It is possible, therefore, that you may have to advance to my aid with the whale boat, for which you will hold yourself in readiness. The points at which you would have to seek me are the eastern end of Table Island; and the next, eastern end of North Cornwall. Of course you will strictly scrutinize any floe on which our flags may be seen.

I am, &c.

(Signed) EDWARD BELCHER, Captain,
Commanding Expedition.

JOURNAL of the Proceedings of Her Majesty's Sledge "ENTERPRIZE," from
2d of May 1853 to 20th of June 1853.

FIRST JOURNEY, *May 2d*, 1853.

At 6h. A.M. left the ships in company with H.M. sledges "Londesborough" and "Dauntless" to the N.E.; floe rather heavy, owing to recent fall of snow. 11h. 30m. lunched, and proceeded. 5h. 50m. encamped on Village Point, having made about 8 miles.

SECOND JOURNEY, *May 3d*.

Breakfasted and proceeded at 8h. A.M. Observed the tracks of a bear and two cubs. Noon, lunched. 1h. P.M. proceeded, and encamped at 7h. on Coffin Island; had pemmican, &c.

THIRD JOURNEY, *Wednesday, May 4th*.

5h. called the cook. 7h. breakfasted. 7h. 50m. proceeded; floe very fair. Noon, lunched, and proceeded at 12h. 45m. Several bear and

Monday, 2d.

A.M. Winds force, westerly.
.. 6h. Northerly, 1. o. s.
Noon. South-westerly, 1. c.
P.M. 3h. " " 1. b. c.
.. 6h. " " 1. b.
Hours travelled, 11.
Encamped for rest, 5h.
Stopped for lunch, 3h.
1st travel, 8 miles, N.

Tuesday, 3d.

A. M. 6h. Variable, 1. to 2. f.
Noon " " "
P.M. 3h. " " 0.
.. 6h. " " "
Hours travelled, 10.
Encamped for rest, 12½h.
Stopped for lunch, 1h.
2d travel, 8 miles, N.N.E. (true.)

Wednesday, 4th.

A.M. 6h. Calm, 0. o. s.
Noon " " b. m.
P.M. 3h. " " "
.. 6h. " " "

Hours travelled, 11h.
Encamped for rest, 12h.
Stopped for lunch, 3h.
3d travel, 8 miles, E. (true.)

lemming tracks were seen this day. 7h. 50m. encamped; had usual fare, pemmican, and tea after it.

Thursday, 5th.

A.M. 6h. Southerly, 1. o. m. f.
Noon " " " " "
P.M. 3h. Westerly, 3. b. c.
" 6h. " " " " "
Hours travelled, 6h.
Encamped for rest, 12h.
Stopped for lunch, 3h.
Detained about provisions and drying clothes, 4h.
4th travel, 5 miles, E. by S. (true.)

FOURTH JOURNEY, Thursday, May 5th.

6h. called the cook; breakfasted; and proceeded at Sh. Floe very good. Noon, lunched. 12h. 45m. proceeded under sail. 2h. observed the snow on the top of floe to be wet in some places. At about 3h. 30m. H.M. sledge "Londesborough" broke through the ice. Launched the "Hamilton" ice boat. Unloaded sledge; found that a quantity of bread was damaged. After getting everything out of the water, proceeded close to the land, and encamped at Star Point.

Friday, 6th.

A.M. 6h. Calm, 0. b. v.
Noon Easterly, 1. " "
P.M. 3h. " " " " "
" 6h. " " " " "
Hours travelled, 8h.
Encamped for rest, 12h.
Stopped for lunch, 3h.
Detained about provisions, 2h.
5th travel, 8 miles, E.S.E. (true.)

FIFTH JOURNEY, Friday, May 6th.

6h. called the cook. 7h. 30m. breakfasted, after which a caché was made of the damaged bread. 9h. 30m. proceeded. Lunched at 1h. P.M. abreast the Wall Cliff, and proceeded to the E.S.E. 7h. encamped about three miles from the Dépôt Point.

Saturday, 7th.

A.M. 6h. Westerly, 1. b. v.
Noon " " " " "
P.M. 3h. " " " " "
" 6h. " " " " "
Hours travelled, 8h.
Encamped for rest, 12h.
Stopped for lunch, 3h.
Detained about provisions, 2h.
6th travel, 6 miles, E.S.E. (true.)

SIXTH JOURNEY, Saturday, May 7th.

5h. called the cook. 6h. 10m. breakfasted. 7h. packed up, and proceeded towards Dépôt Point, where the sledges arrived at noon, at which time we lunched, and then proceeded to open the dépôt, and complete provisions. Whilst here we were joined by a wolf, the first and only one we had yet seen. Having completed provisions we left at 3h. P.M., and encamped at Sh. 40m.

Sunday, 8th.

A.M. 6h. Westerly, 2. b. c. v.
Noon " " " " "
P.M. 3h. " " " " "
" 6h. " " " " "

Hours travelled, 6h.
Encamped for rest, 11h.
Stopped for lunch, 3h.
Erecting cairns, 4h.

7th travel, 7 miles, S.E. by E. (true.)

SEVENTH JOURNEY, Sunday, May 8th.

6h. called the cook. 7h. 30m. breakfasted. 9h. proceeded towards an island, the inner part of which appearing to be close to the mainland, we steered towards the outer end. 10h. 30m. abreast of a low spit of land; here Captain Sir Edward Belcher, Knight, R.N., C.B., landed with an officer and three men, giving me directions to proceed with the sledges. Noon, lunched. 12h. 45m. proceeded; sent four men back to assist the Captain in what he might require. 3h. 40m. Captain and party rejoined. 4h. 30m. encamped on the outer end of the island, which was named Princess Royal island; a cairn was erected on the highest part of it. 6h. 30m. had pemmican, &c. The ice during the latter part of the day consisted of pack. Two men suffering slightly from snow-blindness.

Monday, 9th.

A.M. 6h. Calm, 0. b. c.
Noon " " 0. b. m.
P.M. 3h. Westerly, 2. f.
" 6h. " " " " "
Hours travelled, 9h.
Encamped for rest, 13h.
Stopped for lunch, 3h.
8th travel, 9 miles.

EIGHTH JOURNEY, Monday, May 9th.

5h. called the cook; breakfasted; deposited on the outer end of the island 80 rations for "Enterprize's" return. The "Londesborough" and "Dauntless" sledges also deposited their leather boots. 8h. 30m. proceeded to the eastward. Noon, lunched. 12h. 45m. proceeded. 7h. encamped.

Tuesday, 10th.

A.M. 6h. Calm, 0. o. m.
Noon " " 0. b. f.
P.M. 3h. North-west, 2. c. m. f.
" 6h. " " " " "
Hours travelled, 7h.
Encamped for rest, 15h.
Stopped for lunch, 3h.
9th travel, 6 miles, S.E. by E.

NINTH JOURNEY, Tuesday, May 10th.

5h. called the cook. 7h. breakfasted. 8h. 30m. packed up, and proceeded. Travelling over a low flat gravel land, covered with snow. Sledges moving on, but slowly. Noon, lunched, after which we proceeded; the sun very trying to the eyes. 4h. 50m. encamped. The two men recovered from snow blindness.

Wednesday, 11th.

A.M. 6h. Calm, 0. b. c. m.
Noon " " " " "
P.M. 3h. S.E. 1. " "
" 6h. " " 1. " "

TENTH JOURNEY, Wednesday, May 11th.

5h. called the cook. 8h. sent a party to assist in erecting cairns. Packed up, ready to proceed. Noon, lunched. 3h. P.M. party returned; pitched tents; had pemmican; turned day into night travelling. 9h. P.M. packed up, and proceeded. Observed a bear and cub coming towards us; did not succeed in capturing either, owing to the wolf, which was still in our company, making an attack on them; an Esquimaux dog that was with us joined the wolf in the attack, and got a severe blow in the side by the bear,

Thursday, 12th.

A.M. 3h. South-easterly, 1. b.
" 6h. " " " " "

and would, no doubt, have been killed, had it not been for the wolf, which came into the rescue by laying hold of bruin by the hinder quarters: the wolf was then the object of the bear's attack, but the dog relieved again acted in concert with the wolf; we were ready with our guns, but could get no chance of nearing either bear or wolf. We were now travelling close to the land on old knolly ice, outside of which appeared to be very heavy pack. 6h. 45m. encamped; had tea.

ELEVENTH JOURNEY, Thursday, May 12th.

5h. P.M. called the cook. Breakfasted. 7h. deposited the "Hamilton" ice boat, and 170 rations on a low land; erected a flag and staff over them. 9h. proceeded. Midnight, lunched. 4h. 45m. encamped.

TWELFTH JOURNEY, Friday, May 13th.

5h. called the cook. 7h. 45m. proceeded in the direction of a headland forming the entrance of a deep bay. 11h. 45m. encamped on a low point, close to the headland. Lunched, and accompanied Sir Edward Belcher, Captain, R.N., with Mr. Loney (Master) and Mr. Grove (Mate), to the highest part of the land, to ascertain the depth and extent of the bay. 7h. 30m. returned to the tents.

FIRST RETURN JOURNEY, May 14th.

5h. called the cook. 7h. breakfast. 7h. 50m. received my orders from Captain Sir Edward Belcher, Kt., R.N., C.B.; parted company in execution of orders. 9h. 30m. passed an old encampment. Midnight, stopped half an hour to lunch. 2h. abreast of boat depôt. 4h. 30m. encamped about 2 miles S.E. by E. of Parker Point.

SECOND RETURN JOURNEY, May 15th.

5h. called the cook. 6h. 15m. breakfast. 7h. packed up and away; passed several fox and lemming tracks. Midnight, lunched. 12h. 30m. proceeded. 3h. observed the Depôt Point on Princess Royal Island. 6h. 30m. encamped on the island. Passed numerous tracks of bears.

THIRD RETURN JOURNEY, May 16th.

5h. called the cook. 7h. breakfasted. 7h. 30m. proceeded to the depôt; took out the cask containing 80 rations, and restored the boots; proceeded again at 9h. 30m. A bear and cub was seen, but not close enough to fire at. One of the dogs I had with me (an Exquimaux bitch) was in the habit of absenting herself from the tent for 2 or 3 hours as soon as we pitched; at our last encampment she made off, and not returning by the time we were again under weigh, led me to suppose she was killed by the bear and cub. Midnight, stopped half an hour to lunch; proceeded at 12h. 30m. I now began to find that the floe was getting bad for travelling over; water had flown up in many places, and where I had passed over only 10 days since was now almost impassable, even with a light sledge. 4h. encamped.

FOURTH RETURN JOURNEY, May 17th.

5h. called the cook. 6h. 30m. breakfasted. 7h. packed up, and proceeded. 9h. 30m. killed and skinned a bear, the time of first seeing which until he was skinned and the sledge under weigh occupying 17 minutes only. Midnight, lunched. 12h. 30m. proceeded. On nearing the Wall Point I found the ice still getting worse; and the weather being thick I thought it advisable to get on the land, which I had some difficulty in doing, owing to the immense ridge of hummocks that lined the coast. On landing and looking from an eminence, to my astonishment I saw a large space of water immediately in the track of where our sledges had crossed on their outward journey. 4h. encamped on the Wall Point.

Hours travelled, 9½.
Encamped for rest, 20h.
Stopped for lunch, ¾h.
Building cairns, 6½h.
10th travel, 8 miles, S.E. by E. (true.)

Thursday, 12th.

P.M. 6h. Westerly, 2 c. m.
Midnight
A.M. Friday, 13th. "
" 3h. " "
" 6h. " "

Hours travelled, 7.
Encamped for rest, 15h.
Stopped for lunch, ¾h.
11th travel, 8 miles, S.E. by E. (true.)

Friday, 13th.

P.M. 6h.
Midnight
A.M. Saturday 14th.
" 3h.
" 6h.

A.M. Saturday 14th.
Hours travelled, 4.
Encamped for rest, 12½h.
Stopped for lunch, 1h.
Ascenting hill to ascertain the depth and extent of bay, 6½h.
12th travel, 3 miles.
Distance outwards, 84 miles.

Saturday, 14th.

P.M. 6h. North-westerly, 1. b. c.
Midnight
A.M. Sunday, 15th. "
" 3h. North-westerly, 1. b.
" 6h. Calm, 0. b.

Hours travelled, 8½.
Encamped for rest, 14½h.
Stopped for lunch, ¾h.
1st return travel, 14 miles.

Sunday, 15th.

P.M. 6h. Calm, 0. b.
Midnight "
A.M. Monday, 16th.
" 3h. Calm, 0. b.
" 6h. "

Hours travelled, 11.
Encamped for rest, 13h.
Stopped for lunch, ¾h.
2d return travel, 19 miles.

Monday, 16th.

P.M. 6h. S.-westerly, 2. o. m. s.
Midnight "
A.M. Tuesday, 17th. "
" 3h. S.-westerly, 2. o. m. s.
" 6h. " "

Hours travelled, 6.

Encamped for rest, 15h.

Stopped for lunch, ¾h.

Detained about provisions, 2h.

3d return travel, 11 miles.

Tuesday, 17th.

P.M. 6h. Southerly, 1. o. m.
Midnight "
A.M. Wednesday, 18th.
" 3h. Easterly, 1. o. m.
" 6h. " "

Hours travelled, 9.

Encamped for rest, 14h.

Stopped for lunch, ¾h.
Detained killing and slaying a bear, 17 minutes.

4th return travel, 9 miles.

Wednesday, 18th.

P.M. 6h. East, 1. o. f.
Midnight " " "
A.M. Thursday, 19th.
" 6h. East, 2. o. f.
Hours travelled, 8½.
Encamped for rest, 15h.
Stopped for lunch, ½h.
5th return travel, 12 miles.

FIFTH RETURN JOURNEY, *May 18th.*

5h. called the cook. 6h. 30m. breakfasted. 7h. packed up, and proceeded. 9h. 30m. abreast of Star Point; much water between it and Table Island. Observed 3 ducks flying to the eastward, also the track of oxen passing from Exmouth Island to the land between Wall and Star Points. Midnight, lunched. 12h. 30m. proceeded. 4h. encamped.

Thursday, 19th.

P.M. 6h.
Midnight "
A.M. Friday, 20th.
" 3h.
Hours travelled, 11.
Encamped for rest, 11h.
Stopped for lunch, ½h.
6th travel, 20 miles.
Distance homewards, 85 miles.

SIXTH RETURN JOURNEY, *May 19th.*

5h. called the cook. 6h. 30m. breakfast; proceeded at 7h., passing amongst pack ice; water flown up in several places. 9h. 30m. landed on Coffin Island: ascended ditto, and found the water making off the N.E. extreme. Midnight, lunched. 12h. 30m. proceeded. 3h. encamped for a short time on Village Point. Noon, called the cook. 2h. packed up and proceeded. 5h. 30m. arrived on board the ship all well.

Saturday, May 21st, to Saturday, May 28th, 1853.

I remained with my sledge and crew on board, preparing to take out a depôt, and also awaiting the arrival of the sledge "Lady Franklin" (Dr. Lyall), who was to assist in laying out the same. We were ready to start on Friday, but were prevented by a gale of wind, and much snow and drift; however, the weather next day was more favourable, and we started in the evening on our outward journey.

Saturday, 28th.
P.M. 6h. Northerly, 2. b. c. v.
Midnight " 1. " "
A.M. Sunday, 29th.
" 3h. Calm, o. b. c. v.
" 6h.
Hours travelled, 7.
Encamped for rest.
Stopped for lunch, ½h.
1st travel, second time, 8 miles.

FIRST JOURNEY OUTWARD, 2d Time, *May 28th, 1853.*

Leaving the ships at 7h., with the "Lady Franklin" (sledge) in company we made the best of our way to Village Point; stopped a short time to lunch, and encamped on Village Point at about 2h. 30m.

Sunday 29th.
P.M. 6h. Westerly, 3. o.
Midnight Variable, 1. b. c. m.
A.M. Monday, 30th.
" 3h. Variable, 1. b. c.
" 6h.
Hours travelled, 9½.
Encamped for rest, 14h.
Stopped for lunch, ½h.
2d travel, second time, 8½ miles.

SECOND JOURNEY OUTWARD, 2d Time, *May 29th, 1853.*

5h. called the cook. 7h. proceeded. Sledges completely burying themselves in the snow, under which in many places there was water, rendering it necessary for two crews to take one sledge on at a time. Midnight, lunched. 12h. 30m. proceeded. 5h. encamped on the N.E. extreme; found the water to have increased between it and Coffin Island.

Monday, 30th.
P.M. 6h. West, 1. c.
Midnight " " "
A.M. Tuesday, 31st.
" 3h. West, 1. o. f.
" 6h.
Hours travelled, 8½.
Encamped for rest, 15h.
Stopped for lunch, ½h.
3d travel, second time, 7½ miles.

THIRD JOURNEY OUTWARD, 2d Time, *May 30th.*

By 7h. we were again under weigh, and finding that keeping close to the land caused the distance to be increased, I determined to strike out for the floe, and stick to it as long as I considered it safe for heavily laden sledges. The first part of this march we had much pack ice to contend with, but the latter part we were favoured by a good floe, with little or no snow on it. Encamped at 4h.

Tuesday, 31st.
P.M. 6h. Easterly, 1. b.
Midnight " " "
A.M. Wednesday, 1st June.
" 3h. Westerly, 3. b. c.
" 6h.
Hours travelled, 9.
Encamped for rest, 14½h.
Stopped for lunch, ½h.
4th travel, second time, 8 miles.

FOURTH JOURNEY OUTWARD, 2d Time, *May 31st.*

After breakfast proceeded. Floe still very good, but knowing we were fast approaching the spot where the "Londesborough" sledge broke into nearly a month since, made me anxious about the sledges now under my charge; however, to prevent any accidents, I kept some distance in advance, trying the ice as I proceeded. About midnight, I began to find seal holes numerous, and the ice very thin in places; and likewise patches of water 5 or 6 feet in length, by 2 or 3 feet wide. My only resource now was to keep in for the land, on ascending which, as far as the eye could reach, there were several large spaces of water; many ducks were to be seen in some of them. When we encamped, launched our boat (Halkett's india-rubber), which held one person very comfortably for shooting. Our feathered friends appeared to look on us as foes: whether they smelt powder and shot, I know not; nevertheless, as fast as our india-rubber float approached in one direction, they were off in another.

FIFTH JOURNEY OUTWARD, 2d Time, *June 1st, 1853.*

On reaching the Wall Point, I was obliged for some distance to keep off the land, in consequence of the steepness of the cliff, and to regain which had to unload and make bridges of the sledges, and pass the provisions and gear along: this of course caused a little delay, but the sledge crews showed great zeal and cheerfulness in the manner in which they performed this or any other duty. A large extent of water off this point of more than one and a half miles in length, and half a mile wide.

Wednesday, 1st June.
 P.M. 6h. Westerly, 2. o. m.
 Midnight " "
 A.M. Thursday, 2d.
 " 3h. Westerly, 3. o. f.
 " 6h. " "
 Hours travelled, 7. " "
 Encamped for rest, 15h.
 Stopped for lunch, 4h.
 Detained, having to unload sledges, 14h.
 5th travel, second time, 7½ miles.

SIXTH JOURNEY OUTWARD, 2d Time, *June 2d.*

Starting at the usual time, keeping along the low part of the land, which was covered with snow; cutting across bays where the ice would permit of so doing.

Thursday, 2d.
 P.M. 6h. South-easterly, 2. c.
 Midnight " " 1. c.
 A.M. Friday, 3d.
 " 3h. South-westerly, 1. m. d.
 " 6h. " 2 hours.
 Hours travelled, 9.
 Encamped for rest, 14½h.
 Stopped for lunch, 4h.
 6th travel, second time, 9 miles.

SEVENTH JOURNEY OUTWARD, 2d Time, *June 3d.*

This day at starting we were from 4 to 5 miles off the inner point of Princess Royal Island, at which place the depôt was to be left and properly secured against bears or any other animals likely to destroy it; crossing over a low flat of some 3 miles in extent, and a patch of ice of about 1½ miles, we encamped on the island about 11h. 30m. After the usual routine of lunch, and the half hour extended to an hour for an extra pipe of tobacco for the men, we took pickaxes, shovels, &c. and dug a place in the most conspicuous and secure spot we could find; this done, we returned to our encampment.

Friday, 3d.
 P.M. 6h. Southerly, 1. o.
 Midnight " " 1. c.

INNER PART OF PRINCESS ROYAL ISLAND, *June 4th, 1853.*

Dr. Lyall had gone to the highest part of the island during the time we were engaged burying the provisions and erecting a cairn over, and on his return to the tents reported having seen a party to the S.E., but too distant for us to assist in, in that day's march; I knowing at the same time it was not any one likely to be in want of aid, and that it was in all probability the sledge "Dauntless," Mr. Grove (mate), which was due there about that time. 1 deer, 1 hare, and 3 ptarmigan seen.

Saturday 4th.
 A.M. 3h. South-easterly, 2. c.
 " 6h. " 2 b. c.
 Hours travelled, 4½.
 Encamped for rest, 15h.
 Stopped for lunch, 1h.
 Dig a place to secure the depôt in, 3h.
 7th travel, second time, 4½ miles.
 Outward travel, second time, 53 miles.

P.M. 6h. Saturday, 4th.
 Midnight Easterly, 3. c.
 A.M. Sunday, 5th.
 " 3h. Westerly, 1. b. c.
 " 6h. " "
 Hours travelled.
 Encamped for rest, 14h.
 Stopped for lunch, 1h.
 Burying depôt, and erecting cairn over, 6h.
 Burying the depôt at Princess Royal Island.

ENCAMPMENT, INNER PART OF PRINCESS ROYAL ISLAND, *June 5th.*

After breakfast, ascertaining the whereabouts of the party, Dr. Lyall, myself, and 12 men, went out to meet and assist them on. On nearing, found it to be two parties, the sledge "Londesborough" (Captain Sir Edward Belcher, Kt., R.N., C.B.) and the "Dauntless," Mr. Grove (mate); sent 6 men to each sledge, who assisted them as far as their encampment on the outer end of the island. About 4 we returned to our tents on the inner part of the same island.

Sunday, 5th.
 P.M. 6h. Westerly, 1. b.
 Midnight " "
 A.M. Monday, 6th.
 " 3h. Northerly, 3. c. o.
 " 6h. " "
 Hours travelled, 8½.
 Encamped for rest, 14½h.
 Stopped for lunch, 4h.
 Assisting Londesborough and Dauntless sledges in.

June 6th.

About 7h. I took a party and crossed the island to Captain Sir Edward Belcher's tent, to await orders. Having received them, myself and party returned to the encampment, struck tents, and proceeded to dig up the depôt and transport it to the outer end of the island, where we encamped in company with the "Londesborough" and "Dauntless" sledges at 6h. A.M., completing the former with any provisions, &c. that might be required.

Monday, 6th.
 P.M. 6h. Northerly, 1. c. m.
 Midnight " " 3. o. s.
 A.M. Tuesday, 7th.
 " 3h. Northerly, 4. o. s. f.
 " 6h. " 1. b. c.
 Hours travelled, 10½.
 Encamped for rest, 13h.
 Stopped for lunch, 4h.
 Shift the depôt to complete sledges.

June 7th.

Before parting company with the "Londesborough" this evening, I received fresh orders as to the disposal of the depôt. The "Lady Franklin" accompanied the "Londesborough," and the "Dauntless" (Mr. Grove) was sent to assist the "Enterprize," under my command: we encamped on the inner part of the island, to await further orders.

Tuesday, 7th.
 P.M. 6h. Northerly, 4. b. c.
 Midnight " " 2. b. c.
 A.M. Wednesday, 8th.
 " 3h. Northerly, 1. b. c.
 " 6h. " "
 Hours travelled, 5. "
 Encamped for rest, 14h.
 Stopped for lunch, 1h.
 Sledges completed; return to inner part of Princess Royal Island; send a shooting party out.

Wednesday, 8th.

P.M. 6h. Northerly, 4 c. m.
 Midnight " 1. b. c.
 A.M. Thursday, 9th.
 " 3h. Northerly, 1. b. v.
 " 6h. " " " " " "
 Not underweigh this day.
 Receive fresh orders.

Thursday, 9th.

P.M. 6h. South-easterly, 2. c.
 Midnight " 1. c.
 A.M. Friday, 10th.
 " 3h. " 2. c.
 " 6h. " 2. c. o.
 Hours travelled, 4h.
 Encamped for rest, 15h.
 Stopped for lunch, 1h.
 Detained by depôt, 4h.
 Deposit provisions, and proceed
 in execution of orders.
 6 miles.

Friday, 10th.

P.M. 6h. Southerly, 2. b.
 Midnight " "
 A.M. Saturday, 11th.
 " 3h. Calm, 0. c. m.
 Hours travelled, 8½h.
 Encamped for rest, 15h.
 Stopped for lunch, ½h.
 8 miles.

Saturday, 11th.

P.M. 6h. N.Westerly, 2. to 3. c. o.
 Midnight " "
 A.M. Sunday, 12th.
 " 3h. North-westerly, 2. c. o.
 " 6h. " " "
 Hours travelled, 8.
 Encamped for rest, 14h.
 Stopped for lunch, ½h.
 Detained by provisions, 1½h.
 8 miles.

Sunday, 12th.

P.M. 6h. North-westerly, 2. b. c.
 Midnight " "
 A.M. Monday, 13th. "
 " 3h. Calm, 0. b. c.
 Hours travelled, 5.
 Encamped for rest, 15h.
 Stopped for lunch, ½h.
 Detained by provisions, 3½h.
 Return to depôt point. Dig up
 the depôt.
 8 miles.

Monday, 13th.

P.M. 6h. North-westerly, 4. b. c.
 Midnight " "
 A.M. Tuesday, 14th. "
 " 3h. North-westerly, 4. b. c.
 Hours travelled, 5.
 Encamped for rest, 14h.
 Stopped for lunch, 1h.
 Detained, 4h.
 Reach Wall Point with depôt ;
 arrange depôt ; send a party to
 build a cairn.
 8 miles.

Tuesday, 14th.

P.M. 6h. North-westerly, 4. o. c.
 Midnight " "
 A.M. Wednesday, 15th.
 " 3h. N.Westerly, 4. o. c. m.
 " 6h. " " " " " "
 Start from Wall to Star Point ;
 bury provisions, and return to
 Wall.
 Hours travelled, 9.
 Encamped for rest, 14h.
 Stopped for lunch, 1h. -

Wednesday, 15th.

P.M. 6h. N.Westerly, 4. to 6. c. o.
 Midnight " "
 A.M. Thursday, 16th. "
 " 3h. North-westerly, 4. c. o.
 " 6h. " " " " " "
 Hours travelled, 4.
 Encamped for rest, 14h.
 Stopped for lunch, ½h.
 Detained erecting a cairn, 5½h.
 4 miles.

June 8th.

Not having to get under weigh this evening, I sent out a shooting party, who returned after some hours absence with two geese. About 2h. I observed two men coming towards the encampment; they were two of the "Lady Franklin's" sledge crew, with fresh orders from the captain.

June 9th.

Deposited 23 days provisions for 11 men at the Low point within the island (the place specified), and 2 men provisioned independent of the other for 20 days. I now proceeded with "Enterprize" and "Dauntless" on my return, in execution of orders.

SECOND RETURN JOURNEY, 2d Time, June 10th.

Breakfasted and away; water increased since our outward journey. Lunched at the usual time, and encamped at 4h.

THIRD RETURN JOURNEY, 2d Time, June 11th.

We now proceeded towards Wall Point, where we arrived at 3h. 30m. Dug a trench, and deposited all provisions on "Enterprize" and "Dauntless" sledges, and encamped.

FOURTH JOURNEY, June 12th.

Returned to Depôt Point with sledges. Dug up the depôt. Loaded sledges, and erected a pile. This day for the first time we got water off the land for cooking with.

FIFTH RETURN JOURNEY, 2d Time, June 13th.

Proceeded towards the Wall Point, where we arrived at midnight. After lunch sent a party under Mr. Grove to erect a cairn, whilst I remained to arrange the depôt. About 4h. they returned, having partly built it.

SIXTH RETURN JOURNEY, 2d Time, June 14th.

Started with both sledges for the Star Point; buried the provisions required; erected a staff and cairn to denote their position; returned to the Wall Point and encamped.

SEVENTH RETURN JOURNEY, 2d Time, June 15th.

Went with a party of men after breakfast to finish the cairn commenced. Dug up the provisions left here (Wall Point). Loaded sledges, and encamped that march close to Star Point.

EIGHTH RETURN JOURNEY, 2d Time, *June 16th.*

Packed up and proceeded again at 7h., keeping close to the land. Water appears to be making fast. Lunched, and was again away. Encamped.

NINTH RETURN JOURNEY, 2d Time, *June 17th.*

Weather very thick, with snow; towards midnight it cleared. Picked out a conspicuous place for a cairn; erected it after lunch, and encamped on the N.E. extreme.

TENTH RETURN JOURNEY, 2d Time, *June 18th.*

Struck across for the land about Village Point; after getting about 1½ miles towards it, found the snow, with water between it and the floe, so deep that I could not get even one sledge along at a time. Men above their knees in water. I partly retraced my steps, and swept the Bay, cutting off as much as possible. Floe in-shore much better.

ELEVENTH RETURN JOURNEY, 2d Time, *June 19th.*

Arrived at Village Point about 10h. 30m. Deposited cache of provisions, and left after lunch. 3h. encamped about 4 miles from ship. 11h. 30m. proceeded, and arrived on board about 2h. 30m. P.M.

GENERAL ROUTINE OBSERVED.

5h. called the cook. Breakfast and under weigh by 7h. Midnight, stop half an hour to lunch. Encamp about 4h. 30m. Have pemmican, tea, and smoke, and into blanket bags.

PROVISION SUGGESTIONS.

Pemmican, $\frac{3}{4}$ of a lb. we found rather short. Would recommend 1lb. The currant was generally liked, but the sugared pemmican not.

Biscuit, $\frac{3}{4}$ of a lb.; would recommend 1lb. Boiled bacon, allowance ample but rather fat; frequently the men could not eat it. Would suggest that alternately it be relieved by some other food.

The conduct of the men under my charge during the Spring operations was most satisfactory, showing on all occasions great zeal in the cause in which we were all engaged.

SLEDGE CREW of H.M. SLEDGE "ENTERPRIZE."

Name.	Quality.	Age.	Ship.	Remarks.
Mr. J. H. Allard	Master	-	"Pioneer."	
James Robinson	Captain of sledge	39	"Assistance."	
Thomas Barber	Sail-maker	31	Ditto.	
George Quiddington	Carpenter's mate	31	Ditto.	
Henry Tranter	A.B.	31	Ditto.	
Richard Bex	R.M.	26	Ditto	Sent to "Dauntless."
Alexander Bailie	Carpenter's crew	29	Ditto	Sent to "Londesborough."
John Clark	Steward	36	Ditto.	
George Custance	Stoker	29	"Pioneer."	
John Green	R.M.	31	Ditto.	
William Wood	Ship's cook	33	Ditto.	

EXCHANGES effected between May 2d and 20th.

Name.	Quality.	Age.	Ship.	Remarks.
Ransom Unthank	Ice quartermaster	38	"Assistance"	Received from "Londesborough."
Isaac Barnott	Captain maintop	28	Ditto	Received from "Dauntless."

Thursday, 16th.

P.M. 6h. N.W. 4 c.m. g.

Midnight " "

A.M. Friday, 17th.

" 3h. N.Westerly. 3 c.m.

Hours travelled, 8½.

Encamped for rest, 15.

Stopped for lunch, ¼h.

9 miles.

Friday, 17th.

P.M. 6h. North-westerly, 2 o.s.

Midnight " 1 c.

A.M. Saturday, 18th.

" 3h. North-westerly, 1 b.

" 6h. " "

Hours travelled, 5.

Encamped for rest, 1¼h.

Stopped for lunch, ¼h.

Erecting a cairn, ¼h.

5 miles.

Saturday, 18th.

P.M. 6h. Northerly, 3 c.

Midnight " 1 c.

A.M. Sunday, 19th.

" 3h. Southerly, 2 c.

" 6h. " "

Hours travelled, 9.

Encamped for rest, 1¼h.

Stopped for lunch, ¼h.

9 miles.

Sunday, 19th.

P.M. 6h. North-westerly, 1 b. v.

Midnight " "

A.M. Monday, 20th.

" 3h. North-westerly, 2 c.

" 6h. " c. o.

Hours travelled, 10.

Encamped for rest, ¼h.

Stopped for lunch, 1h.

14 miles.

EXCHANGES between May 20th and 28th.

Name.	Quality.	Age.	Ship.	Remarks.
Thomas Barber - -	Sail-maker - -	31	"Assistance"	Left on board from illness.
George Couzins - -	Stoker - -	26	"Pioneer" -	In lieu of Thomas Barber.
Isaac Barnott - -	A.B. - -	28	"Assistance"	Left on board, having bad leg.
Walter Marshall - -	A.B. - -	28	Ditto - -	In lieu of Isaac Barnott.
William Wood - -	Ship's cook - -	33	"Pioneer" -	Left on board, having swollen legs.
George Harris - -	A.B. - -	30	Ditto - -	In lieu of Wm. Wood.

Number of days out	- - -	- 19 days.
Ditto " home, shifting depôts, &c.	- - -	- 23 "
Ditto of hours travelled	- - -	- 283 hours.
Ditto ditto encamped for rest	- - -	- 518 $\frac{1}{4}$ "
Ditto ditto detained by weather	- - -	- - -
Ditto ditto stopped for luncheon	- - -	- 25 $\frac{3}{4}$ "
Ditto ditto building cairns and making depôts	- - -	- 60 $\frac{1}{4}$ "
Estimated distance travelled	- - -	- 309 miles.
Mean rate of daily travelling	- - -	- 10 "

Enclosure No. 17. of Sir Edward Belcher's Letter.

Lieutenant MAY to Sir EDWARD BELCHER, Knight, C.B.

Lieutenant May's
Proceedings.

Sir,

Northumberland Sound, June 20th, 1853.

I have the honour to acquaint you with my return to this ship on the 13th instant, with the crew of the sledge "Reliance," all well.

From the important nature of the despatches received from Captain Kellett, relative to the discovery of H.M.S. "Investigator" by the "Resolute," I have returned to the ship with all despatch, in order that you might receive them at the earliest moment. But finding from Lieutenant Cheyne, that in all probability you were without the range of communication from this, it became imperative for me to await the return of one of your limited sledges ("Enterprize" or "Dauntless"), in order that their receipt by you might be in some degree ensured.

These sledges returned yesterday evening all well, conveying your orders to the commanding officers of this ship, which I have the honour to acknowledge, and now deem it my duty to transmit to you forthwith the important despatches with which I have been charged. Lieutenant Cheyne and a party of six men are equipped and victualled for fourteen days, and will leave this evening with directions to use his best efforts to place these documents into your hands.

At present (from the reports I have received from the two sledges returned, and my own observation) I do not consider it practicable, from the decayed state of the ice to the northward, to advance a boat in that direction. A vigilant look-out is being preserved from Mount Britannia; in order that assistance may be rendered available for any returning parties that may stand in need of it.

On my passage across from the southward, I found the ice in good travelling condition until within about three miles of Spit Island, around which and to the eastward it had broken up, and there was a large extent of open water intermingled with loose streams of ice. But on Sunday last, the weather being very clear, I proceeded to Mount Britannia to look for the sledges due from the N.E., and then saw that to all appearance a lane of water extended across to the southward of Cape Lady Franklin, which will be shortly navigable for boats.

I beg leave to acquaint you, that your orders relative to the refitting of the ship for service are being carried out, and trust that, on your return, she will be found in a state to meet your approbation.

I have, &c.

(Signed) WALTER W. MAY, Lieutenant,
in charge of H.M.S. "Assistance."

Enclosure No. 18 of Sir Edward Belcher's Letter.

Mr. FRANCIS B. HERBERT, Mate, late in Charge of H.M. Sledge "Success" to Sir EDWARD BELCHER, C.B.

Proceedings of Mr. Herbert, Mate.

Sir,

Her Majesty's Ship "Assistance," Northumberland Sound, June 29th 1853.

I have the honour to forward to you my journal of the proceedings of Her Majesty's sledge "Success," from the 10th of April to the 13th of May 1853, which I trust will meet with your approbation. It gives me great pleasure to report that the crew whilst under my command behaved much to my satisfaction by doing their duty well and cheerfully.

I have, &c.

(Signed) FRANCIS B. HERBERT, Mate,
Late in charge of Her Majesty's sledge "Success."

Sir EDWARD BELCHER, C.B., to Mr. FRANCIS B. HERBERT, Mate, commanding the Sledge "Success."

Orders to Mr. Herbert.

Her Majesty's Sledge the "Success," Mr. HERBERT, Mate.
Motto, "Success to the Brave."

This is one of the most difficult matters on which I have had to treat. Success is sometimes the sport of fortune, but in these climes success only attends perseverance and determination in the onward path of duty and endurance. Borrowing the sentiment of another sledge banner, "Deeds not Words," must prove your claim to success. In our case, next to the example of severe duty in yourself, the infusion of cheerfulness and good humour into those under your care, as well as command, affords the best prospect of success; it renders all difficulties trifles, and easily to be overcome.

Entrusting this banner to your keeping, and with every confidence in your zeal and ability, I sincerely pray that you may be blessed with health and strength to complete your allotted task, and to return to us, if not as successful as you anticipate, still deserving commendation.

By Sir Edward Belcher, Knight, C.B., Captain of Her Majesty's Ship "Assistance," and in command of Arctic Squadron.

Whereas you have been appointed to Her Majesty's sledge "Success," to be employed on the South-western Searching Division, under Commander Richards.

You will place yourself under his direction, or of any Lieutenant who may succeed him, on that duty.

Upon quitting Commander Richards you will receive from him either definite orders for your guidance, or he will countersign this document in approbation of your return to this ship, *via* the main depôt at Cape Lady Franklin.

Using every proper effort to reach the ship within the period for which you will then have provision, I must impress upon you the necessity of not risking by change of weather, &c. any delay, by being led after the pursuit of game, bears, &c.

You will keep a journal of your proceedings under the form issued, and present the same to me, duly signed, within a reasonable period after your return.

No senior (excepting Lieutenant Osborn) is in any manner to interfere with or direct you.

Given under my hand, on board Her Majesty's Ship "Assistance," in Northumberland Sound, this 9th of April 1853.

(Signed) EDWARD BELCHER, Captain.

Orders to Mr. Herbert.

Commander G. H. RICHARDS to Mr. FRANCIS B. HERBERT, Mate, commanding the Sledge "Success."

By Commander G. H. Richards, Commanding South-western Division.

The time having arrived for you to quit the Western Division on your route homeward, you will set out on your return to-morrow morning, for Northumberland Sound.

You will erect a cairn on the point the division encamped upon on the 28th instant, and deposit there one of the documents with which you will be supplied. If circumstances should favour you, you will erect another on the N.W. point of Fishhook Bay (the point nearest to the Solitary Mount.)

Proceeding then direct for the depôt at Cape Fortune, you will supply yourself with the five days provision left for you, being careful to secure the cairn with the remainder. The S.W. bluff of Deception Group will be your next point. There you will probably find a cairn erected by Doctor Lyall, which you will visit, leaving a record of your proceedings.

Should you not find a cairn on that bluff, you will build one, and leave a document. From that bluff you will return by our outward track, visiting in succession the cairns on Sandstone Point and the N.E. point of the Deception Group, both of which I anticipate Doctor Lyall will have erected; if not, you must endeavour to do so. At the Deception depôt you will, after taking your five days provision and securing the depôt, return direct to Northumberland Sound.

Nothing but the strongest necessity will warrant you in touching the grand depôt at Cape Lady Franklin. The whole of the provisions there will be required to complete the search to the westward; and as there is every probability of an early disruption of the ice in the Queen's Channel, I must urge you to use your utmost endeavour to cross it at as early a period as possible.

At every cairn you may visit you will leave a brief record of your proceedings, for my information, stating the date of leaving and the probable direction you intend to take.

Dated at Point Success, this 29th April 1853.

(Signed)

GEORGE HENRY RICHARDS,
Commanding Division.

STATE and CONDITION of H.M. Sledges "Sir Edward" and "John Barrow."

Both victualled for 45 days, and their return secured by "Reliance" moving up depôt, as per Report.

(Signed) G. H. R.

Mr. Herbert's Journal,
1853.

April 10th, Sunday.

April 11th, Monday.

7h. 30m. - - Temp. + 2°

5h. P.M. - - Temp. - 1°

April 12th, Tuesday.

7h. 20m. A.M. - Temp. - 7°

JOURNAL of the PROCEEDINGS of H.M. Sledge "Success."

At 3h. 30m. Sir Edward Belcher, C.B., addressed the sledges' crews.

4h. P.M. started from the ship with a strong breeze from the N.W.; towards the evening the wind moderated; weather became very thick, with snow. 9h. P.M. encamped upon Spit Island; had tea. Distance travelled, 6 miles.

6h. A.M. breakfasted. 7h. 30m. started with a breeze from the N.E.; thick weather. The floe during the forenoon was very rough and hummocky. Noon, lunched. At 2h. P.M. the sledge in going over a hummock turned over; unpacked, and examined the runners; found no damage done; packed, and proceeded. 4h. 30m. P.M. encamped, supper. Distance travelled, 6 miles.

6h. A.M. breakfasted. 7h. 20m. started under sail; wind fresh from the northward; weather thick, with snow. The temperature this morning inside the tent before breakfast was + 15°. During the forenoon neither the sun nor land was visible; steering by compass N.E., over a rough hummocky

floe. Noon, lunched ; weather clear and floe much better during the afternoon. Observed the remarkable bluff upon Pioneer Island, bearing N.E. by N. (true), which will be a good mark for returning to the ship. 5h. P.M. encamped, supper. Distance travelled, 7 miles.

Mr. Herbert's Journal, 1853.

5h. 40m. breakfasted. 6h. 40m. started. This forenoon we had to cross over a belt of very heavy packed ice, about one mile in breadth, and over which we could only drag half the division at a time. At 11h. A.M. we all got safe over, except the "Reliance," (who carried the ice boat). In going over a hummock, she struck against a hard piece of ice and broke the left runner in two places. Halted and lunched. Noon, started, leaving the carpenters behind, to repair "Reliance," "Dauntless," bringing on the ice boat. 2h. P.M. "Reliance" joined company. During the afternoon we have had a good floe and fine weather. 4h. 30m. encamped ; supper. Distance travelled, 6 miles.

April 13th, Wednesday. 6h. A.M. Temp. -1°

6h. A.M. breakfasted. 7h. started, wind from the N.W. blowing fresh, with thick weather. Several of the men were frost-bitten on their faces, but none badly. Noon, lunched. All to-day we have had a good floe, steering in for the land. 5h. 15m. encamped ; supper. Distance travelled, 7 miles.

April 14th, Thursday. 7h. A.M. - - Temp. -11°

4h. 30m. P.M. - - Temp. -15°

6h. A.M. breakfasted. 7h. started, wind fresh from the westward. During the forenoon several of the men were badly frost-bitten on their faces. We have had a good floe all to-day, steering N.W. along the coast. Noon, lunched. In the afternoon the wind changed to South ; weather became very thick ; set the sail. 5h. encamped ; supper. Distance travelled, 8 miles. Directly we pitched, I made all the men examine their feet ; none were frost-bitten, which would not have been the case were the canvass boots not perfection.

April 15th, Friday. 7h. A.M. - - Temp. -17°

Noon - - Temp. -18°

5h. P.M. - - Temp. -6°

7h. A.M. breakfasted. 8h. started. During the night the wind shifted from south to north, blowing into the door of the tent, which occasioned us to pass a cold unpleasant night. Noon, halted and encamped close to the land, the weather having become too bad for travelling. 3h. P.M. landed ; placed the depôt carried by "Dauntless" in a cairn. All along the beach where we encamped, the ice was heavily pressed against the land, forming large hummocks, some over 30 feet high. All the sastrugi, I also observed, pointed towards the N.W., from which circumstance I conclude that strong winds from that quarter prevail on this coast. 5h. P.M. supper. Distance travelled, 4 miles.

April 16th Saturday. 7h. A.M. - - Temp. -20°

Noon - - Temp. -26°

5h. P.M. - - Temp. -20°

6h. 30m. breakfasted. 7h. 30m. started. "Dauntless" parted company. I went with Captain Richards to the top of a hill, over the encampment on the side of which the depôt was placed. We observed, close to the encampment, a fine harbour, about a mile and a half long and half a mile broad at the entrance, and which we had not observed from that position.

April 17th, Sunday. 7h. A.M. - - Temp. -19°

This land is of sandstone formation, in some places thickly covered with moss, and altogether possessing more vegetation than any land I have yet seen within these regions. I observed, close to where we were standing, five deer quietly browsing ; they were fine animals, and appeared to be in good condition ; their colour was of a brownish white ; one of them, the largest, had horns. 10h. A.M. rejoined the division. We have had all day a sharp breeze from the westward, coasting along about one mile off shore, over a good floe. 5h. P.M. encamped ; supper. Distance travelled, 8 miles.

5h. P.M. - - Temp. -6°

7h. A.M. breakfasted. 8h. started ; wind fresh from the westward ; thick weather, with snow drift ; coasting along shore over a good floe, steering W.N.W. (true). 11h. A.M. halted and pitched, weather having become too bad for travelling. 12h. 20m. P.M. weather cleared up ; having lunched, packed, and proceeded. 5h. P.M. encamped ; supper. Distance travelled, 7 miles. After supper I went on shore with Lieutenant May, to try and procure some game ; we saw three deer and a white hare, but did not succeed in killing anything.

April 18th, Monday. 7h. A.M. - - Temp. -4°

5h. P.M. - - Temp. -8°

6h. A.M. breakfasted. 7h. 15m. started ; a fine clear morning, with a sharp breeze from the westward ; coasting along shore all day, steering W.N.W. Noon, lunched. 5h. P.M. encamped ; supper. Distance travelled, 8

April 19th, Tuesday. 5h. P.M. - - Temp. -9°

miles. Christopher Allen, A.B., complained of weakness and diarrhoea; gave him two opium pills.

April 20th, Wednesday.
7h. A.M. - Temp. -23°

6h. A.M. breakfasted. Allen reports himself much better this morning. 7h. started; a fine clear day; wind light from the westward. I went with Captain Richards to the top of a high hill, abreast of our encampment. We saw great quantity of deer, hare, and fox tracks, and also had a good view of the tending of the land. Captain Richards obtained several bearings. 12h. 30m. P.M. reached the sledges and lunched. 5h. 15m. P.M. encamped; supper. Distance travelled, 8 miles.

5h. P.M. - Temp. -3°

April 21st, Thursday.
7h. A.M. - Temp. -14°

6h. A.M. breakfasted. 7h. started; a fine clear morning, calm. My eyes to-day were much affected by the sun. The government wooden spectacles I found answered well, with any wind blowing in my face, but otherwise the eye was too much confined by them, and I found that they increased the pain. During the forenoon the floe was very rough, and apparently very old. Noon, lunched. During the afternoon I wore a pair of spectacles of a light purple tint, that I borrowed from Lieutenant Osborn, and from which I experienced great relief. 5h. 15m. P.M. encamped; supper. Distance travelled, 7 miles.

5h. P.M. - Temp. Zero.

April 22d, Friday.

5h. 30m. A.M., breakfasted. 7h. started; a fine clear day; wind light, from the eastward; travelling all day over rough old floe. At 11h. 30m. A.M., found that one of the runners was twisted inward, greatly impeding our progress. Unpacked and relashed. 12h. 30m. P.M., rejoined the division. Lunched; transferred to the "Lady Franklin" (per order) one case of bacon, weighing 51lbs. 5h. 30m. P.M. encamped. Distance travelled, 8 miles. Supper.

5h. 30m. P.M. - Temp. -5°

April 23d, Saturday.
7h. A.M. - Temp. -2°

6h. 30m. A.M. breakfasted. 7h. 20m. started under sail, with a strong breeze from the northward. Thick heavy weather. Steering all day S.W. over a rough old floe; land not in sight. We found the sail to-day of the greatest assistance, and it required considerable attention to prevent the sledge turning over. Noon, lunched. 5h. P.M. encamped; supper. Distance travelled, 7 miles.

April 24th, Sunday.
7h. A.M. - Temp. -7°

6h. A.M. breakfasted. 7h. started under sail with a strong breeze from the N.W.; thick heavy weather. Ice of the same description as of yesterday.

Land not in sight, steering S.W. (true). Noon, lunched. 1h. P.M. sledge turned over; unpacked; found no damage done; packed and proceeded.

4h. P.M. reached low land. Encamped; supper. Distance travelled, 7 miles. Received from the "Lady Franklin" 5 days provision and fuel.

April 25th, Monday.

7h. A.M. breakfasted. "Lady Franklin" deposited for us one gutta percha case, marked to contain six days' provisions, but upon opening the same to take out one day's allowance (by Captain Richards' order), I found from the marks on the different packages that the case contained only five days. Transferred to Dr. Lyall my thermometer, he having broken his one last night accidentally. 7h. 30m. A.M. "Lady Franklin" started on her homeward route.

Captain Richards having communicated his intention of not starting until after lunch, we embraced the opportunity to have all our tent gear spread out to air, and also some minor repair done to the sledge, which has been severely strained during the last three or four days. Lieutenant May and Sergeant Jefferys went on the high land with their guns, to try and procure some game. At 11h. A.M. they returned, having seen a great number of deer, and succeeded in killing one white hare. 11h. 30m. A.M. lunched. Noon, started with a light breeze from the N.W., travelling over a good floe, steering N.W. along the land. 5h. P.M. encamped; supper. Distance travelled, 7 miles.

11h. A.M. - Temp. -6°

April 26th, Tuesday.

6h. A.M. breakfasted. 7h. started; a fine clear morning, with a sharp breeze from the N.W., steering N.W. along low land. Towards noon the weather became very thick, and the wind increased considerably. Lost sight of the land. Noon, lunched. 4h. P.M. encamped on a point of the low land; supper. Distance travelled, 7 miles.

April 27th, Wednesday.

6h. A.M. breakfasted. 7h. 15m. started, with a fresh breeze from the

N.W.; weather fine and clear. 11h. 30m. lunched. Several of the men complained of sore eyes; and George Youngson, in particular, was much affected. 4h. 30m. encamped; supper. Distance travelled, 7 miles. Administered venum opii to George Youngson's eyes.

6h. A.M. breakfasted. 7h. 20m. started, with a sharp breeze from the N.W.; passed to-day the first high land since leaving the last depôt, and which, from its isolated position, has been named by us the Solitary Mount. From this point the coast takes a more southerly direction, the course that we have been steering this afternoon being W. by S. 5h. P.M. encamped; supper. Distance travelled, 8 miles. Several of the men suffered much from sore eyes to-day, and to some I applied the venum opii, trusting that it may have as beneficial effect on them as it had yesterday upon George Youngson, whose eyes were quite recovered this morning.

5h. 40m. A.M. breakfasted. 7h. started, with a light breeze from the northward. Fine clear morning. Coasting along low land; steering, during the forenoon, W.S.W. Towards noon the wind veered round to the eastward, and increased considerably. Set our sail. Noon, lunched. During the afternoon steering along the coast S.W. 6h. P.M. reached a low point, where it is intended to deposit the provisions carried by us. 6h. 15m. P.M. encamped. From this position the loom of distant land is distinctly visible, supposed to be Melville Island, so that we are now on east side of Byam Martin's Channel; and the nearest land to the rendezvous. Gave to the "Sir Edward" and "John Barrow" each seven days' provision, and to the "Reliance" eight, and deposited for each seven days'. Supper. Distance travelled, 9 miles.

7h. A.M. breakfasted. Received orders and papers from Captain Richards. 8h. started on our homeward route, giving the onward parties three hearty cheers, which they returned. The morning was fine and clear; light breeze from the northward; the distant land of Melville Island quite distinct.

We kept all to-day upon the outward track, and at 3h. 30m. P.M. arrived at the encampment of the 28th inst. Encamped, and took a party of men on the top of a hill to build a cairn; left a cylinder containing an official document. I saw five deer, but could not succeed in getting within shot of them. Supper. Distance travelled, 9 miles.

6h. 30m. breakfasted. 7h. started; a fine clear morning, with a light breeze from the S.E. 10h. 30m. arrived at the long low point nearest to the Solitary Mount; halted, and erected a cairn, and deposited a document, as ordered by Captain Richards. Noon, lunched. Crossed the outward track during the afternoon, steering S.E. for Cape Fortune. 5h. P.M. encamped; supper. Distance travelled, 10 miles.

6h. A.M. breakfasted. 7h. started; thick heavy morning, light breeze from the S.E.; kept on the outward track (upon which we had pitched last night) until 10h. A.M., when the weather cleared; observed Cape Fortune, and steered direct for it S.E. (true). Noon, lunched; a breeze sprung up from the westward; set the sail. 3h. P.M. reached the encampment ground of the 23rd of April. 4h. 30m. observed the depôt on Cape Fortune. 5h. 30m. P.M. reached ditto, found it undisturbed, everything exactly as it had been left. Encamped; supper. Distance travelled, 13 miles.

8h. A.M. breakfasted; determined to allow the men to rest until noon. Opened the cairn, and took out our depôt, carefully securing the remainder as it was before. Had all the tent gear out to air. I gave Josh. (Abbott, the captain of the sledge) and another hand leave to go on the high land, to try and procure game. On his return, he reported having seen several ptarmigan, but he could not secure any, as he had not taken any small shot with him; he also saw a herd of deer, but could not get within shot of them. Noon, packed and started. Weather very thick and heavy, with a light breeze from the S.E.; the weather being too thick to observe the S.W. bluff of the Deception Group, and the sun obscured, kept to-day on the outward track, which was but faintly discernible; being nearly covered with snow drift. 6h. P.M. encamped; supper. Distance travelled, 6 miles.

Mr. Herbert's Journal,
1853.

April 28th, Thursday.

April 29th, Friday.

April 30th, Saturday.

May 1st, Sunday.

May 2d, Monday.

May 3d, Tuesday.

May 4th, Wednesday.

6h. 15m. A.M. breakfasted. 7h. 15m. started; a thick heavy day, no sun or land visible. Before leaving Cape Fortune I changed the card on the needle of my compass from the north to the south point, as I knew that the variation at that position was very nearly 180° , and to-day I have steered by compass N.E., which is the true course from Cape Fortune to S.W. bluff of Deception Group. 5h. P.M. encamped; supper. Distance travelled, 11 miles.

May 5th, Thursday.

7h. A.M. breakfasted. 8h. started; up to noon the weather was thick; land not visible; steering by sun N.E. Noon, lunched. The weather partially cleared up; observed the land; steered for the most eastern point seen. 3h. P.M. passed an old encampment; lost sight of the land. 6h. P.M. encamped; supper. Distance travelled, 12 miles. During the last 2 days I have suffered very severely from snow blindness, occasioning me great pain when looking at any distant object; the men have also complained a good deal, and we all find that a heavy day has much greater effect upon us than when the weather is clear, with the sun powerful.

May 6th, Friday.

6h. 30m. breakfasted. A fine clear morning. Observed the S.W. bluff and a cairn on it; we passed it yesterday in the thick weather, our present encampment being close to the shore, about 2 miles to the eastward of it. Ordered the captain of the sledge to proceed on, while I with one hand visited the cairn, which I found had been erected by Doctor Lyall. I left a notification of my proceedings for the information of Captain Richards; replaced the cylinder, containing one of the official documents which had been left by Dr. Lyall, and arrived up with the sledge at 4h. 30m. P.M. Encamped; supper. Distance travelled, 10 miles.

May 7th, Saturday.

6h. A.M. breakfasted. 7h. started; a fine clear morning, with a light westerly breeze. During the course of the day we several times crossed the outward tracks and also the return track of the "Lady Franklin." 11h. A.M. crossed the track of two bears, a large and a small one, quite fresh, and tending in towards the land. Noon, lunched. Observed the two remarkable hills which, from their similarity of appearance, have been named "The Sisters." 5h. halted; encamped abreast the westernmost Sister Hill; supper. Distance travelled, 13 miles.

May 8th, Sunday.

7h. A.M. breakfasted. 8h. started; a fine clear day, with a fresh north-westerly breeze. 11h. observed a cairn upon Point Deception. At 11h. 30m., when we had just halted for lunch, we saw three bears (an old one and two cubs) amongst some hummocks close to the shore. I took with me the captain of the sledge, and tried to creep up close to them, but they perceived me, and started off. 2h. P.M. observed the cairn over the depôt; reached the depôt at 3h. P.M., and found that it had been broken into by bears; the remains of several pieces of bacon and two empty tins were strewn about; two unopen cases of pemmican had also been dragged out, but they had not succeeded in getting at the meat; a gutta percha case, marked "Sir Edward and John Barrow," was broken into, but nothing in it had been destroyed. Under these circumstances, fearing that the depôt may again (notwithstanding all our precautions) be broken into, I leave here all the provision that I can possibly spare, taking out merely the following articles (which will complete me to three days, within which time I hope to reach the ship)—chocolate, 3 tins; rum, 1 tin, containing $4\frac{1}{2}$ pints; tea, a paper marked 10 oz.; sugar, a paper marked 1 lb. 4 oz.: these articles I took out of the gutta percha case marked "Sir Edward;" the other, which was my own depôt, I did not open. Having fortified the cache as strongly as possible, and leaving a statement of my proceeding in a cylinder left by Dr. Lyall on his return, which contained a document by which I found that he had also found the depôt disturbed, and had strengthened it; encamped, and had supper. Distance travelled, 12 miles. After supper I saw the three same bears that had been seen in the forenoon, but I could not succeed in getting within shot of them.

May 9th, Monday

6h. A.M. breakfasted. 7h. started, with a strong breeze from the N.W., steering by the sun E.N.E. 9h. A.M. weather became very thick, with snow; lost sight of the sun and the land, steering by compass S.W. by S.; the breeze to-day had great effect upon the sail, so much so that we had to keep running in order to keep up with the sledge. Noon,

unched. During the afternoon the weather became much worse, snowing heavily. 4h. P.M. encamped; supper. Distance travelled, 14 miles.

5h. 45m. A.M. breakfasted. 6h. 30m. started; wind fresh from the northward, weather thick and heavy; occasionally observed the sun, steering by ditto E.N.E. At 10h. 30m. A.M. the weather cleared up, when from a high hummock I found that during the thick weather I had steered too much to the north; fearing a continuance of bad weather, and having but 1 day's provision left, I determined upon proceeding to Cape Lady Franklin. Having lunched, steered in for the land. 3h. P.M. observed the remarkable hummocks about the depôt, and at 4h. P.M. arrived at ditto. Encamped, and took a party up to open the depôt; found it undisturbed since Dr. Lyall had left it on the 1st of May. I took out 4 days' provisions and fuel, with the exception of rum and bacon, carefully closed and secured it, and left a notification of my proceedings in the tin cylinder. 5h. P.M. supper. Distance travelled, 12 miles.

5h. 45m. A.M. breakfasted. 6h. 45m. started; a fine day, wind from the N.W., the opposite land obscured by a fog hanging over it; kept all day upon old sledge tracks. Noon, lunched. 4h. P.M. arrived at the rough packed ice, called by us the Queen's Causeway; found the flag that we had left there down, and the staff broken. 4h. 30m. P.M. encamped close to an old encampment; supper. Distance travelled, 14 miles.

6h. breakfast. 7h. 15m. started under sail; a fine clear day, with a light breeze from the N.W.; observed Spit Island and the land about Northumberland Sound. Noon, lunched; issued 1 tin of boiled beef in lieu of bacon. During the afternoon the floe was very soft and sludgy; in some places we passed large holes of water. At 4h. 30m. about 2 miles from Spit Island we came to a lane of broken ice, over which we could not cross; I therefore altered course more to the northward, until I came to a more sound place, when we pushed across, five hands dragging, and the rest in the rear of the sledge. The sledge broke through; nothing was wet except the felt cover. The five men in the rear could not cross, and had to walk a long way north before doing so; even then they had all fallen in, and were wet to the waist; this occasioned us considerable delay, and we did not encamp upon Spit Island until 8h. 30m. P.M. Supper. Distance travelled, 14 miles.

9h. A.M. breakfasted. 10h. started. 11h. observed the ship's mast-heads; hoisted our distinguishing flag; observed the ensign hoisted on board the ship. 1h. 30m. P.M. we were met by a party of the officers and men; and at 2h. 15m. arrived alongside the "Assistance," when I reported myself to Mr. Pym (mate), the commanding officer.

CREW of H.M. Sledge "SUCCESS."

No.	Name.	Rate or Rank.	Name of Ship.
1	Mr. Frs. B. Herbert	Mate - - - -	"Assistance."
2	Joseph Abbott	Ice Quartermaster - -	"Pioneer."
3	Arthur Dickens	Captain Forecastle - -	"
4	Robert Bachelor	Boatswain's Mate - -	"
5	George Cousins	Stoker - - - -	"
6	Christopher Allen	Able Seaman - - - -	"
7	Henry Dellar	Ship's Cook - - - -	"Assistance."
8	George Youngson	Officers' Cook - - - -	"
9	James Poyer	Carpenter's Crew - - -	"
10	Henry Jones	Able Seaman - - - -	"
11	Isaac Stallard	Royal Marine - - - -	"

(Signed) FRANCIS B. HERBERT, Mate,
Late in charge of H.M. Sledge "Success."

Mr. Herbert's Journal
1853.

May 10th, Tuesday.

May 11th, Wednesday.

May 12th, Thursday.

May 13th, Friday.

Enclosure No. 19. of Sir Edward Belcher's Letter:

Proceedings of
Dr. Lyall,
1853.

Sir,

Her Majesty's Ship "Assistance," Northumberland Sound,
July 4th, 1853.

Along with this I have the honour to transmit to you a journal of the proceedings of Her Majesty's sledge "Lady Franklin" whilst attached to the South-western Searching Division, between the 10th April and the 3rd May 1853.

It gives me much pleasure to be able to express my entire satisfaction with the conduct of the sledge crew, whose names are mentioned below.

I have, &c.

(Signed) D. LYALL, M.D.,

Surgeon Commanding Sledge.

LIST of the CREW of the Sledge "LADY FRANKLIN."

Name.	Rate or Rank.	Ship.
James Reid - - -	{ Ice Quartermaster (cap- tain of sledge) - - }	H.M.S. "Assistance."
Thomas Isaacs - - -	Gunner's mate - - -	"
Thos. Marshall - - -	Coxswain of Launch - -	"
Jeremiah Galavan - - -	Captain of Forecastle - -	"
Joseph Barnes - - -	Captain of Foretop - - -	"
Gwylm Munden - - -	Bombardier R.M.A. - - -	"
Samuel Heaynes - - -	Cooper - - - - -	"
William Evans - - -	A.B. - - - - -	"
Thomas Mellish - - -	A.B. - - - - -	"
Joseph Anderson - - -	P.R.M. - - - - -	"

SIR EDWARD BELCHER, C.B., to DR. LYALL, Her Majesty's Ship
"Assistance."

Dr. D. LYALL, "The Lady Franklin" Sledge.

Mottoes.—"Speed, speed to the rescue."

"Boldly, faithfully, and successfully."

Ever ready, eye piercing, and capable of gazing at sun or snow; soars high, surveys calmly but vigorously, and gathers strength from above.

With the sentiments thus recorded, and trusting, under Divine Providence, to the exertions of the bearer, and the sanguine prayers and hopes of the lady whose name is borne by the sledge, I can only add my most fervent prayer: that may our humble exertions, if not crowned by success to the living, afford some comfort to the bereaved, by knowing the *positive fate* of the missing.

In committing to your hands this banner, with the command of the sledge "Lady Franklin," I feel that I send forth one willing and able to do his duty.

By Sir E. BELCHER, Knight, C.B., Captain of Her Majesty's Ship
"Assistance," and in command of the Arctic Squadron.

Having volunteered to accompany the South-western Searching Division on part of their journey, and deeming your presence on the southern shore not only of the greatest importance to the general health of the division, but also instilling a very cheering feeling in the minds of any who may be so unfortunate as to be sent back for surgical aid,—

Orders to Dr. Lyall.

2. I have much pleasure in placing under your orders the "Lady Franklin" sledge, with her crew, who have been commanded to obey you by a special document annexed.

3. You will arrange with Commander Richards upon all matters of detail connected with the special duty on which he is engaged.

4. The Commissariat sledges will accompany him to certain distances, and with him will rest the point from which they will have to return.

5. As this return journey will be attended with less labour as well as weight, (unless indeed you have unfortunately invalids), I wish to leave to your discretion, the returning closely upon your outward track, or by deviating slightly, touch upon any neglected points which may appear to invite interest. But you must seriously consider the possibility of, with limited provision, reaching the depôt within the calculated time.

6. It would be superfluous in me to direct your attention to any specific objects, as our general intercourse hitherto satisfies me that you will devote your attention to the general interests of science, and although our special pursuits vary, that you will collect all that may pass beneath your eye, as if I had been your companion.

7. You will keep a journal of your proceedings according to the general form provided, and, within a reasonable period after your return, present the same to me duly signed.

8. I must now commit you to the care of an all-wise Providence, and my most earnest prayers will be offered for your safe return, with health if not success.

Given under my hand, on board Her Majesty's Ship "Assistance,"
Northumberland Sound, this 9th day of April 1853.

(Signed) EDWARD BELCHER, Captain.

COPY OF ORDERS from Commander G. H. RICHARDS to Dr. LYALL.

By Commander G. H. Richards, commanding the S.W. Division of Sledges employed in the search for Her Majesty's Ships, "Erebus" and "Terror."

Having accompanied the S.W. Division to this point, Lat. $76^{\circ} 27' N.$, long. $103^{\circ} 18' W.$, about 100 miles distant from the Spit Island, in Northumberland Sound, and having 11 days provisions on your sledge and in depôt, you will proceed to-morrow on your homeward journey. Steering, in the first instance, for the S.W. bluff of the Deception Group, you will erect on that summit a conspicuous cairn, leaving one of the records with which you are supplied, as well as one from yourself, with your own observations on the appearance of the bays to the southward, for the information of any officer who may be hereafter directed to call there, should the weather be thick; also as to whether there is a channel to the southward of that group to Cape Lady Franklin (of which there appears little doubt). Proceeding then along the coast by our outward track, you will erect another cairn on Deception Point (the extreme point, about 2 miles on this side of the depôt, and if possible, an intermediate cairn on the Sandstone Point, or on any other convenient central position. At each of these cairns you will leave one of the records enclosed, as well as a brief record of your own proceedings.

This duty performed, you will be free to follow your original instructions from Sir E. Belcher; but bearing in mind that you cannot count on any supplies from the depôt at Cape Lady Franklin, which is not to be disturbed except in case of urgent necessity.

As a general rule, every officer who visits a cairn on this shore, will, in addition to filling up the printed form, note the *time of his departure*, and the *particular route he is about to take*.

Dated at Cape Fortune, this 24th day of April 1853.

(Signed) GEO. HENRY RICHARDS, Commander.

Orders to Dr. Lyall.

SIR EDWARD BELCHER, C.B., to Dr. LYALL.

By Sir Edward Belcher, Knight., C.B., Captain of Her Majesty's Ship "Assistance," and in command of the Searching Squadron in the Arctic Seas.

Whereas I deem it expedient that you should command the crew of the sledge "Lady Franklin," and whereas doubts may possibly arise as to your authority under the General Regulations of Her Majesty's Service:

You are hereby empowered, and I hereby assign to you the rank corresponding to your position in Her Majesty's Service, viz. ranking with lieutenants, and commanding your sledge crew with the temporary rank of acting-lieutenant pro tem., without any alteration of pay: hereby enjoining all the sledge crew of the said "Lady Franklin," to obey you as their said lieutenant, as they will answer for the contrary at their peril.

This document does not, however, give you any authority over any sledge commanded by any *officer*: but if accident should unfortunately deprive a sledge of such a commander, you are required to exercise your judgment, and give such orders for Her Majesty's Service, as you may think meet, and for which this shall be considered your sufficient authority.

Given under my hand, on board Her Majesty's Ship "Assistance," this 9th day of April 1853.

(Signed) EDWARD BELCHER, Captain.

LIST of EQUIPMENT and WEIGHTS of Her Majesty's Sledge, "LADY FRANKLIN,"
South-western Division, 10th April 1853.

	lbs.
No. 1. Tent and brush, spare line for lashing ditto	62
2. Sleeping bags	74
3. Buffalo robe and cover	73
4. Waterproof and canvass bottoms	48
5. Cooking apparatus, complete	32
6. Axe	5½
7. Pick	11
8. Spade	5½
9. Boat-hook	4
10. Tin cylinders for cairn	4
11. Sundry bag	16
12. Ammunition bag	20
13. Medicine box, &c.	10
14. Haversack, water bottle, pannikin, spoon, &c.	13
15. Knapsack, clothes, and washing traps; spectacles and crape	77
16. Instruments and journal	4
17. Sledge and wooden bottom	195
18. Boarding pikes for tent, bamboos, and pemmican axe	40
Provisions for 50 days	1,320
Fuel for 54 days	162
Packages	228
Fowling piece and Hudson's Bay gun	20
Total equipment	2,424
Dragging weight, per man	242 6 oz.

(Signed) D. LYALL, Surgeon,
Officer Commanding Sledge.

JOURNAL of the PROCEEDINGS of Her Majesty's Sledge "Lady Franklin," between the 10th April and the 3d May, 1853.

Dr. Lyall's
Journal,
1853.

Date.	Time of Day.	Temp.	Winds and Weather.	
Sunday, 10th April, 1853.	4 p.m.	Zero.	N.E. 5.	4h. P.M. The sledge "Lady Franklin" left Her Majesty's Ship "Assistance," along with the sledges "Sir Edward," "John Barrow," "Reliance," "Success," and "Enterprize." On starting, made sail, which we carried over a pretty smooth floe, to the north end of Spit Island, where we encamped at 9h. 15m. P.M. It was blowing fresh from the N.E. when we left the ship, but the wind moderated as soon as we got round the point. Distance travelled, 6 miles.
	6 p.m.		o. q. N.E. 2.	
	9 30 p.m.	— 5°	Overcast. N.E. 3. Overcast.	
Monday, 11th.	6 a.m.	Inside tent, 20°		6h. 30m. A.M. finished breakfast; 7h. 30m. started; 11h. 45m.; stopped to lunch; 0h. 15m. P.M. went on; 4h. P.M. pitched. After leaving Spit Island the ice was rough and hummocky; further out it was composed of a very broken pack, cemented together by comparatively young ice, a good deal of which was covered with wet snow. Distance travelled, 7 miles.
	7 a.m.	Outside 2°	N. 3.	
	Noon.	7°	Overcast. N. 4. Overcast.	
Tuesday, 12th.	6 a.m.	In tent, 16° 5'	N.W. 2.	6h. 30m. A.M. finished breakfast; 7h. 5m. started; 11h. 40m. stopped to lunch; 0h. 15m. P.M. went on; 5h. 15m. pitched tents. The ice passed over to-day was mostly smooth; what had been leads in the pack, covered with loose snow, two or three inches deep. A good deal of snow fell during the day, but it cleared up for a short time in the afternoon, when we saw Spit, Crescent, and Pioneer Islands, and the mainland beyond, as well as the south shore of the channel near Cape Lady Franklin. Distance travelled, 9 miles.
	6 50	Outside, — 7°	Overcast. Snow.	
	Noon.	— 8°	N.W. 2. Overcast. Snow.	
	5 30 p.m.	— 8°	W.N.W. 2.	
Wednesday, 13th.	6 a.m.	In tent, 16° 5'		5h. 30m. A.M. finished breakfast; S.W. shore of the Queen's Channel visible near Cape Lady Franklin; 6h. 30m. started; passed through very hummocky ice, the hummocks being composed of ice from 18 inches to 2 feet thick; 11h. 20m. halted to lunch, and to repair damages sustained by different sledges on their passage through the belt of pack. The "Lady Franklin" split one of the stanchions of her port runner, which was pinned and lashed when we halted to lunch. In the afternoon we passed over old floe ice, the hollows being full of snow. On the ridges there were observed, in some places, patches of minute black particles which looked like sand, but when the snow was melted in the hand, no grittiness was perceptible; some of the larger particles made a mark on the hand like mud. In the afternoon the depôt on Cape Lady Franklin could be seen with the glass, Crescent, Pioneer, and Spit Islands being visible at the same time. 4h. 30m. P.M. encamped. Distance travelled, 8 miles.
	6 30	Outside, — 11°	Overcast. N.W. 2.	
	11 50	1° 5'	Hazy from N. to S.S.E. N.W. 2.	
	5 p.m.	2°	Overcast. N.W. 1. Overcast.	
Thursday, 14th.	6 a.m.	In tent, 25		5h. 50m. A.M. finished breakfast. Land about Cape Lady Franklin in sight, distant about 7 miles. About 7h. A.M. started; 11h. 30m. stopped to lunch; 4h. 15m. P.M. encamped about 2 miles off the land, and the same distance to the westward of the depôt on Cape Lady
	6 45	Outside, — 11°	N.W. 1. 0. Hazy.	

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Date.	Time of Day.	Temp.	Winds and Weather.	
Friday, 15th.	Noon.	Temp. not observed; mercury in tube would not join.	N.W. 4. Hazy. Drift.	Franklin. The floe passed over to-day has been chiefly old ice, with here and there a few hummocks where there has been a crack followed by pressure. Two or three patches of this year's ice were also crossed over. During the day a number of the men had their noses and cheeks repeatedly frostbitten. Distance travelled, 8 miles.
	5 p.m.	— 13°	N.W. 5. Drift.	
	6 20 a.m.	In tent. Zero.	b. c. N.W. 5. Drift.	6h. 10m., A.M. finished breakfast; 7h. started; 11h. 30m. halted to lunch; noon, went on, having made sail; 5h. P.M. encamped. The floe to-day has been smooth; new ice covered with firm snow. Our course at first lay parallel to the land round the Cape, the shores of which were lined with heavy hummocks of ice piled up on the beach; we then struck across a deep inlet towards an island, steering about W. by N.
	7 Noon.	Outside. — 21° — 7°	N.W. 3. S.W. 3.	Distance travelled, 9 miles.
	5 15 p.m.	— 6°	Hazy. S.W. 3. Hazy. Snow.	
Saturday, 16th.	7 a.m.	In tent. — 10°		7h. 5m. A.M. finished breakfast; 8h. started; 11h. 45. in consequence of the low temperature and a strong breeze blowing in our faces, which caused nearly all hands to get repeatedly frostbitten, we were obliged to encamp. The ice to-day has been of the same character as that passed over yesterday; our course has lain along the shore of the island which was in sight yesterday. Encamped close to the hummocks lining the beach. A five days depôt for the sledges proceeding farther to the westward was landed by the "Enterprize," and covered up with a double wall of stones. John Clark, steward, had his fingers rather severely frostbitten, and Henry Deller, ship's cook, had one of his great toes frostbitten whilst cooking in the evening. Distance travelled, 5 miles.
	8 a.m.	Outside. — 20°	N. 5. 0. Drift.	
	Noon.	— 16°	N. 4. Drift.	
	5 p.m.	— 17°	N. 4. Drift.	
Sunday, 17th.	7 a.m.	In tent. — 5°	N. 3.	6h. 20m. A.M. finished breakfast; 8h. started, giving three cheers to the "Enterprize," which parted from us on her return to Northumberland Sound. Just before we started, Captain Richards and Mr. Herbert went to the top of the low hill on which the depôt is left, and saw, within a half or a quarter of a mile of them, five deer, which did not appear to be at all afraid of them. We travelled along a low sloping coast until noon, when we halted to lunch. In the forenoon, two deer (a doe and fawn) were seen, which bolted over the hill as soon as they saw Captain Richards and Lieutenant Osborn, who were some distance ahead of the sledges. Our course during the day has been along low sloping hills of sandstone, mostly covered with snow; where the ground was bare, a good deal of moss, saxifrage, and lichen (several species), and a small grass, in scanty tufts, were visible. Encamped on the ice. Abreast of where we had pitched our tents, a deep bay runs in for two or three miles; this has, for the present, been called Sandstone Bay. The point near which we have encamped has been named Sandstone Point, and two rounded hills to the S.W., the Sisters. Distance travelled, 8 miles.
	8 a.m.	Outside. — 19°	b. c. N. 3. Drift.	
	Noon.	— 12	N.W. 4. Drift.	
	5 p.m.	— 6°	b. c. N.W. 4. Drift. b. c.	

Date.	Time of Day.	Temp.	Winds and Weather.	
Monday, 18th.	6 20 a.m.	In tent, — 5°	N.W. 4.	6h. 20m. A.M. finished breakfast; 7h. 30m. started; 11h. halted and pitched the tents for lunch opposite to a deep inlet named Sisters Inlet; 0h. 20m. P.M.; struck tents and went on towards a low point surrounded by heavy hummocks, where we encamped for the night at 4h. 40m. The course has been about W. by N. or W.N.W. Several of the men got frost-bitten in the forenoon. Distance travelled, 7 miles.
	7 30	Outside, — 14°	W.N.W. 4. b. hazy.	
	11 30	— 9°	W.N.W. 4. b. hazy.	
	5 p.m.	— 8°	W.N.W. 2. b.	
Tuesday, 19th.	6 20 a.m.	In tent, 5°	W.N.W. 2. b.	6h. 5m. A.M. finished breakfast; 7h. 15m. sledges started; 11h. 30m.; halted to lunch, and waited for Captain Richards to get a meridian altitude of the sun; 5h. P.M. pitched tents. In the morning there was an appearance of land, raised by refraction, to the northward of us. After breakfast I accompanied Captain Richards and Mr. Osborn to the top of the hill just over our encampment, and walked across its flat top to a plain on the other side, where the land trended to the southward of west. The land was of grey sandstone, broken pieces cropping out in some places like ruined huts. There was a good deal of the common vegetation, and many traces of deer were seen. We also saw the fresh tracks of hares in several places, but none of the animals themselves. Rejoined the sledges just before luncheon. This has been the finest day that we have had since we have been out. At 5h. P.M. distant land could be seen bearing about due west. There is a low island about 8 or 9 miles off to the northward, with a long line of heavy hummocks on the east-end. 4h. 50m. P.M. encamped. The floe passed over to-day has been quite smooth. Distance travelled, 8 miles.
	6 30	Outside, — 1		
	Noon.	— 8°	W.S.W. 2. b.	
	5 p.m.	— 9°	W.S.W. 1. b.	
Wednesday, 20th.	6 a.m.	In tent, — 5°	W.S.W. 2. b. c.	5h. 10m. A.M. finished breakfast; 6h. 40m. started; 11h. 45m. halted to lunch; 5h. P.M. encamped. In the forenoon, Captain Richards and Mr. Herbert landed and walked to the top of a hill, from whence they saw the channel behind the islands along which we have been travelling for the last three days. They saw fresh tracks, both of deer and hares, and picked up a ptarmigan's feather. In the morning there was a strong appearance of distant land extending from about N.E. to N.W. Our course to-day has been about W. by S., and distant land, raised by refraction, has been occasionally visible right ahead. The ice travelled over was old, the snow irregular, covered in some places by a thin crust, through which the men's feet broke, making the work very heavy. Distance travelled, 8 miles. Bearing of S.W. bluff of island, S. by W., true.
	6 30	Outside, — 23°		
	Noon.	— 12°	W.S.W. 2. b. c.	
	5 p.m.	— 9°	W.S.W. 1. b. c.	
Thursday, 21st.	6 30 a.m.	In tent, 15°		6h. 30m. A.M. finished breakfast; 7h. started; noon, halted for lunch; 5h. 15m. encamped. This is the first day that we have felt it warm in the sun. Have been travelling 4 or 5 miles off the land, which
	7	Outside, — 14°	Calm. 7. b. l. c.	

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Friday, 22d.	Noon.	— 9°	Calm. b. c.	is still of the same character. Our course has been about W.S.W. High land in sight ahead. Ice old, with smooth rounded hummocks and deep snow between. Distance travelled, 8 miles.
	5 30 p.m.	Zero.	N. 1. l. b. 7. c.	
	5 30 a.m.	In tent, 20°	Calm. b. c. N.W. 1. 7. b. l. c. N.W. 1. b. c.	
	6	0° 5'		
	Noon.	— 2°		
Saturday, 23d.	5 30	— 5°	N.W. 3. Overcast. Light snow falling. N. 4. Overcast. Drift. N. 4. l. b. 7. c.	5h. 10m. A.M. finished breakfast; 6h. 30m. started; 11h. 15m. halted to lunch; 5h. 15m. encamped. The floe to-day has been of the same character as that passed over yesterday, and the weather has been equally fine. After passing the S.W. bluff of the island, at a distance of 4 or 5 miles from the land, we saw down a deep inlet or channel, running to the southward, and separating the island from the main. Steering for high land, bearing about S.W. by W. Distance travelled, 9 miles.
	6 45 a.m.	In tent, 14°		
	7 30	Outside, — 2°		
	Noon.	1° 5'		
	5 p.m.	Zero.		
Sunday, 24th.	6 30 a.m.	In tent, 6°	N.W. 4. b. overhead Hazy horizon. N.W. 5. Drift. N.W. 6. b. c. thick drift.	6h. A.M. finished breakfast; 7h. started under sail; noon, halted for lunch. During the forenoon the sledge capsized twice, but without doing any damage. Throughout the day the wind was fresh, causing a thick drift, which rendered distant objects invisible. For the last 2 or 3 miles our course lay over smooth old hummocks and thick intervening snow, in which the sledges now and then got buried. A little before 4h. we found ourselves on low land covered with snow, and scarcely above the level of the floe, where we pitched for the night, and prepared to deposit our provisions for the other sledges. The depôt for the "Sir Edward," "John Barrow," and "Success," were placed on a small knoll, close to, and covered up with shingle. The place where we have encamped is on the shore of an extensive plain, running to the foot of the high hill, towards which we have been steering for the last few days. Immediately on landing, we saw what we supposed to be the tracks of musk oxen. There was a good deal of vegetation on the small spots cleared of snow, chiefly saxifrages, mosses, and a little grass. Distance travelled, 9 miles.
	7	Outside, — 7°		
	Noon.	— 5°		
	4 p.m.	— 6°		
	Monday, 25th.	7 a.m.			Outside, by Herbert's Therm. below — 10°	N.W. by W. 2. Hazy. N.W. 2. Hazy.	5h. 40m. A.M. finished breakfast. On opening the thermometer case this morning, found the tube broken; received Mr. Herbert's in lieu. By order of Captain Richards, exchanged Thomas Marshall for George Harris, of the sledge "Reliance," who complained of pain in the chest. 8h. 30m. started under sail, exchanging three cheers with the other sledges, which we left on the land. When 4 or 5 miles off the land, a small grey lemming was caught. Until 3h. P.M. we stuck to the outward tracks, and then
Noon.		— 4°		

Date.	Time of Day.	Temp.	Winds and Weather	
	5 30 p.m.	— 8°	N.W. 1. Hazy.	kept away a little to the southward. The weather has been hazy, so that the only land we have seen was that left in the morning, which became visible twice or thrice for a few minutes when the fog lifted. 5h. P.M. pitched. Distance travelled, 14 miles.
Tuesday, 26th.	6 30 a.m. 7 Noon. 6 p.m.	In tent, 10° Outside, below — 10° — 2° Zero.	N.W. 2. Very hazy. N.W. 2. Very hazy. Calm. Very hazy.	6h. 10m. A.M. finished breakfast; 7h. 20m. started under sail; noon, halted to lunch; 5h. 50m. pitched. The weather has been very hazy during the day. About 2h. P.M. it cleared up a little for a few minutes, when we saw an appearance of high land, bearing W.S.W. by compass, and low distant land at the same time on our starboard quarter. Steered W.S.W. The floe has been thickly studded with smooth rounded hummocks, and covered with deep soft snow, which rendered walking very laborious. Saw a fox's track. Distance travelled, 11 miles.
Wednesday, 27th.	6 30 a.m. 7 30 1 p.m. 6 p.m.	In tent, 22° Outside, — 2° 2° — 4°	N.W. 1. Clear. Hazy to S. N.W. 4. b. Calm. b.	6h. 45m. A.M. finished breakfast. The weather being clear, the S.W. bluff was seen, apparently within less than half a mile of us. At 7h. 45m. when the sledge started, I left with four men to erect a cairn on the S.W. bluff. We were more than an hour in reaching the land. Having erected a cairn, and placed a cylinder with a record in it, we left the hill; crossed a channel about half a mile wide, and a low island on the other side of it, and rejoined the sledge about 0h. 40m. P.M. On shore we saw the dung of a deer and hare, and on the floe the tracks of a fox and two lemmings. 1h. P.M. lunched; and then stood along the shore of the low island, inside of the hummocks, for about half a mile, again coming out upon the floe. Steering for the eastern point of land visible. 6h. P.M. encamped. During the forenoon the floe was very uneven, thickly studded with rounded hummocks. After leaving the low island we found it tolerably smooth, although, in some places, deeply covered with soft snow. On the top of the hill we found a cutting breeze blowing from the N.W.; it blew from the same direction on the floe until 4h. P.M., when it fell calm. Distance travelled, 10 miles.
Thursday, 28th.	6 a.m. 6 45 Noon. 6 p.m.	In tent, 14° Outside, 1° 4° Zero.	N.W. 2. b. c. W. b. c. Hazy horizon. W.S.W. 2. Hazy.	At 5h. 45m. A.M. finished breakfast; 6h. 45m. started under sail; 11h. 30m. halted to lunch; 5h. P.M. pitched to the eastward of a point lined with heavy hummocks. We have been steering about W.S.W. (compass), along the land, over a tolerably smooth floe. Saw the tracks of several foxes and lemmings on the floe. Except the last mile or so, the coast which we have skirted to-day was free from hummocks. Distance travelled, 14 miles.
Friday, 29th.	6 a.m. 7	In tent, 10° Outside, — 4°	W.N.W. 2. b. c.	5h. 45m. finished breakfast; 7h. started under sail; 11h. 30m. halted to lunch. The floe passed over to-day has been smooth, and the wind being fair, the sledge went as fast as the men could walk. The fresh tracks of two bears were seen in the morning, within 15 yards of the tent, where they had suddenly

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Date.	Time of Day.	Temp.	Winds and Weather.	
	Noon.	4°	N.W. 4.	turned, and retreated towards the southward, from whence they had come. We also crossed the tracks of several lemmings, and two or three foxes or hares.
	7 p.m.	9°	b. c. N.W. 4. b. c.	Skirted the land from point to point, until we came to Deception Point, where I left the sledge to go on, and landing with five men, erected a cairn and deposited a cylinder and record. Sandstone Point, where I was ordered by Commander Richards to build a cairn, was accidentally passed, as I mistook Deception Point for it. The surface stones on Deception Point are of the same grey sandstone which we have observed everywhere else on this coast. The ground, where not concealed by snow, was found to be covered chiefly by a black lichen, which appears to be the principal food of the deer, the dung of which, and of hares, was plentiful. The sledge had been going on whilst we were on the hill, and about 6h. P.M. the tent was pitched close to some high hummocks abreast of the depôt, where we arrived half an hour afterwards.
				On inspection we found that the upper part of one side of the stone cairn, covering the depôt, had been pulled down, and about 10 or 15 yards off there was lying a case of pemmican, a good deal scratched, but uninjured; a case of bacon, which had been opened before being put in the cache, was also scratched, but the bacon was untouched. There was an empty box lying still farther off, which had probably contained stearine. A box containing bars of mixed stearine and oil, belonging to the 'Lady Franklin,' was lying close to the cairn; it had been scratched, but not opened. A gutta-percha case on top, containing the "Lady Franklin's" groceries, &c., had been scratched, and had a small hole in the side of it, but was otherwise uninjured.
				Bear tracks of at least two sizes were numerous around.
				After taking out the articles belonging to ourselves, we replaced the others which had been disturbed, and covered them up with stones for the night.
				Distance travelled, 18 miles.
Saturday, 30th.	6 30 a.m.	In tent, 10°		6h. 30m A.M. finished breakfast. After breakfast went with a party to strengthen the cairn over the depôt, and left a cylinder, with a paper in it, containing an account of the state in which we found it. 8h. A.M. started under sail; crossed the mouth of the channel between the Deception Islands and Cape Lady Franklin. The land of which Cape Lady Franklin forms the extremity, has every appearance of being an island. A deep sound, running in to the S.W., at the entrance of Deception Channel, appears also to be studded with islands.
	7 30	Outside, Zero.	N.W. 2. b.	
	Noon.	4°	N.W. 1. b.	
	6 30 p.m.	-1° 5'	Calm. b.	Having fallen calm in the afternoon, we felt the weather oppressively hot, although the temperature was scarcely above Zero. Crossed a bear's track, as well as numerous tracks of lemmings. 6h. 15m. encamped close to very high hummocks on the beach, within a mile or two of the grand depôt.
				Distance travelled, 13 miles.
Sunday, 1st May.	6 a.m.	In tent 23°		6h. A.M. finished breakfast; 6h. 45m. started; went on ahead of the sledge, and landed to examine the state of the depôt on Cape Lady Franklin. Found that the flag had been torn in pieces; two oars
	6 30	Outside, -1°	Calm. b. c.	

Date.	Time of Day.	Temp.	Winds and Weather.	
	Noon.	20°?	E. 1. Overcast.	<p>broken through the middle, two large casks and a small one rolled away from the side of the boat, and a number of preserved meat tins pulled out from beneath it. Some pieces of gnawed wood and a leather thong, in the same condition, were found a short distance off; but so far as we could see, no damage had been done to any of the provisions. The only tracks of animals visible, were the fresh foot-prints of foxes around the boat, and of deer in the vicinity; but no doubt this must have been the work of bears or wolverines. The preserved meats were replaced under the boat, and the casks around it, and the whole covered with snow. Sh. 30m. left the land, and struck out on the old sledge tracks across the Queen's Channel; 11h. 30m. halted to lunch; 5h. P.M. pitched by the flag at the edge of the heavy pack in mid-channel.</p> <p>During the march the tracks of an old and young bear, and of several lemmings, were observed.</p> <p>The day has been fine, and the land on both sides of the channel has been distinctly visible.</p> <p>Several of the men are complaining of sore eyes.</p> <p>Distance travelled, 15 miles.</p>
	5 30 p.m.	5°	E. 1. b. c.	
Monday, 2d.	6 a.m.	In tent, 33°		<p>6h. A.M. finished breakfast; 7h. started; 11h. 15m. halted to lunch; 6h. P.M. pitched on S.W. side of Spit Island. When about 4 or 5 miles off the land, and still following the tracks of the outward bound sledges, on coming to some old packed ice, we found that, from the accumulation of snow upon it, it had given way in many places, cracks and holes had formed in it, and pools of water were common on the surface, covered by a thin crust of ice, through which we often broke. Found ourselves obliged to leave the old sledge tracks, and struck away to the northward, where the ice appeared firmest. During our passage across the belt of rotten ice, which was 2 or 3 miles in width, we all got wet up nearly to the knees, and James Reid and Gwylm Munden slipped into water holes. Very fortunately, the temperature to-day has been higher than on any previous day that we have been out.</p> <p>Distance travelled, 16 miles.</p>
	7	Outside, 14°	E. 2. Overcast. Snow.	
	11 30	22°	S.E. 2. b. c.	
	6 p.m.	14°	S.E. 3. b. c.	
Tuesday, 3d.	6 a.m.	In tent, 24°	Hazy.	<p>5h. 40m. A.M. finished breakfast; 6h. 45m. started. On getting round to the low point at the north end of Spit Island, found that there was open water between it and the low island, about one-third or half a mile to the northward; open water was also observed between the south end of the former island and the opposite point. 11h. A.M. arrived on board the "Assistance."</p> <p>Distance travelled, 7 miles.</p>

(Signed) D. LYALL, Surgeon,
Lately commanding the Sledge "Lady Franklin."

Enclosure No. 20. of Sir Edward Belcher's Letter.

Outline of Commander
Richards's Proceedings,
1853.

G. HENRY RICHARDS, Commander, to SIR EDWARD BELCHER, C.B.

Her Majesty's Ship "Assistance," Northumberland Sound,
July 12th, 1853.

Sir,

I have the honour to report to you my arrival here this day from the search of the coast to the southward and westward; and as it will be impossible for me to compile my chart and journal during the present active operations of the season, I think it desirable to lay before you a general outline of the proceedings of the division under my command, since leaving the ship.

On the 10th of April the South-west Division, consisting of the following sledges, viz:—

- "Sir Edward," Commander Richards and 7 men, victualled for 40 days;
- "John Barrow," Lieutenant Osborn and 7 men, victualled for 40 days;
- "Reliance," Lieutenant May and 7 men, victualled for 30 days;
- "Lady Franklin," Dr. Lyall and 10 men, victualled for 50 days;
- "Success," Mr. Herbert and 10 men, victualled for 50 days;
- "Enterprize," Mr. Grove and 10 men, victualled for 50 days;

left Northumberland Sound and proceeded across the Queen's Channel; on the 16th we reached a group of islands, 15 miles W.N.W. of Cape Lady Franklin, to which I gave the temporary name of the Deception Group.

Here we dropped our first depôt, and the "Enterprize," Mr. Grove, returned to the ship. On the 17th we proceeded on to the westward, and on the 21st we reached the western termination of this Group, and steered for a high cape bearing S.W. of us, where we arrived on the evening of the 24th, and which I named Cape Fortune. Its position is lat. $76^{\circ} 26' 30''$ N., long. $103^{\circ} 33'$ W. To the eastward, between this cape and Cape Lady Franklin, we saw some deep and apparently very extensive inlets, which, being anxious to push to the westward, I reserved for examination on my return.

The second depôt was placed at Cape Fortune; and the "Lady Franklin," Doctor Lyall, despatched to the ship on the morning of the 25th of April; the division moving on at the same time with the trend of the coast N.W.

On Friday evening, the 29th, we reached the entrance to the Byam Martin Channel. Its N.E. point I called Point Success, and being the nearest position to the spot where I was directed to deposit the despatches for the Admiralty and Captain Kellett, viz., lat. $76^{\circ} 32'$ N., long. $105^{\circ} 4'$ W., I established it as the rendezvous, and placed the despatches in a cairn, on a conspicuous hill; the third depôt was placed here, and the "Success," Mr. Herbert, directed to return to the ship.

On the morning of the 30th April the three remaining sledges proceeded across the channel, the hills of Melville Island barely visible, bearing S.W. From this date up to the 5th of May, the weather was very thick, and we rarely got a glimpse of the land; but on the evening of the 5th, after we had camped, the weather cleared, and the land was discovered 2 or 3 miles from us. At 8h. A.M. of the 6th of May we landed on Melville Island, about the N.E. point; its position, lat. $76^{\circ} 00' 30''$ N.; long. $106^{\circ} 25'$ W. nearly.

Here the fourth depôt and the light boat brought by the "Reliance" were deposited, and Lieutenant May left on the same evening for the grand depôt at Cape Lady Franklin, with directions to re-victual, and return to Cape Fortune, with provisions for the returning sledges, to enable them to examine the inlets to the eastward of that cape.

On the morning of the 7th, Lieutenant Osborn and myself, with the two remaining sledges, proceeded on the coast, trending westerly and north-westerly; passing along the north coast of Melville Island, we crossed two extensive bays, to which I gave the names of the Bay of Promise and the Bay of Plenty, in consequence of game being more abundant there than at any other place we had hitherto visited.

On the 17th of May we reached a very remarkable bold headland, seven or eight hundred feet high, on which we erected a large beacon. I called this headland Cape Belcher; it is in lat. $76^{\circ} 43'$ N.; long. $109^{\circ} 00'$ W. nearly.

It now became necessary, in order to enable me to push to the westward, that the two remaining sledges should separate. Lieutenant Osborn, therefore, after completing me with 40 days' provisions, was directed to return to the grand depôt at Cape Lady Franklin, and re-provisioning his sledge, to search the coast easterly to Goodsir and Marshall's farthest.

We parted company on the evening of the 17th of May; and on the morning of the 18th, steering north-westerly, I discovered sledge tracks, apparently very recent. Halting the sledge, I proceeded with two of my crew to follow them up, and in an hour came upon an encampment, which proved to be a party under Lieutenant Hamilton, 21 days out from Her Majesty's ship "Resolute." We must have passed each other within a mile; but the thick weather, had it not been for the sledge tracks, would have prevented our meeting. From Lieutenant Hamilton I learned that the "Resolute" and "Intrepid" had reached Winter Harbour, and had wintered in Bridport Inlet; that the "Investigator" had been discovered at Bank's Land, having been three winters in the ice; and the "Resolute's" parties having communicated with the "Investigator," Lieutenant Hamilton was the bearer of Commander M'Clure's journal of proceedings since entering Bhering's Straits; I also learnt from Mr. Hamilton that Commander M'Clintock had left the Hecla and Griper Gulf early in April, to carry on the search to the westward.

It would have been, therefore, worse than useless for me, under these circumstances, to follow out my original instructions; and, considering that it would be for the benefit of the service that I communicated with Captain Kellett, inasmuch as it would enable me to bring you his despatches, the latest intelligence of what had been effected by his parties, as well as the determination that had been come to with regard to the abandonment of the "Investigator," I resolved at once on this step, and to return by the southern coast of Melville Island and up the Byam Martin Channel.

Directing Lieutenant Hamilton to the rendezvous for your despatches, and desiring him to endeavour to overtake Lieutenant Osborne and deliver to him Captain M'Clure's journal, we parted without loss of time.

My course now became South-westerly, and then South-easterly, and on the 30th of May, at 8h. P.M., after a very heavy journey, having experienced a constant series of gales of wind since the 18th of May, we arrived on the south shore of the Hecla and Griper Gulf.

Here I found a tent pitched, and Lieutenant Pim of the "Resolute," weather bound. He was about to proceed to the westward with a depôt for Commander M'Clintock.

Having no time to spare, and the gale being fair for me, I proceeded at once to cross the isthmus. The deep ravines by which the land is intersected, and the almost total disappearance of the snow from the hills, rendered the passage of the sledge most laborious, but we were enabled to reach the shore of Bridport Inlet on the morning of the 5th of June, and I had the satisfaction of seeing the "Resolute" and "Intrepid" frozen in off Dealy Island, about 8 miles distant.

I arrived on board the "Resolute" on the same morning, and found Captain Kellett absent; as he was in the neighbourhood, however, the signal of recall was made by the commanding officer, and on the 7th I had the pleasure of seeing him return on board. The invalids of "Investigator" were on board "Resolute;" and a party, with Dr. Donville, had gone to the former vessel to hold a medical survey on the remainder of her crew.

The surgeon's party were daily expected back; but, anxious as I felt to bring the result of this examination, the state of the ice, now rapidly decaying, did not justify me in remaining an hour longer than to receive Captain Kellett's despatches.

On the evening of the 8th of June, I started; Captain Kellett kindly accompanying me for 10 miles of my journey, along the south coast of Melville Island.

Rounding Point Griffiths on the 11th, I steered to the northward along the west coast of the Byam Martin Channel; the travelling exceedingly bad from sludge and water on the floe. I passed and examined the two cairns built by Dr. Bradford, and arrived at my old position, the boat at the N.E. point of Melville Island, on the 18th of June, in the morning. Here I repeated my observations; built a large cairn; and placing the boat on the

sledge, we started at 7h. P.M. of the same day; steering a course east for the opposite shore, to unite our search with that of Commander Aldrich. The march across the channel was a most severe one, owing to the deep snow, into which the sledge, with her increased weight, sank more than two feet, rendering it necessary to dig her out frequently with a shovel.

On the 21st we were close to the eastern side of the strait, and coasted along to the northward towards the rendezvous. I did not discover Commander Aldrich's cairn as far south as $76^{\circ} 00'$ N., but it is not surprising; for those I found on the west side were crumbled to dust, and it was a mere chance my seeing them; I should probably not have done so had it not been for some large tin potatoe cases having been left there. I have little doubt, however, that I passed Point Aldrich, from the similarity of the coast to that laid down by him, but his cairn is possibly a few miles to the southward of the position on the chart, or I failed to see it. On the 24th of June I arrived at the rendezvous cairn, and found it entirely crumbled down. There is a great scarcity of stones on this coast, and cairns built of the frozen soil in early summer thaw and disappear in June. I rebuilt it, however, and getting observations, and packing up our provisions, started at 2h. P.M. of the 25th. On the 29th, at 10h. P.M., we arrived at the depôt at Cape Fortune.

The floe during this last journey was most distressing; the snow had melted, leaving water knee deep, and the old hummocks lay so thick, that it was impossible to avoid them by winding.

With much difficulty and severe labour we were enabled to drag the boat and sledge over them, the young ice now forming at night over the surface of the water one-eighth of an inch in thickness.

I found here letters from Lieutenant Osborn and the officers who had preceded him, and learnt that all was well up to the date of their leaving. The greater part of the 29th of June I passed on the summit of Cape Fortune, in the hope of being able to see into some of the deep bays to the S.E., but unfortunately the thick weather obscured everything.

Lieutenant Osborn had built a large cairn on this hill.

In the afternoon we started, keeping along the land, to avoid the heavy ice where we could, and crossing the inlets at their narrowest parts. It was impossible to camp on the floe; we therefore rested to *cook* for a short time on the back of an old hummock, and used every exertion to reach the land. The work was most trying to the people.

On the 7th of July I sighted Cape Lady Franklin, with a beacon on it (a satisfactory proof to me that Lieutenant Osborn's party had arrived safely). On the 8th we halted under the cape, and had to use our boat, for the first time, to get to the land, having hitherto passed over scarcely anything but old and heavy floe.

Getting observations and angles on Cape Lady Franklin, I proceeded on to the depôt, and found two men from Lieutenant Osborn's party (one sick). I learnt from his letter that he had arrived on the 19th June, and finding water in the channel, had gone with five men in the whale boat to prosecute the search to the S.E. on the 25th.

Being anxious not to retard the movements of the ship, and I knew she would not start until the safety of the western parties had been ascertained, I felt very desirous to cross the strait without loss of time.

But it was a matter for consideration. In the small light boat I could not carry all my party over without much risk; if I left any behind, Lieutenant Osborn would be placed in a similar predicament. The weather, however, was not favourable for any movement at present, and I determined to wait until the 11th of July, by which time I fully expected Lieutenant Osborn, and I should have the escort of a larger boat. If he did not arrive by that day, I should leave all my equipment behind, and cross the channel with my people in the light boat. The arrival, however, of Mr. Loney at our camp rendered this latter step unnecessary, as he had brought a cutter with him, and orders for my immediate return; his boat was 12 miles off, at the floe edge. No time was lost, and in an hour (after burying a depôt of 720 rations) we were on the floe with our sledge and small boat; at

10h. P.M. we reached the cutter, 10 or 12 miles S.S.E. of Cape Lady Franklin, and on the morning of the 11th we left the south shore of the Queen's Channel, and passing through a loose pack, we camped on Barrow Island until the morning of the 12th, when we started for Northumberland Sound, arriving at the ship on the same evening, after an absence of 94 days.

I have thus, Sir, endeavoured to give you a brief outline of the proceedings of the division which you did me the honour to place under my command. A more detailed account, together with a chart and copies of the correspondence which has passed between the officers under my orders and myself, I shall lay before you, as soon as the service shall admit of time to prepare them. It is with much regret I am obliged to inform you, that so far as the great object of our search is concerned, we have been entirely unsuccessful, no traces whatever have been discovered of the missing expedition, and my own opinion is, that the frozen sea we have passed over is rarely, if ever, navigable. It will be satisfactory, however, I trust, to you to know, that a large extent of new coast, viz. the northern shores of Cornwallis and Bathurst Lands, as well as a great part of Melville Island, have been thoroughly examined, and the question of any of our countrymen having ever sought refuge there entirely set at rest. The shores abound with game, but parties well supplied with arms and ammunition find difficulty in capturing any.

During this journey of 94 days, the sledge "Sir Edward" has passed over, as nearly as I can estimate at present, 860 geographical miles; and I am thankful to say, that the whole of the division has been preserved from any serious casualty.

It is now my pleasing duty to bring under your notice the support and assistance I have invariably received from my able second, Lieutenant Osborn, and I am no less indebted to him for the judicious adaptation of his orders to altered circumstances, when he became aware of my deviation from my original instructions; thus ensuring the search of an extensive portion of coast which, from the state of the ice on my return, it would have been impossible for me to have completed.

To the officers of the division my best thanks are due, and the singular exemption from accident or illness among so large a party, I attribute, under Providence, to the care and attention exhibited by them.

The conduct of the petty officers and seamen composing the sledge crews, has been throughout most praiseworthy; their cheerful endurance under circumstances of frequent difficulty, and constantly severe labour, is above all praise of mine.

My own sledge crew, four of them petty officers and three seamen (all most deserving men), I trust I may be permitted to bring under your especial notice. During a period of 94 days, on very arduous and trying service, their conduct has been most creditable to themselves, and most satisfactory to me.

I have, &c.

(Signed) G. HENRY RICHARDS, Commander,
Late commanding the South-west Division of Search.

A LIST of the CREW of the Sledge "Sir Edward."

Edward Humphries, Sailmaker's Mate and Captain of Sledge.
George Jefferies, Sergeant R.M.
Richard Bayley, Boatswain's Mate.
George Edwards, Carpenter's Mate.
John Simmonds, A.B.
Henry Billett, A.B.
Louis Read, A.B.

G. H. R.

SCHEME OF VICTUALLING FOR TRAVELLING PARTIES.

SPECIES.	THOSE OF EIGHT PERSONS.										THOSE OF ELEVEN PERSONS.									
	Number of Days.										Number of Days.									
	1	2	3	4	5	6	7	10	40		1	2	3	4	5	6	7	10	40	
Biscuit	6	12	18	24	30	36	42	60	240	8½	16½	24½	33	41½	49½	57½	82½	412½		
Boiled Bacon	3	6	9	12	15	18	21	30	120	4½	8½	12½	16½	20½	24½	28½	41½	206½		
Pemmican, or Preserved Meat	6	12	18	24	30	36	42	60	240	8½	16½	24½	33	41½	49½	57½	82½	412½		
Flour, or	1	2	3	4	5	6	7	10	40	1 lb. 6 oz.	2 lb. 12 oz.	4 lb. 2 oz.	5 lb. 8 oz.	6 lb. 14 oz.	8 lb. 4 oz.	9 lb. 10 oz.	13 lb. 12 oz.	68 lb. 12 oz.		
Maccaroni, or	½	1	1½	2	2½	3	3½	5	20	0 11	1 6	2 1	2 12	3 7	4 2	4 13	6 14	31 6		
Preserved Potato	½	1	1½	2	2½	3	3½	5	20	0 11	1 6	2 1	2 12	3 7	4 2	4 13	6 14	31 6		
Chocolate Paste	¾	1½	2¼	3	3¾	4½	5¼	7½	30	1 0½	2 1	3 1½	4 2	5 2½	6 3	7 3½	10 5	51 9		
Tea	2	4	6	8	10	12	14	14	50	0 2½	0 5½	0 8½	0 11	0 13½	1 0½	1 3½	1 11½	8 9½		
Sugar	0	6	12	18	24	30	36	42	150	0 8½	1 0½	1 8½	2 1	2 9½	3 1½	3 9½	5 2½	25 12½		
Rum	5½	10½	16	21½	26½	31½	36½	42½	150	gills 7½	gills 14½	gills 22	gills 29½	gills 37	gills 44½	gills 52	gills 69½	25 12½		
Lemon Juice	2	4	6	8	10	12	14	14	50	oz. 2½	oz. 5½	oz. 8½	oz. 11	oz. 13½	lb. 0 ½	lb. 1 0½	lb. 1 11½	8 9½		
Pepper . . . . .	..	..	..	..	..	..	2	0	11	..	..	..	..	..	..	0 2½	0 4	1 4	
Mustard . . . . .	..	..	..	..	..	..	4	0	16	..	..	..	..	..	..	0 5½	0 8	2 8	
Salt . . . . .	..	..	..	..	..	..	8	0	11	..	..	..	..	..	..	0 11	1 0	5 0	
Onion Powder . . . . .	..	..	..	..	..	..	8	0	11	..	..	..	..	..	..	0 11	1 0	5 0	
Cayenne . . . . .	..	..	..	..	..	..	2	2	7	..	..	..	..	..	..	..	..	..
Tobacco	3½	6½	10½	13½	17	20	24	27	99	4½	9½	14½	19½	24½	29½	34½	39½	44½	114	

At the rate of 27 ounces per 42 days.

At the rate of 2 ounces per 42 days.

Calculated upon the Scheme established by Sir E. Belcher.—JAMES LEWIS.

SCALE of VICTUALLING and SLEDGE EQUIPMENT.

SCALE of VICTUALLING ordered by Captain SIR EDWARD BELCHER for the Travelling Parties from H.M.S. "Assistance" and "Pioneer."

Name of Article.	Daily Quantity.		Proportion for ten days for 8 men.	Total Provisions on Sledge.		Remarks.
	Per man	For 8 men.		40 days.	How arranged.	
Pemmican - - - -	3 lb.	6 lbs.	60 lbs.	240 lbs.	Divided into depôts of 10 days each, and secured in light French potato tin cases.	Edward's potatoes were issued in lieu.
Bacon - - - - -	6 oz.	3 lbs.	30 lbs.	120 lbs.		
Biscuits - - - - -	3 lb.	6 lbs.	60 lbs.	240 lbs.		
Contd. Rum - - - -	3 oz.	gills oz. 5½ to 22	gal. gills 1 21½	gal. gills 6 21½		
Tobacco - - - - -	..	3½ oz.	21b. 2½ oz.	8 lbs. 9½ oz.		
Biscuit Dust - - - -	½ oz.	½ lb.	5 lbs.	20 lbs.		
Tea - - - - -	½ oz.	2 oz.	1 lb. 4 oz.	5 lbs.		
Sugar - - - - -	½ oz.	6 oz.	3 lbs. 12 oz.	15 lbs.		
Chocolate (Moore's) - -	1½ oz.	12 oz.	7 lbs. 8 oz.	36 lbs.		
Sugar - - - - -	-	-	-	-		
Alcohol, or Composition of Seal Oil and Stearine - - - - -	either	gills oz. 7 = 28 2½ lbs.	19 lbs. 2 oz. 25 lbs.	38 lbs. 4 oz. 50 lbs.	We carried 20 days of each description of fuel.	
Lime Juice - - - - -	¼ oz.	2 oz.	1 lb. 4 oz.	5 lbs.		
Pepper, Salt, Mustard, and Onion Powder - - - -	-	-	1 lb. 14 oz.	17 lbs. 14 oz.	Packages about 60 lbs.	
Cayenne Pepper - - - -	-	-	Two ounces for 42 days for the party.	-		
Total -				783 lbs.		

NAMES, Rating, and Ages of Sledge Crew appointed to H.M. Sledge "John Barrow."

Names of Sledge Crew.	Rank or Rating.	Age.	Remarks.
Sherard Osborn - - - -	Commander -	30	Served and travelled in Arctic regions in 1850, 1851, 1852, 1853, and 1854.
Joseph Organ - - - - -	Ice quartermaster.	28	Served and travelled in Arctic regions in 1848, 1849, 1850, 1851, 1852, 1853, and 1854.
Thomas Hall - - - - -	Gunner's Mate	31	His first cruise to the North. Travelled in 1852-53, and 1854.
Samuel Walker - - - - -	Carpenter's do.	27	Ditto ditto.
George Wicketts - - - -	Able Seaman	31	Ditto ditto.
Thomas Copeland - - - -	Ditto - - -	24	Both these men served and travelled in these regions in 1850, 1851, 1852, 1853, and 1854.
William McArthur - - - -	Ditto - - -	24	
Simon Dix - - - - -	Royal Marine	30	The same as the above.

EQUIPMENT of H.M. Sledge "John Barrow" for long Journey.

	Weight lbs.		Weight lbs.
Sledge and ropes with strong canvas bottom - - - - -	120	Brought forward - - -	-
Forster's patent sledge boat - - - - -	24	8 Knapsacks, allowing each man 7 lbs. for spare clothing - - - -	56
1 Waterproof and 1 Duck Cloth (Floor) - - - -	36	1 Gun and gear with spare ammunition - - - -	36
1 Tent (8 men) and ropes, bow-lines, &c. - - - -	37	Luncheon haversack with spoons, pan-nikins, and daily rum can - - - -	8
1 Felt robe - - - - -	25½	Small axe, &c., such as candles - - - -	7½
1 Fur robe (Buffalo) - - - - -	39	Eight sleeping-bags - - - - -	56
2 Cooking Apparatuses (one being a spare one) - - - - -	40	Total dead weight - - - - -	557
Store Bag, containing, &c. - - - - -	18	Provisions and fuel, 40 days - - - - -	783
Medicine Case (tin) containing, &c. - - - - -	10	Cans and packages - - - - -	60
1 Shovel - - - - -	4½	Total - - - - -	1,400
1 Pickaxe - - - - -	10		
Officers' instruments, sextant, thermometer, artificial horizon, note-book, telescope - - - - -	10		
2 Cook's knives - - - - -	1½		
4 Tent poles, and 1 pike spare - - - - -	21		
1 Boat-hook staff - - - - -	3		
2 Bamboos - - - - -	10		
Carried forward - - - - -	-		

This dragged by 7 men gives 200 lbs. each, with a daily reduction of 22 lbs. 11½ oz. for food, which however was completed constantly by supporting sledges.

NOTE.—There are 24 lbs. for spare boots which should be added; for a time they were placed in depôt early on the march.

EQUIPMENT of the Boat and Party from Cape Lady Franklin to the South-east down the Queen's Channel, June and July 1853.

	Weight.
A Mahogany Wood Gig—long 25 feet; beam 6 ft.; 4 oars, &c., estimated at 800 lbs.	
A Waterproof and a Duck Cloth for a sail	36
A Felt robe	25½
Cook's gear	20
Shovel	4½
Mast and boat-hook	30
Pannikins, spoons, and officers' instruments	16
6 Sleeping-bags	42
1 Gun and gear	15
Provisions for 20 days and fuel	277
Packages	23
Total	<u>1,287</u>

Dead Weight - - - - - 987 lbs.

Provisions, &c. for 20 days - - - - - 300

Total weight - - - 1,287

This dragged by 5 men is equal to 257 lbs. per man, with a daily reduction of 13 lbs. 14 oz. for food.

TOTAL of Travelling Journeys executed by H. M. Sledge "John Barrow," equipped by H. M. S. "Pioneer," and commanded by SHERARD OSBORN, whilst employed in the search for SIR JOHN FRANKLIN in 1853.

Nature of Journey.	Total distance in direct daily course or courses.	Total estimated ground actually gone over by sledge or crew.	Total number of days on each journey.	Total number of hours travelling.	Total number of hours at rest.	Total No. of hours lost by bad weather, sickness, erecting cairns, making depots, and at luncheon.
The march to establish grand depôt, commencing March 22d. ending Mar. 29th. 1853	Miles. 65½	Miles. 80	8	63½	91	
The journey to North West Cape, Melville Island, and from grand depôt down west side of the Queen's Channel, commencing April 10th, ending July 15th, 1853	922½	1,200	97	850	1,104	
The journey to open communication with H. M. S. "North Star," and to deliver despatches, commencing September 11th, ending Sept. 22d, 1853	106	150	12	108	120	Vide Journal No. 4.
Total for the year 1853	1,094	1,430	117	1,021½	2,315	

LIST of ANIMALS and BIRDS shot or captured during the Spring Journey of 1853, westward from Northumberland Sound and Queen's Channel.

Animal or Bird.	When.	Where.	Nos.	Estimated weight.	Remarks.
Deer	May	Melville Island	1	100	Three more seen: trails numerous.
Ditto	June	Bathurst Island	2	200	Two more wounded, and great numbers seen.
Polar Bears	July	Queen's Channel	3	2,000	A mother and two cubs. Eight or nine more bears seen.
Seal	July	Ditto	1	100	Had been killed by a bear. Very numerous.
Calf Musk	May	Melville Island	1	50	Capt. R. and self shot a cow and calf to-day.
Ptarmigans	May	Bathurst Island } north shore }	20	30	Very numerous, and breeding on Helen Island.
Ditto	June				
Ditto	July				
Ducks	July	Cheyne Islands	30	80	In enormous flocks. We took their eggs in preference to shooting, and had no shot besides to kill them had we wished to do so.
Brent Geese	June	Queen's Channel	6	15	Very numerous.
Lemmings	June	Everywhere to W.	20	?	
				2,575	

Enclosure No. 21. of Sir Edward Belcher's Letter.

Commander SHERARD OSBORN'S Sledge Journey, 1853.

COPY of ORDERS received from Sir EDWARD BELCHER, C.B., on leaving Northumberland Sound, April 10th, 1853.

Her Majesty's Sledge "The John Barrow."

Mottoes:

"Be of Good Courage" and "Dum spiro spero."

Unfortunately I have not the motto of the Barrow family. I think, however, that "While I breathe I hope," will not offend my good friend; and I believe, moreover, that no more appropriate feelings could have been selected, either for himself, or the gallant bearer of the banner; and although last, not least, the fair lady who worked it.

By faith and courage I sincerely trust, that you may shed additional lustre on the efforts of the northern division of what I firmly believe to be the long talked of Arctic Ocean; and may your efforts meet with the reward you deserve, for services already rendered.

By Sir Edward Belcher, Kt., C.B., Captain of Her Majesty's Ship "Assistance," and in command of the Arctic Squadron.

Having in the handsomest manner, and to me the most gratifying, volunteered to support Commander Richards in the arduous duty of the South-western Expedition, in search of our missing countrymen,—

I cannot better instruct you than by furnishing you with a copy of my orders to him, under the spirit of which, you will, under the ordinary routine of the service, considering them also as addressed to you, carry out to the letter their spirit, in the event of illness or any other unforeseen accident occurring to him.

You will keep a strict daily record of your proceedings, independent of Commander Richards; and on your return, having completed your observations, drawings, &c., present the same to me, within a reasonable period, duly signed.

The same orders, relative to meeting with superiors or inferiors (addressed to Commander Richards), is strictly to apply to yourself; and in the event of separation, you will act to the best of your judgment *on its spirit*.

You will present the enclosed to any superior, who is thereby strictly enjoined to obedience.

With my prayers for your safety, I must also add my wishes for your health, fine weather, and success.

Given under my hand, on board Her Majesty's Ship "Assistance," in Northumberland Sound, this 9th day of April 1853.

(Signed) EDWARD BELCHER,
Captain.

To Lieutenant Sherard Osborn,
Commanding H. M. Steam Tender "Pioneer."

A sealed letter, to be opened only in case of necessity, and then to be returned to me.
—E.B.

Lieutenant Osborn's
Journal, 1853.

The JOURNAL of Her Majesty's Sledge, "John Barrow," Lieutenant SHERARD OSBORN (commanding Her Majesty's Steam Vessel, "Pioneer"), in charge, whilst forming a part of the South-western Division of Sledges under the orders of Commander G. H. RICHARDS.

1. The original notes, taken in pencil, and under all the disadvantages of cold and fatigue, were necessarily concise, and to others than myself, barely legible. I have subsequently enlarged upon subjects remarked in the said note book, using it as a framework or foundation for my Journal.

The copy of the said notes, intended to be written in the form of a journal, and as a winter occupation, was ordered by Sir Edward Belcher in 14 days, and was sent to him in 16 days; it was the best I could do within the period.

2. The temperatures were always carefully noted at the time; the instrument used being one supplied me by Sir Edward Belcher, manufactured by Watkins and Hill.

3. The winds, courses, drifts, tides, and currents, are always alluded to, irrespective of anything but their true direction, taking the meridian of the place as a true N. and S. line.

4. The chronometer used for obtaining longitudes by \odot observations, was one by Barraud, No. 522.

On April 6, it was fast on mean time of ship in Northumberland Sound, (lat. $76^{\circ} 51' N.$, and long. $96^{\circ} 58' 23'' W.$) 5h. 50m. 44.6s., and the rate was a daily gain of 4.72s.

The accumulated error by that rate in 106 days would be S.W.S. 5h. 59m. 4.92s., whereas, after my return to the ship, on July 24, No. 522 was fast on mean time Northumberland Sound, 4h. 55m. 21.98s., gaining daily, showing an hour's discrepancy, occasioned, I think, by the stopping of the watch in the cold.

5. The symbol z , in the weather denotes snow drift.

Leave Northumberland Sound
for the long journey to Melville
Island.

Sunday, April 10th.—Performed Divine Service, and inspected the "Pioneer" prior to departure. All the men equipped in their travelling clothing. After Mr. Allard starts with Sir Edward Belcher, there will only be left on board, the assistant-surgeon, Mr. Richards, and two engineers, Messrs. Harwood and Webb, with the steward to cook and attend upon them. Only *one man* of the crew will be left behind (Richard Hales) and he is to live and work on board the "Assistance;" and I have received orders through Captain Richards, for all the men as they return to join that vessel.

At noon, all the sledges proceeded alongside of H.M.S. "Assistance," and Sir E. Belcher read and presented to each officer in charge of a sledge, an address and his orders. The crews then returned to their respective vessels to dinner.

At 3h. 30m. the crews of both vessels mustered on quarter deck of Her Majesty's ship "Assistance," and another general address was read by the senior officer, and then the South-western Division of Sledges were ordered to man their drag ropes, and as soon as the sails could be set and trimmed, we started to the westward. Those who were going to remain behind, left us off the point of Mount Beaufort, and the division proceeded alone, under the orders of Commander G. H. Richards.

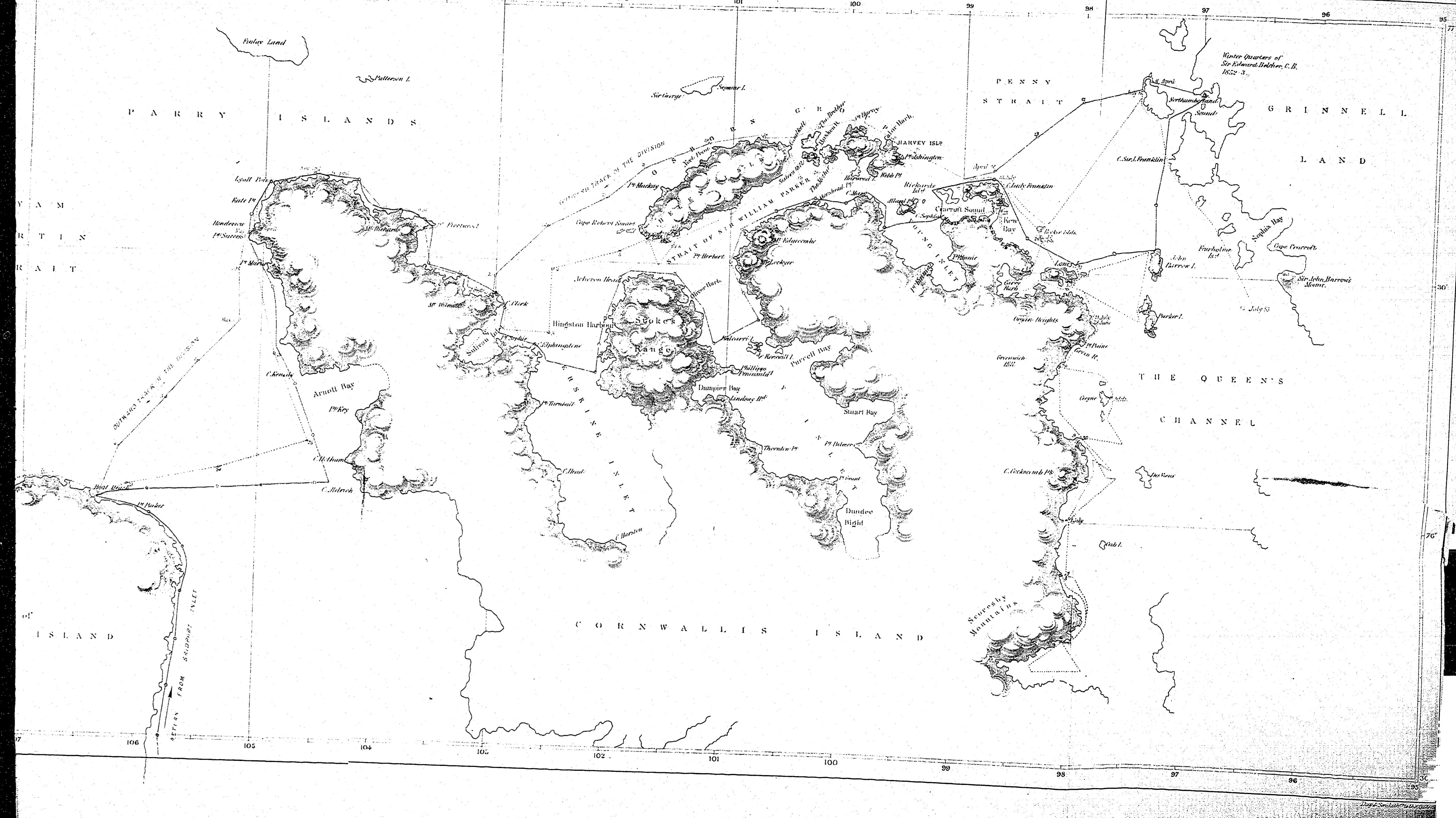
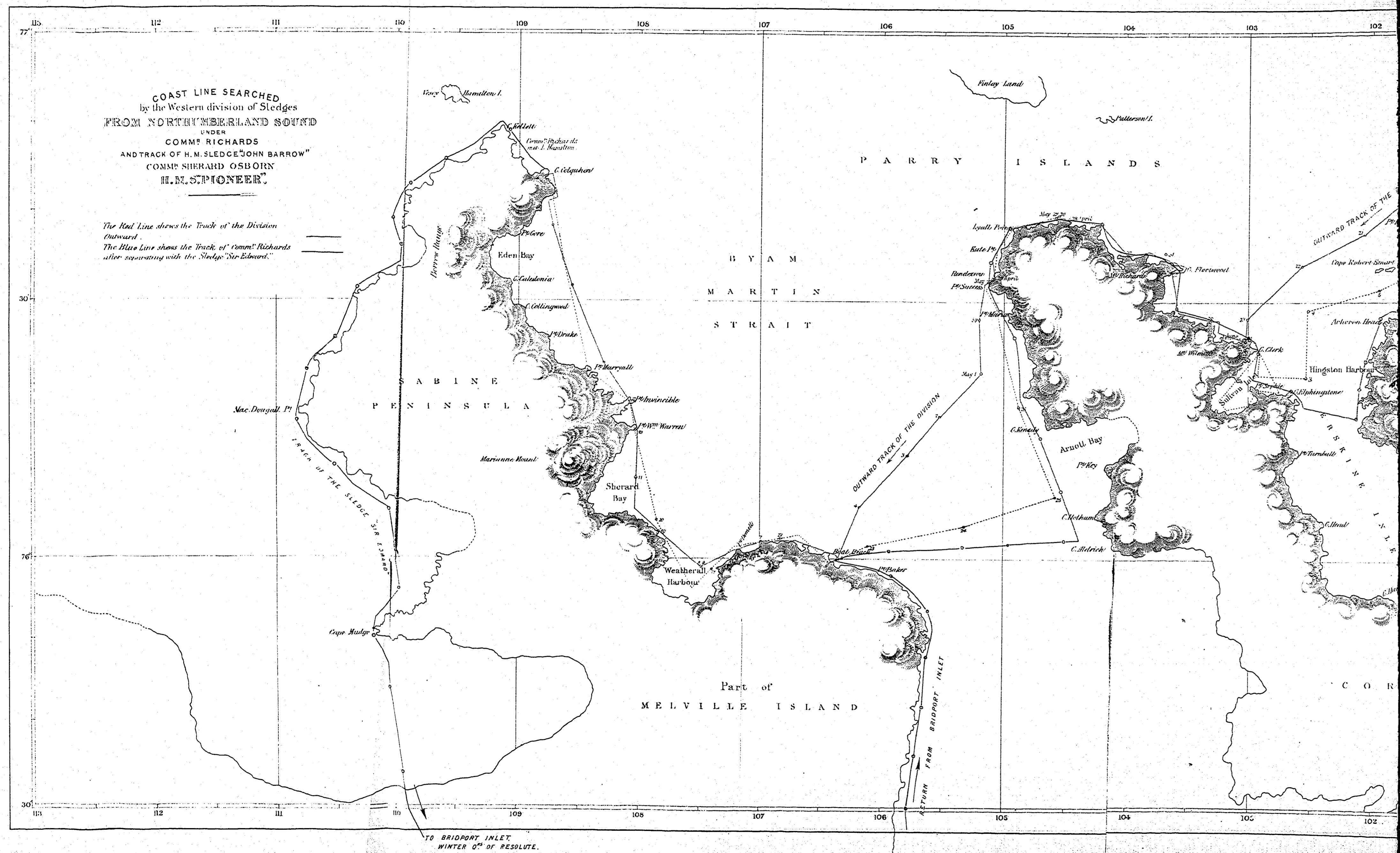
South-western Division of Sledges.

No. 1.—The "Sir Edward," Commander Richards and 7 men, victualled for 40 days.

No. 2.—The "John Barrow," Lieutenant Sherard Osborn and 7 men, victualled for 40 days.

No. 3.—The "Success," Lieutenant Walter May and 7 men, carrying the ice boat, and victualled for 30 days.





- No. 4.—The "Lady Franklin," Dr. Lyall and 9 men, victualled for 50 days.
 No. 5.—The "Success," Mr. Herbert, Mate, and 9 men, victualled for 50 days.
 No. 6.—The "Dauntless," Mr. J. B. Grove and 9 men, victualled for 50 days.

Lieutenant Osborn's
 Journal, 1853.

The breeze freshened rapidly, and veered more to the northward, with a gale threatening from that quarter.

Around and about the hummocks off the entrance into the sound, there was every appearance of the ice being weak and thin, but improving as we reached over between Spit and Pioneer Island. About 9h. 15m. P.M. we reached Spit Point, where half a day's food had been left on our return from establishing the depôt. We encamped for the night, ready to take advantage of an entire day's march for crossing and getting clear of the weak ice westward of Spit Island.

Wind, N.N.E.; 5. to S. o. c. q. z. Temperature, shade, +1°. Course M.G. W. 15°. N. 6 miles.

Note.—It will be observed that we commenced our spring journeys travelling by day-time, a measure which I always advocated as a safeguard from the low temperatures and consequent frostbites of this season; the favourable result of this precautionary measure will be remarked upon hereafter.

Monday, April 11th.—6h. the temperature in the shade +2°, with the wind N.N.E.; 3. o. c. m. (N.B. *Much colder to the sensations*). A raw hazy morning; blowing our fingers, and hastening the cooks, who are not yet expert at their lilliputian kitchens. An expeditious consumption of chocolate and biscuit, and by 8h. A.M. we were away. Following the old trail, we rounded Spit Point, as close as possible, and after many a heavy drag, and many a fall on the slippery pile of old ice that had been thrust by pressure upon the coast in this neighbourhood, we struck off to the westward, endeavouring, as far as possible, to strike the old route, so as to cross the Queen's Causeway by the made path.

Travelling between Spit Island and Cape Lady Franklin across the Queen's Channel.

Though so short a time had elapsed, yet snow drift and the rising of the water through cracks in the floe had nearly obliterated the trail, and it was only here and there, by bits of tin, rag, &c., that we were enabled to preserve a due course. No improvement in the state of the packed ice had taken place; and all the sledges strained very much, requiring every care upon the part of officers and crews to prevent any accident occurring of a serious nature.

The "Reliance" sledge carried away one of her stanchions; a temporary repair was applied, and no delay took place.

At 4h. P.M. we reached and encamped beyond the bad, or rather weak ice, and near the place where the boat sledge was repaired in March.

6h. temperature +1°.

Wind N.; 1. o. c., and very hazy, as it has been throughout the day.

Course M.G. 6 miles. S. 70°. W.

Bearing from night camp, true.

Spit Point, extreme E.N.E., 6 miles.

Tuesday, April 12th.—6h. 30m. A.M., temperature, +1°. Wind N.W.; Crossing the Queen's Channel.
 2. o. f. s.

For half an hour before we started Captain Richards and myself anxiously sought the old trail, for surrounded as we were with belts of hummocks, it was of great importance (with our heavily laden sledges, and in such thick weather) to follow the smooth route, which we knew existed up the Queen's Causeway. At last we thought we had the right clue, and away we started; but within one hour's time our route became entangled amongst very cross ice and hummocks. The wind was sufficiently fair to carry our sails sharp on a wind which we find helps somewhat, and it was a strange sight, amongst snow squalls and fog, to see the hearse-like motion of our sledges, as they wound (or *rove* as we call it) amongst the extraordinary wild scene of a pack in Queen's Channel.

Sledges and lashings groaned again at the shocks necessarily caused in passing over such ice, and it was not with a little pleasure we discovered,

just at lunch time, a fine belt of smooth ice, bounded on either hand with heavily packed ice. This smooth lead went rather southward of our route, but anything was preferable to risking our argosies over such ice as we had been crossing; so after a hasty lunch under the lee of the sledges, we edged down the lane, going nearly S.W. true.



Cape Sir John Franklin, S. 54° E. true S. 10 2.

As the day advanced the weather broke a little, and Captain Richards and myself kept an anxious look out for the beacons left by us in March, on the extremes of the causeway. About 3h. 30m. p.m., from the top of a lofty hummock, we espied them, and if it had been the Eddystone we could hardly have been more pleased. The sledges made slow progress to-day, on account of the depth of snow lying upon the young floe, and it was 5h. p.m. before they reached a camping place. Whilst supper was preparing the officers and some men from each sledge erected marks to guide us to the beacon to-morrow, a necessary precautionary measure, as the intervening space was heavy pack, and there was every indication of a continuation of thick weather.

6h. p.m., west l. o. c. very misty, with light snow.

Temperature in shade -1° .

Course, M. G. S. 70° , W. 8 miles.

6h. p.m. Observations: too thick to see the land, except one glimpse of Spit Point.

From Camp.	{	Spit Point N. + —	N. 68° E. 14'.
		Causeway beacon (W.)	N. 70° W.
		Do. (E.)	N. 20° W. 2'.

Wednesday, April 13th.—6h. a.m., calm, o. m. and very gloomy. Temperature in shade $+1^{\circ}$. Dr. Lyall's thermometer indicates -10° . Query, Who is right?

Our cooks were smart to-day, and as there were many of the former expedition under Captain Austin amongst them, I heard a number of self-congratulatory remarks on their operations of this year having commenced so much earlier; with here and there a quiet hope expressed that all would end well. In the joking that arose amongst the crews upon the occasion of this anniversary, it was very evident that they did not remember that both myself and Lieutenant May were amongst the old hands. However, it was cheering to hear the expression on all sides, that they would beat those last expedition parties, and provided they *did that*, I cared but little how much they pretended to despise their labours. 6h. 30m. started in a thick mist, which we cared little for, thanks to the marks erected last night, and in a short time reached the east cairn. We found the route we had cut through the pack, much encumbered by heavy snow drifts running across it, varying from 10 to 20 feet in height. Taking a party ahead to level and cut through the obstacles, the remaining men of the division manned three sledges and started; it was a truly anxious time for the officers. The three large sledges stood it best, and Captain Richards had a new and heavy one, of small size, which showed no symptoms of weakness. But both my sledge and that of Lieutenant May gave out. The latter, the "Reliance" broke down and damaged the ice boat, and my runners worked so much between the stanchions as to cause the iron and wood to separate, through the breaking of the rivet heads. Arrangements were made to repair damages with such means as we had at hand, the two carpenters in our division, Samuel Walker and Joseph Edwardes, proving themselves expert workmen, with slender means. In the annexed diagram I have shown the repairs applied to my craft; repairs which proved most useful, and stood the test of 97 days journey. After a lunch on frozen bacon

and some private cheese, supplied by the short party officers, the division started, May and myself overtaking them about 1h. P.M.; our journey now leading over a terribly ancient floe piece, which had wedged itself into Queen's Channel some time during last winter. The aged knolls, with deep snow surrounding them, were very trying to the men's strength, and there were only two alternatives, either to go over the slippery knolls and be threatened with broken limbs by falls, or through the hollows and be knee-deep in snow. We halted about 4h. P.M., heartily tired. The western coast began to show out of the haze, and as day closed it was seen extending as far as west, with a very indented coast line.

6h. P.M. Wind, N.; 1. b. c.; horizon very clear to the westward; temperature in shade + 2°.

Course, M. G. S. 60° W. 6 miles, went over 10 miles or more to accomplish it.

Bearings from night camp 7h. 5m. P.M. app. time. Ex. of land seen to the west, N. 85° W. ϕ . Sun's cent. \oplus S. 89° E., and this compared with Admiral Beaufort's table of \ominus bearings, gave a variation of 165° westerly.

Thursday, April 14th.—7h. Wind, W.; 1. b. c.; very misty, and continued so throughout the day, with a rising N.W. gale and snow drift. The temperature +2° in shade; but I have not much faith in the thermometer I have got, as it varies much, and stands generally 10° higher than a highly-finished instrument belonging to Doctor Lyall.

Started, steering S. 45° W. to close the land; the men suffering much from the falls consequent upon the slippery state of the surface of the knolls of ice.

Towards noon, we had occasional glimpses of the western coast about the steep cliffs, south of Cape Lady Franklin, with one or two small islets lying off them. A rising north-wester cut us to the bone, frostbites of the nose and cheeks called for constant care, and the necessity for us to keep our bodies warm occasioned the progress of the division to be rapid, although a very tortuous route had to be taken to avoid ridges of hummocks.

About noon we lunched; blowing our fingers and thanking Providence for a glass of alcohol to keep alive the circulation, instead of cod-liver oil, or pure water, as some Arctic authorities have recommended. The afternoon march was as bad as Arctic travelling can be, which is saying a good deal; and at 3h. 30m. we made out our depôt cairn on Cape Lady Franklin, bearing about S.S.W. (true) 2 miles distant.

At 4h. 30m. the tents were pitched, and we were enabled, thanks to Mr. Harwood's tallow lamp, to have our dinner of pemmican, and our pints of tea in one hour's time, a comfort only to be appreciated by those who, cold and hungry, have often in this climate to wait two or three hours, shivering with the former, and faint from thirst and exhaustion.

The night was a dirty one, with a heavy westerly gale and snow drift.

6h. P.M. temperature in shade 11°. Wind W. 7h. drifting snow.

Course M.G. S. 56° W. 6 miles.

Bearing from camp. Cape Lady Franklin, extreme, S. 22° W. $\frac{3}{4}$ mile.

Friday, April 15th.—Awoke at 2h. A.M. by the pressure of the gale, which was blowing with great violence against the head of the tent; force 8 to squalls of 10 or 11.

7h. temperature 13°. Wind W.; 3. b. c. m., with snow drift.

Faces required to be covered with cloth masks and comforters; started with improving appearance of floe, we having now reached the smooth ice of one year's formation, which lines the coast westward of Cape Lady Franklin. Without and northward of us there was a ridge of hummocks and some appearance of packed ice.

The wind veered rapidly in the forenoon to the south, and at last we made sail, and in spite of a considerable depth of snow overlaying the smooth ice, our progress was rapid throughout the day.

As we advanced, there were evident signs of our passing out of the strong tideway of Queen's Channel; rents in the floe and hummocks became less common, and the sails now materially aided the crews in their labour. We were crossing in the afternoon an extensive bay, which shows westward of

The division reaches abreast of Cape Lady Franklin.



Cape Lady Franklin. The West Cairn bearing W.S.W. true 9°.

Crossing Young Inlet to the westward of Cape Lady Franklin.

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Cape Lady Franklin, and which has within its compass several islands, edging sufficiently in to see that no channel led directly south within its limits, and assure ourselves by a rough examination of no vessels being frozen in it, the division pushed on in hopes of reaching the extreme land seen by us yesterday to the westward. Thick snow and a rising gale prevented us landing, and at 5h. 15m. we halted, and secured our tents carefully for a heavy gale; all hands in high spirits at the rapid march we had made, and the certainty of placing the first cache (which will be established to-morrow) at the distance we had originally contemplated on leaving the ships.

7h. p.m., temperature — 30°. Wind S.S.E., 5. q. f. s., drift.

Course M.G. 10 miles, W. $\frac{1}{2}$ N.

Bearings at Noon.	{	Cape Lady Franklin, near extreme	-	-	S. 68° E. 4'.
		N. extreme of East Deception	-	-	N. 69° W.
		S.E. extreme of „ near	-	-	S. 80° W.
		Cent. high summit to North	-	-	N. 89° W.
		Last night camp, about	-	-	East.
		Night Camp, Cape Lady Franklin, by account	-	-	S. 68° E. 10'.

Saturday, April 16th.—6h. 30m. A.M. temperature in shade, —15°. Wind, N.; 7., drift.

During the night there was a momentary cessation in the breeze, and then it shifted suddenly back to the N.W. from S.E., and blew with great violence, forcing the fine snow drift into the doorway of the tent, and covering us as we lay in our sleeping bags with drift; clothing all stiffly frozen; boots unwilling to be dragged on; and the breakfast a severe struggle between cold and hunger. Jokes and round oaths on all sides at benumbed fingers, noses, and toes. The temperature within our tents was —10°.

It was actually necessary to start for the land, in order that Mr. Grove and his sledge might return as expeditiously as possible, to form one of the N.E. division; and although strict prudence would have hesitated at exposing the men to a march against the gale and snow drift then blowing, necessity compelled us to the measure. The division packed up and proceeded; the crews and officers walking and dragging with half averted bodies, for the wind actually felt as if *scalding* the face, so similar are the extremes of heat and cold.

The land showed through the drift about 10h. A.M., and somewhere about noon we reached the point fixed upon for the cache, and encamped; our food to-day, such as bacon and pemmican, actually *splintered* when struck with an axe. Busy completing provisions to 40 days, and establishing a cache of 5 days each for Nos. 5. and 4. sledges, and 2½ days for Nos. 3., 2., and 1.; this leaves No. 6. sledge with just sufficient to reach back to the ship. Strong breeze and bitterly cold. Piled up stones over our provisions, and secured it strongly against bears or wolves.

6h. p.m. temperature of air, —13°. Wind, W. by N.; 5.; temperature —13°; Dr. Lyall's thermometer indicates 18°.

Note.—We all had occasion to-day to suffer from due attention not having been paid to the representations of those employed in former Arctic expeditions, in the shape of metal prismatic compasses; had bone, wood, or ivory been substituted, bearings would have been more easily taken, and no fingers would have been burnt or blistered by coming in contact with the cold metal.

Noon, temperature —17°. Wind, N.; 6. q. z.

Bearings from cache, taken A.M. April 17th.

Summit of Cape Franklin	-	-	S. 73° E. 14'
Extremes of Ricard Island	-	-	S. 51° E.
Ditto	-	-	S. 66° E.
Cairn over the cache, 200 yards S.W.			

Sunday, April 17th.—6h. 30m. A.M. temperature in shade, —6°. Wind, N.W.; 5. q. b. c. m. z.; Dr. Lyall's thermometer registers —18°, and it feels far more like the latter than the former. Last night deer were

Reach the east extreme of Cator Harbour, Deception Island, and establish a cache.

seen, and this morning Captain Richards and Mr. Herbert fell in with a herd, grazing near a new harbour, called since after my friend "John Bertie Cator," formerly commanding the "Intrepid." Giving our able support, the "Dauntless," three cheers, we parted company; she striking for Northumberland Sound, and we to the westward, where, for yet awhile, the coast appears to lead. After crossing Cator Harbour, we neared a point upon which several deer were grazing; the beautiful whiteness of their coats rendered it difficult to detect them upon the uniform coating of snow which covered the land. The necessity for pushing ahead to the utmost, without loss of one hour, placed it beyond our power to go in pursuit of game at this season; and the sudden manner in which gales of wind spring up made the detaching of any sportsmen from the division extremely hazardous; it will not, therefore, be wondered at, that although we saw a good deal of game, and recent traces of more, that none were shot at this season. Captain Richards, I was delighted to see, felt as I did, that every mile done was a prize won, and that what health and strength we unavoidably lost on the outward route, might be recovered as we came back, when the season would be better, and game yet more plentiful. I landed to try and get within shot of the deer, but they went off at a great pace, and appeared very wild. On examining the places where they had been feeding, I found under the snow abundance of a dwarfish black lichen, resembling *tripe de roche*; this evidently constituted their main food. Saxifrage, of which there was some, appeared untouched. Sandstone in patches occurs here, and is evidently on the increase; we, of course, hail it as the promise of a better vegetation, and some change from the eternally monotonous limestone of the eastern region we have left.

The S.W. division crosses Cator Harbour and Hosken Bay, reaching for Cassup on its western extremity.

Noon, we lunched under the lee of our sledges; the weather cold, but improving. In the afternoon we opened out a bay some 4 miles broad and $3\frac{1}{2}$ deep, rendered extremely picturesque by three hills situated at its southern extreme. Captain Richards christened them "The Mother and Two Sisters." Dr. Lyall, Commander Richards, and myself tried to walk in for the latter, intending to surmount them for a view, but we found the journey too laborious, on account of the depth of snow overlaying both land and floe. Landing on what is now "The Brother," we saw sufficient to prove that we were skirting outside of an extensive range of islands, lying off the northern coast of Bathurst Land, and entailing much search upon the different sledge parties as they returned homeward.

Sandstone here becomes the rule, and limestone the exception; vegetation scanty, though it be more abundant, and traces of deer and hare numerous and recent. In good spirits at the prospect, and satisfied with a fair day's progress with full laden sledges, we rejoined our men, and encamped at Point Sandstone.

Course M.G. N. 68° W. 7 miles.

6h. temperature in the sun, -3° , and shade, -7° . Wind N.W. 5. b. c. m.

Course M.G. N. 68° W. 7 miles. Walked 10 miles.

Note.—Walking against a strong breeze, with a low temperature, we have had good proof of the efficiency of the clothing and foot gear supplied to the men. Canvass boots, large like ours, with plenty of soft blanket socks, so that there is warmth without pressure, is a certain rule for securing the feet against frostbites, which we have followed this time with advantage.

Bearings observed to-day, 10h. A.M., Deer Point, Osborn Group.

Cape Lady Franklin in line with

Point to the eastward

S. 74° E.

North extreme of West Sister

S. 78° W. 6'

North extreme of Brother

N. 84° W. 5'

Monday, April 18th.—6h. A.M., temperature in shade, -12° ; sun, -3° . Wind, N.W.; 6. b. c. q. m., heavy snow drift. Started for the westward, hoping that the gale would abate. A fine channel, leading due south, showed to the west of the Sisters; land was visible all round the bottom part of it, and we afterwards found that it opened into Sir W. Parker's Channel. 11h. A.M., the gale still freshening, and the drift so heavy, that we were

Coasting along north shore of Helen Island.

obliged to pitch and await a lull, which happily took place soon after noon, when the division immediately packed up and again proceeded for a point bearing nearly due west. Hitherto, since leaving the cache (No. 1), our course has been over ice of one season's formation; the line of demarcation between it and the old floes, which in most places seem to have remained in the bay and inlets (to the southward), is easily observed. The young ice has been formed during the prevalence of winds off shore, as it is perfectly smooth for a breadth varying either a little more or less than a mile, in a north and south direction; beyond that the ice is rough and packed, without being heavy or ancient looking; my own impression is, that the floe we are travelling upon will break up early in the season.

4h. encamped. People very tired from the effects of low temperature and a contrary gale, the latter being a greater obstacle than a person would easily suppose in Arctic travelling. Our camp was formed near a lofty pile of fragments of floe, caused by the crash of the moving pack against ancient grounded ice, which lines the coast line. There was every appearance of land to the northward of us, very distant.

6h. P.M. Wind, N.W.; 4. q. b. c. m. Temperature in shade, —4°. Course, M. G. 6 or 7 miles, W. Walked 9 miles.

Bearings at night camp.—P.M., at 6h. 5m. app. time, the sun bore by compass N. 82° 30' E., long. of position, 101° W.; lat. 76° 40' N.; this by Admiral Beaufort's table, gives a variation equal to 169° 30' W.

Observed N. extremity of Sisters in line to bear - S. 63° E.
Sandstone Point, now Point Harvey - - - S. 83° E. 7'.

Tuesday, April 19th.—6h. temperature in shade, 6°. Wind, N.W.; 2. b. c. v. A fine clear morning, with great refraction; strong indications of land to the north and north-west. Leaving the division to proceed along the coast, which now appeared to turn to the south-west, Captain Richards, Doctor Lyall, and myself, started for a neighbouring hill to obtain a view of our future route. After a scramble over a steep and rocky land, we reached the top of Mount Disappointment, for so we felt it to be, on seeing the coast turn abruptly southward, and then with strong indication of recovering its westerly direction, the same coast was seen glimmering to the south-west; I need hardly say, a straight and not an indented coast is what we pray and hope for. Far to the north and little westward, other land was seen, it did not appear lofty, but was so distorted by mirage as to defy all certitude as to its outline.

Rounding N.W. extreme of Helen Island, and reach Point.

In hopes of seeing something to justify us in striking westward, so as not to lose the ground we undoubtedly should by following the coast line down to the south, we walked from hill top to hill top, but they only confirmed the fact that we must now turn at right angles to our wished for course, and searching the western shores of these islands, strike again upon the north coast of Bathurst Land, which we afterwards found we had left since starting from Cape Lady Franklin.

Traces of deer were both numerous and recent, three had been seen during the past night; in the valleys we saw a deal of saxifrage, moss, and grass, and small fragments of coal, evidently washed down by summer torrents. I had occasion to-day to have my bad opinion confirmed of the glass artificial horizons supplied to our expeditions, and would strongly advise none but quicksilver ones in future, to prevent such useless articles being again taken on such important service; my observed latitude differed from that of Captain Richards 7 miles, as annexed.

P.M., steering W.S.W. the sun came in our eyes, the glare rather painful. A low island observed to the N.W. 4h. 30m. encamped.

6h. temperature 10°. Wind, S.S.W.; 1. b. c. m.
Course M. G. W. 3' x S. 86° W. 3'. Walked, 10 miles.

Bearings from camp 4h. 30m. P.M.	True.
Last encampment point - - - -	N. 79° E.
Mount Disappointment, summit - - - -	S. 85° E.
South-west extremity of Helen Island, then visible - - - -	S. 43° W.
Land to the westward, Seymour Island - - - -	N. 45° W.

Latitude, $76^{\circ} 38' 8''$ N. Variation observed 170° W. Observations, glass artificial horizon, noon $\odot 48^{\circ} 58' 20''$; index error, $1' 15''$ sub. Temperature zero. ϕ by compass N. 10° W. With quicksilver artificial horizon, observed meridian altitude $\odot 48^{\circ} 42' 30''$ and latitude, $= 76^{\circ} 45' 19''$ N.

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Wednesday, April 20th.—5h. 30m. A.M. Temperature 12° . Wind, S.W.; 2. b. c. m.

6h. Strong refraction, loom of land to the northward, at least 40 miles distant, and Bathurst Land showing to the W.S.W. and W. by S. The route to-day took us suddenly off young floe to a very ancient one, the line of separation running nearly west, and embracing within the young ice a small island (Seymour). Heavy snow lay in the hollows formed by the summer thaws, and struggling through it or over the surface of the slippery knolls of ice, the labour to our gallant crews was most toilsome.

Captain Richards and Mr. Herbert followed the western coast for a considerable distance, and joined the division in the afternoon; Seymour Island showed out very plainly, it had much ice about it, but was very low, with one solitary ridge of stone (a back bone) showing through the snow. After lunch, the southern point of Helen Island slowly opened from the land beyond it, showing a channel of seven or nine miles broad, leading between it and Bathurst Land. Veils, spectacles, and shades were much in requisition to-day; the wooden ones supplied to the men were by no means to be approved of, they keep the eye too hot, and strain the vision, *vide* General Remarks. I wore Dr. Wm. White Cooper's shades, and liked them. Many of the men had private spectacles, bought in England, and being made of plain neutral tinted glass, were both cheap and efficacious. At 5h. P.M. halted and encamped. 6h. temperature. Wind, S.W.; 2. b. c. m.

Coasting down the west side of
Helen Island.

Course M. G. S. 70° W. 8 miles. Walked, 10 or 12 miles.

Lunch position, $3\frac{1}{2}$ miles off the west and northern extremity of Helen Island, Osborn Group.

North extremity visible of Helen Island	- -	N. 80° E.
Summit of Mount Disappointment	- -	N. 86° E.
Cape Smart, S.W. extremity	- -	S. 36° W.
Extremity of land (Bathurst) seen to westward	- -	S. 69° W.
Seymour Island, extremes	- - - -	{ N. 1° W. N. 7° W.

Night Camp.

Mount Disappointment	- - - -	N. 8° E.
Cape Smart, extremity	- - - -	S. 27° W.
Centre of Seymour Island	- - - -	N. 18° E.
Hill to S.W. Mount Wilmot	- - - -	S. 53° W.

Note.—The above bearings are all true, the variation allowed upon the compass bearings being 170° W.

Thursday, April 21st.—6h. 30m. A.M., temperature in sun, $+ 25^{\circ}$, and shade— 12° . Wind, N.; 1. b. c. v.

7h. started, steering for a remarkable hill to the S.W. by W., over a very ancient floe, whose surface might be best represented thus:



our road was, therefore, necessarily circuitous and slow. The day was, however, fine, indeed the first one since leaving the ship, and the glorious sun poured down his rays upon us most cheerily. Snow blindness had of course to be feared, but we were forearmed, and every care was taken by all to avert that malady; whilst mutual congratulations passed at noon when we saw the snow melting freely upon black surfaces, and the heat of the sun drawing up a column of vapour from our saturated buffalo robes.

Obtained a meridian altitude for latitude, and found it cold work handling metal. We already contrive to eat our allowance of food, and, like "Oliver,"

Off the south-west bluff, Cape
Smart, steering for Cape For-
tune.

wish for more. Two low islets were discovered lying off the south-west bluff (Cape Smart).

During our afternoon march, the coast to the S.E. within the islands showed itself to be deeply indented with gulfs and bays, and gives large promise of an extensive coast line, that will require search as we advance. At present the object is westing, in order that the caches may be laid down at a proper distance for Captain Richards to advance well towards the unknown region beyond Melville Island; all short of that I deem of secondary importance, so far as Franklin is concerned.

5h. 10m. halted, encamped: the weather threatening. 6h. temperature + 6°. Wind, S.W.: 1. b. c. v. Course M. G. S. 50° W. 6½ miles. Walked, 10 miles.

Land was seen to day considerably to the westward of where we are steering; but it is desirable to reach the main land as soon as possible to establish the second cache, and allow the "Lady Franklin," Dr. D. Lyall, to return and support the N.E. division of search.

Noon, observed meridian altitude.

☉ 50°. 13'. 40". Art. Hor. Index error 1' 15" sub.

♁ N. 9° W. Var. 171. W.

Observations at night camp:

S. 50° W. and 3 miles from noon position.

Cape Smart, Helen Island, S. 36° E.

N. extremity of Helen Island N. 70° E.

Cape Fortune, or Clarke, S. 53° W.

Friday, April 22d.—5h. A.M. temperature, shade, + 10°. Wind N.E.; 1. b. c. 6h. 25m. started; sledges under sail, and the land ahead so clearly defined as to lead many to believe we should reach it to-day.

The effect of the sun yesterday upon the snow has by no means improved the travelling. The outer surface of the snow has formed a thin crust of frozen ice and snow, which bears the weight for a minute, and then breaks through, causing a constant series of shocks to the knees and ankle-joints, most wearying in its effect. The floe is truly execrable, and has not moved I should say for many years; so summer worn is its surface. The sledges immerse themselves the whole depth of the runner, and require to be constantly hauled out with a "One! two!! three!!! haul!" The larger sledges showed that they were suffering from the same defects as the smaller ones had done. weakness in the wooden runner and stanchions. The "Success" and "Lady Franklin" had many of the rivet heads broken off the metal runners, and the two separating, caused the snow to be introduced, and then an irregular instead of a smooth surface greatly increased the labour of



Cape Smart, S. 56° E. 8 or 10.

traction. The "Success" had to halt and re-lash; but rejoined company with creditable smartness. 5h. 20m. halted and encamped, after a long and severe march. People much done up, and a few complaining of soreness in the eyes. Of the two evils, frostbites or snow blindness, there was, however, but one opinion amongst all of the officers and men; the latter was far to be preferred upon more than one ground.

7h. temperature, + 1½°. shade. Wind, W.N.W.; 2. b. c. v.

Course M.G. S. 50° W. 9 miles. Walked, 12 miles.
 Observed from noon position, 4½ miles. S. 50° W. of last camp.
 Steep cliff, Helen Island - S. 55° E.
 Low islet off Cape Rob. Smart S. 50° 30' E.
 Point Ware (Doubt) - - S. 34° 20' E.

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Night camp, 9 miles S. 51° W. of position. April 21st, 1853.

Cape on Robert Smart - - - S. 85° E.
 Point Ware - - - - - S. 47° E.
 The steep cliff, Helen Island - - S. 69° E.
 Cape Clarke, extremity - . - S. 52° W.

Saturday, April 23d.—6h. 30m. A.M.; temperature in shade + 3°. Wind, N.W.; 2. o. c. m. 7h. 15m. started, marching to the S.W.

A north-west wind and cloudy sky are rarities in these regions, especially when accompanied by a rising temperature. I believe that aloft it would be a true S.W. wind, and has its direction turned by the neighbouring land.

Cape Flyaway, as the men now call the hill ahead, appears nearly as far off as ever; two days ago some of the novices in Arctic travelling thought they would reach it by camping time, and called it 11, when it was full 30, miles off. The breeze fast freshening into a double reefed breeze, with much snow and drift. Our sledges under sail, booming along like primitive rigged boats, in a seething sea. Officers and men smothered in drift. All white but their faces, which resembled, as it was graphically described, "a soldier's jacket hanging over Dover Cliffs."

Marching for Cape Fortune (or Clarke).

Lieutenant May and myself repeatedly timed the sledges over measured distances, and the mean of our notes was, that in every 20 minutes they went over 1,500 paces; reducing this to yards, and allowing a quarter of an hour for rest and loss in each hour, we made on a rough calculation that we were travelling at the rate of 1½ miles per hour.

Of course, I need not say that the wind was almost favourable, the men doing their utmost, and the officers attending at the sledges, and aiding in every possible manner.

At 5h. P.M. encamped.

6h. temperature, + 3½°. Wind, N.W.; 5. o. c. v.

Course M. G. S. 50° W. 9 miles. Walked, 11 miles.

Bearings from night camp.

Cape Clarke, Bathurst Land - - S. 50° W.
 Ext. of land seen to the westward - - N. 84° W.

Sunday, April 24th.—6h. A.M. temperature, + 1°. Wind, N.W.; 5. o. drifting snow. 7h. started under sail; breeze freshening and drift increasing. Sails on sledges braced sharp up. People suffering a good deal from the effects of the weather, but dragging most zealously; unable to see 20 yards ahead.

11h. 30m. halted and lunched under the lee of our sledges; smothered in snow drift; found snow and fat bacon an odd mixture, for of course the mouth could not be opened to introduce the one without being filled with the other.

Captain Richards observed a meridian altitude, having men to wipe the glass of the artificial horizon at the time of observation; with my instrument that was impossible: another proof of its inutility for Arctic travelling.

3h. 30m. Much to our satisfaction a ridge of piled up ice was met, and crossing it, we found ourselves at the base of the cliff, then named Cape Fortune. Captain Richards chose a spot for the cache, and the division encamped around it.

Reach Cape Fortune (or Clarke).

Employed for a couple of hours receiving supplies from "Lady Franklin" to complete provisions upon our sledges, and to form a six-day cache for all returning sledges. (*Note.*—The "Reliance" depôts were forgotten by sledges Nos. 4, 5, 6, consequently 17 days food has been on the whole lessened from our resources.) One or two men in the division a little eye and leg sore, but no one inefficient, except George Harris, A.B., "Pioneer," who complains of cramps in the stomach, and evidently disagrees with

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the notion that travelling calls for no extraordinary exertion upon their part. Harris is going back from "Reliance," and James Marshall, a *ci-devant* "Pioneer," remains instead. The night came in very cold, and our felt robe appeared a poor substitute for the fur ones, which should have been brought from England.

Sh. p.m. temperature 10° . Wind, N.W.; 5. q. c. m. z.

Course M. G. S. 46° . W. 6 miles. 8 miles walked.

Noon, meridian altitude, \odot $52^{\circ} 38'$; art. hor. index error; 0—.



Cape Fortune, S. 65° W. $4'$.

First march to the westward
from Cape Fortune.

Monday, April 25th.—6h. A.M. Temperature 6° . N.W.; 4. c. m. Traces being seen about the tents of deer and hares in considerable numbers, a party started in quest of them under Lieutenant May. The rest of the division proceeded to bury the cache and secure it, a work of some difficulty, as there were no stones, and the land consisted of a fine sandy soil or light loam, frozen as hard as flint during the past winter. Around the cache there was a good deal of vegetation, and an entire absence of that dreadfully barren limestone which the Arctic navigator learns so heartily to abhor.

At Sh. 30m. A.M. Dr. Lyall's sledge, the "Lady Franklin," started homeward amongst our hearty cheers. Dr. Lyall, we believe, will form one of the supports to the N.E. expedition of sledges.

Noon.—Observed meridian altitude, having got sights for longitude at 8 A.M. Lieutenant May returned; he shot a hare and saw several reindeer; they were very wild.

12h. 30m. Proceeded to the westward against a strong breeze, and thick misty weather with slight fall of snow. Coast line very low, with the hills of the back land obscured. The floe very old and the ice very heavy; the men appear rather weak and distressed from the late heavy travelling.

Temperature -4° . Wind W.N.W.; 3. b. c. m.

Course M. G. N. 45° W. 4 miles. Marched 6 miles.

For further observations at the place, vide June 3d, 1853.

At 9h. A.M. App. Time Chron. \odot Alt. Mercury Art. Hor.

h.	m.	s.						
2	54	51	-	-	-	-	42	12 30
2	55	53	-	-	-	-	43	17 0
2	57	45	-	-	-	-	43	25 30

Noon.— ϕ N. $1^{\circ} 30'$ W. to

N. $2^{\circ} 20'$ E.

$3^{\circ} 50' =$ N. $1^{\circ} 25'$ E. variation = $178^{\circ} 35'$ E.

Tuesday, April 26th.—6h. 30m. A.M. Temperature -5° . Wind N.W.; 3. o. c. m. 7h. started; a most disagreeable forenoon, with a fast increasing gale and snow drift in our teeth. Between the squalls a point showed out nearly N. by W. of us, showing we had been traversing the bight of a fish-hook shaped bay, from which we named it temporarily "Fish-hook Bay." Lunched under adverse circumstances. I wish Turner could have painted such a picture of the effects of wind, drift, and cold, with a beautiful mock sun taunting us with gay and warm colours.

We had to-day a painful proof of the danger of people going away from their party in chase of game. Lieutenant May left us to follow along the upper slopes of the adjacent land; the sudden increase of the gale shut us

Reach Mount Solitary.

out from his view, and at the same time a fine herd of deer came in sight; he followed them, lost them, and saw another herd; still following, and trusting to securing his return by some recognized marks, it was not until he found himself tired, without a prospect of procuring any addition to the rations of his party, that he discovered his route to be a wrong one, and we became alarmed at his lengthened absence. The temperature continued to fall, and the gale abated nothing. The sledges encamped, and after pemmican Captain Richards and Mr. Herbert left with two light sledges to seek him. The weather gradually clearing up, and most happily so, for after a time they met Lieutenant May, who was much exhausted, and returned with him to the camp late in the evening. As many as thirty deer had been seen in all by Mr. May.

Sh. pm. Temperature -5° . W.N.W.; 6. b. c. drift.

Wednesday, April 27th.—7h. Temperature zero. Wind N.W.; b. c. m. drift. Started rounding a point, which is remarkable as being at the base of the last isolated hill, on the northern coast of Bathurst Land; it was appropriately named by Captain Richards "Mount Solitary," and such it truly is, with its time-worn crags and buttresses of sandstone.

Not being a surveyor myself, yet well aware of the surveyor's mania for scaling every accessible height, and revelling in angles, with his second self, a theodolite, I could but admire the self-denial of our kind and considerate leader in not doing so, nor should I be giving him due credit for his forbearance did I not here note that, but for such forbearance, and but for his keeping constantly in view the object of his mission to these seas, *the search for Franklin*, we should never have made much progress, although he might individually have gained much credit for a beautifully finished chart, trigonometrically laid down. From Solitary Mount the land is very low, rising to perhaps 150 feet elevation at a distance of 1 to 2 miles from the beach.

Vegetation increasing, though as yet it exhibits no sign of vitality. Deer, hare, and marmot tracks, numerous and recent. Observed an island lying off shore to the N.N.W., and a small harbour filled with ice of a very ancient appearance. The floe to the westward appears to be broken up by pressure, and we anticipate a speedy release from the old floes with their deep snow and high knolls. To-morrow we trust to open Byam Martin Channel, if the direction given by Lieutenant Aldrich is anywhere near the mark, which I confidently believe it is. 4h. 15m., encamped.

6h. Temperature $+4^{\circ}$. Wind N.W. 2. b. c. v.

Course M. G. N. 45° W. 7 miles.

At 9h. 30m. A.M. app. time, at base of Mount Richards, and 9 miles N. 38° W. of No. 2 cache.

Observed summit of Cape Clarke - - - S. 38° E.

Cent. summit of Cape Robt. Smart - - - N. 81° E.

Extreme land seen to the westward - - - N. 34° W.

At 2h. 35m. P.M. on the { Cairn over No. 2 cache - - - S. $61^{\circ} 40'$ E.

Nipple, 13 miles N. { Extremes of a new island } N. 4° E.

60 W. of No. 2 cache { called since Patterson Island } N. 15° W.

Extreme land seen to the westward - - - N. 31° W.

Thursday, April 28th.—Temperature 5° . Wind N.W.; 3. b. c. v. Started across the land ice on which we had slept, and crossed rather rough and packed ice at the entrance of a harbour. The land from the far side trending more westerly, we are evidently approaching the land's end, and the question of a Byam Martin Channel will soon be decided. 11h. 40m., halted, lunched, and obtained a meridian altitude. I abused Messrs. Watkins and Hill for their artificial horizon, which, under the most favourable circumstances, I can safely say, should not be trusted within three or four minutes in altitude.

We had boiled pork (instead of the dreadfully fat bacon hitherto supplied) for lunch to-day, and it was generally declared to be far preferable to the gross bacon hitherto issued.

At 1h. 25m. P.M. from a pile of hummocks, which Captain Richards and myself had ascended, we first saw, to our no small delight, the land

Rounding the N.E. point of
Byam Martin Straits, now
called Polar Strait.

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turning to the southward, and the floe ahead comparatively smooth and promising.

Saw the New Island seen yesterday, bearing N.N.E., about 20 miles distant, and covering 10° of the horizon.

Find the land improving as we go westward; everywhere where the snow has been blown off the ground is rich in lichen, saxifrage, moss, and coarse grass; animal traces, likewise, very abundant.

4h. 45m. Encamped.

6h. Temperature 5° . Wind W. by S.; 1. b. c. m. g.

Course M. G. N. 42° W. 5 miles } Total - 8 miles.
S. 82° W. 3 miles }

Bearings observed.

At noon, Cape Clarke - - - - S. 45° E. true.

At 1h. 25m. P.M. 2 miles N. } Ext. land of Bathurst } S. 83° W.
51° W. of noon position - } to the westward - }
Cent. of Patterson } N. 9° W.
Island - - - - }

The position of night camp from noon position - { N. 51° W. 2 miles.
S. 83° W. 2 miles.

From an eminence 100 feet high and 1 mile due S. of camp flag, observed.

Next morning at same place observed the latter a second time. { Extremities of Patterson Island - { N. 5° W.
Distant land, probably 30 to 35 } N. 3° E.
miles distant - } N. 21° W.
Do. do. - } N. 37° W.

Noon. Mer. Alt. Art. Horizon, \odot $54^\circ 48' 30''$. Ind. error $1' 30''$.

On comparing my observed altitude with that of one in the quicksilver artificial horizon, I found an error to-day of 9 miles in the observed altitude.

Friday, April 29th.—5h. Temperature -5° . Wind N.N.W.; 2. b. c. m.

6h. 45m. started. The coast trending more and more southerly in a series of shallow bays of great uniformity, the floe becoming more smooth; I think it is of only last season's formation, and the sastrugi or snow ridges turning gradually in a north and south direction, instead of east and west, as they have been since leaving Cape Fortune. At 8h. 30m. I ascended the highest part of the neighbouring land; it consisted of a series of terraces or natural benches, rising gradually one above the other until, at a distance of $1\frac{1}{2}$ or 2 miles from the sea-shore, I stood upon an elevation of perhaps 200 feet, not more. Landward to the S.E. a comparatively undulating country extended, intersected in all directions by watercourses, and here and there small cliffs of the reddish-brown sandstone protruded and gave a character to the scene of frost and snow, for as yet the sun had done no more than begun to turn the snow from its pristine whiteness to a faint straw colour, and that only in places. Away to the N.W. spread a floe,—and whither? naturally arose to my mind. New Island was plainly

Reach Byam Martin Channel
and sight Melville Island.

Encamp to form the third
cache at Cape Success.



An Island, seen April 29th, 1853.

discernable; in outline and colouring it resembled much the lands seen by us in the autumn of 1852, and I doubt not forms a portion of the same archipelago of islets strewn over the Polar Sea. About 30 miles to the N.W. (or more) I distinctly saw land looming; it appeared extensive, and I took the bearings of two remarkable parts of it, and not the extremes. All hands in great spirits. We have undoubtedly reached the Byam Martin Channel.

At 4 P.M. the coast took a due south line, and away to the S.W. we saw for the first time the distant shores of *Melville Island*, 40 miles distant, and the head of the channel is fully *that wide*. So much for a barrier of land.

At 5h. 45m. we reached the foot of a hill, and being as near the position of the rendezvous as nature had been pleased to place land, Captain Richards

decided upon placing upon it the despatches, &c., for Captain Kellett and the Admiralty, which we had brought from Sir E. Belcher. Halted and encamped.

7h. Temperature + 7°. Wind N.; 3. q. b. c. m.

Courses M. G. S. 68° W. 2° + S. 45° W. 5°; + S. 1½ miles. Total, 3½ miles.

Saturday, April 30th.—Whether it was the excitement arising from our great success hitherto, or the sight of Byam Martin Channel, or that of Melville Island, I know not, but all hands were talking, arranging provisions, and stowing sledges, until long after the middle of last night.

The sledges, three in number, to advance, completed their provisions and deposited in cache, 14 days; for 16 men.

6 A.M. Temperature - 3°. Wind N.; 1. b. c. m.

"The winter is gone, Sir," was the very natural exclamation of Joseph Organ this morning, for he knew well that when the temperature remained up, with a northerly wind and a clear sky, all fear for a return of winter at this season of the year was past; and naturally hearty were the congratulations of the men at having escaped from all the risk of so early a march as we had made without a single frost-bite or a single accident of any description amongst so large a body of men. Apart from becoming gratitude to Almighty God for his kind providence, I could not but feel that we all had reason to thank Captain Richards for his judicious regard for the health and comfort of the men, and that he had imposed no duties upon them beyond those natural to the severe service upon which we were employed.

7h. Burying the cache; Lieutenant May with a party upon the hill erecting a cairn and placing the despatches in cache near it. Mr. Herbert, with the "Success," started to the N.E. returning direct to the ship, where we hope he will reach by the 14th May, and be able to aid in a boat expedition northward, via North Cornwall. Captain Richards and myself obtained sights for longitude and variation, the sledges moving on southward. Some deer in sight upon the adjacent hills induced me to start after them; the walk proved fruitless, although I saw in the distance as many as a dozen head of them feeding upon a plain. Lieutenant May reports to-day both hare and ptarmigan. Beyond Cape Success a fine bay sweeps round for 20 miles, and forms another headland nearly due south of it, which we suppose to be Cape Aldrich, as our latitude is only 20 miles north of this position. Found the snow very deep, and having to-day completed the weights on our sledges to 200 lbs. a man, the labour is great, and progress not very rapid. The march to-day was over ice of one year's formation intermixed with old patches and pieces of very heavy grounded ice which

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Establish the rendezvous on
Cape Success, and start south-
ward.



Cape Success, S.S.E. 24.

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had been floated out of the adjacent ravines. The coast line, I suspect, is shoal from the turned-up edge of the floes, but we have neither time nor inclination to employ people in boring and sounding. Fitz-James's motto is ours, "Go ahead as long as you can, and then rest to go ahead next day."

4h. 45m. encamped near an old floe piece, which reared itself about 40 feet above the floe we were upon.

6h. Temperature $+10^{\circ}$; wind North 1° ; b. c. m.

Course M. G. $5\frac{1}{2}$ miles S.; 10° W. Walked 8 miles.

Sights for longitude Sh. 45m. A.M., Rendezvous Hill.

	Chron.		Alt. \odot						
	o	"	o						
A.	3	18	52	-	-	-	47	51	20
	3	19	20	-	-	-	47	52	30
	3	19	43.5	-	-	-	47	54	0
	3 35 58.5			-	-	-	49	30	30

Single for var. - 3 39 53 - - 49 51 30

Lat. obs. $76^{\circ} 33'$ N.; long. by acc. 105° W.; temp. $+3^{\circ}$; index error $1^{\circ} 15'$ sub.; ϕ N. 37° W.

On the 6th April 1853, the chronometer was fast on ship mean time 5h. 50m. $44^{\circ} 6s$. Northumberland Sound.

Lat. $76^{\circ} 52'$ N.; long. $97^{\circ} 0'$ W.; daily rate $-4^{\circ} 72s$. gaining.

By the A. sights and original error and rate, carried on the long., was $104^{\circ} 13' 30''$ W., or 10 miles in error.

Marching down east shore of
Byam Martin Channel towards
Cape Aldrich.

Sunday, May 1st.—6h. A.M. Temperature $-3\frac{1}{2}^{\circ}$. Wind, N.; 1. b. c. m. Melville Island looming to the South-west. 7h. Started, steering southward, so as to complete and connect our track with that of Lieutenant Aldrich and Dr. Bradford in 1851. The day and the temperature is just such an one as is best adapted for Arctic travelling, the only but great impediment to our progress being the great accumulation of snow upon the floe, and the ruggedness of its surface, occasioned by the snow ridges. 11h. 45m. Halted and lunched. Obtained a meridian altitude. A dense bank of clouds rising in the southern horizon portended a close to our clear skies and fine weather; we regretted not having been able to cross the channel before fogs came on to add to our difficulties, but congratulated ourselves on having, at any rate, got a true bearing, which would enable the boat to be placed at the N.W. extreme of Byam Martin Channel, in a convenient position for ferrying Captain Richards across, should the channel break up before his return from the far west.

The ice to-day was of a questionable age, and old and young floe appeared to have intermixed, and become deeply covered with snow.

6h. P.M. Temperature $+10^{\circ}$. Calm, o. m.

Course, M. G. South 6° . Walked 10 miles.

Noon.—Obs. mer. alt. glass art. horizon. Index error 0. Error of horizon $14'$ sub.

Obs. alt. \odot $57^{\circ} 20'$.

Bearing ϕ N. 10 E. = 170° Easterly var.

Bearing by compass of extreme land to South, North = S. 10° E. true.

Ditto of Cape Success, S. $12^{\circ} 30'$ W. = N. $2^{\circ} 30'$ E. $5\frac{1}{2}$ miles.

Crossing Byam Martin Chan-
nel, or the Polar Strait, to
Melville Island.

Monday, May 2d.—6h. Temperature $+6^{\circ}$. Wind S. S. W.; 2. o. c. m. 7h. Started across channel, so as to strike the land where last seen. The weather extremely hazy, with a strong glare from the sun.

On our present course we shall strike Melville Island south of where Dr. Bradford has placed his cairn, and thence proceed towards Hecla and Fury Gulf. Our prayer is, of course, for a straight coast, leading as due West as possible, for going alternately South and then West and then North, gives us a great deal of ground to go over without carrying us into that North-west ground beyond Melville Island, which it is our hope to see searched this season.

Noon.—Fog increasing. The Sun observed, but a strong glare very painful to the eyes; most of us suffering from tenderness of the sight, but

no direct case of snow blindness. We shall change to travelling at night, as soon as an opportunity offers to do it without loss of time, or unnecessary labour to the crews. A dreary, heavy road to-day. No land in sight, and a dense grey mist, colouring sky or floe of the same murky hue. Great difficulty in preserving a straight course; indeed, in spite of every care, we constantly found ourselves 3 or 4 points out in our course.

4h. 30m. Halted and encamped.

6h. P.M. Temperature + 10°. Wind S.W.; 3. o. g. m.

Course, M. G. 6½ miles S. 45° W. Walked 9½ miles. 9h. 30m. Melville Island seen bearing S. 45° W.

Bearings from Camp.

	True.
Cape Success—Cairn? - - - -	N. 23° E. 15'
Cape Aldrich - - - - -	N. 155° E. 25'
North extreme of May-day Harbour -	N. 89° E. 10'
South extreme of do. do. -	N. 125° E. 7' to 9'
Extreme land of eastern shore } seen yesterday - - - - -	N. 147° E. 20'

Tuesday, May 3d.—5h. A.M. Temperature + 11½°. Wind S.S.W.; 1. o. c. v. 6h. Started. The snow hard, but very uneven, owing to the sastrugi, which run nearly at right angles to our course, and they denote that here, as elsewhere in these regions, the prevailing winter gales are up and down channel, or North and South in this case. The day was most dreary. We trudged on through a dull grey atmosphere, over a dull grey floe, and a dull grey sky above us. Nothing to divert attention, and nothing to cheer us. It was, in short, a very oppressive day, without being very warm, the temperature being some 20 degrees below freezing point.

4h. Encamped.

6h. A.M. Temperature + 11°. Wind South; 1. o. g. m.

Course, M. G. S. 40° W., 7½ miles. Walked 10½ miles.

Wednesday, May 4th.—5h. A.M. Temperature + 4½°. Wind S.E.; 3. o. c. m. f. 6h. 30m. Started steering to the S.W. Weather very thick and hazy. The sastrugi, as we went off shore, turned slowly to a N.W. and S.E. direction, and from their shape and size denoted that a north-west wind was the prevalent one in this region. Crossed the tracks of two small herds of deer going across from Melville Island to Bathurst Land; these are so far remarkable as being the only and first track of these animals I have ever seen crossing arms of the sea; of their migrating I have always been a sceptic, and although this proof seen to-day might be arraigned against such doubts, I still adhere to my opinion, that the animals of these Polar regions do not migrate, because?—*they cannot.* *Vide* remarks at conclusion.

Noon.—Obtained a rough latitude. We have now passed the latitude and longitude of Dr. Bradford's cairn, which must be more to the S.W. than he supposed; a fact I always suspected, as he did not see Bathurst Land from his last cairn.

4h. 40m. Halted, rather disgusted at not having yet reached our Canaan, where we hope to revel in venison, game, and beef steaks.

6h. P.M. Temperature + 7°. Wind south; 2. o. g. f.

Course, M.G. S. 45° W. 8 miles. Walked 10 or 11 miles.

Noon.—Obs. mer. alt. Index error 30" sub.

☉ 60° 30'.

Bearing φ N. 14° 30' E. = 165° 30' easterly.

Thursday, May 5th.—5h. A.M. Temperature + 9°. Wind calm and variable. 1. o. fog. 7h. Started in a dense fog, with hoar frost depositing itself plentifully upon our sledges and clothing. The difficulty of finding secure footing was truly ridiculous, and we rolled and fell about like drunken men, in a manner that tried our tempers and endangered our bones. The alteration in the regularity of the sastrugi led me to believe ourselves approaching the land; saw several deer tracks going easterly; found by following the trail that they invariably took the smoothest ground.

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Crossing the Polar Strait for
Melville Island.

Crossing Byam Martin Chan-
nel, or the Polar Strait.

Reach Melville Island at N.W.
extreme of Byam Martin
Channel.

Noon.—Obtained a latitude. Whilst wondering whether we should ever reach Melville Island, the fog lifted, and showed us the land not far distant. At 3h. 30m. halted; Captain Richards visiting the coast to decide upon a place for the boat depôt. The coast was not very promising in aspect, being a long monotonous slope 300 feet high, covered with a uniform coat of snow. However, it was Melville Island, and that was something; and this was only the 5th of May.

6h. p.m. Temperature + $4\frac{1}{2}^{\circ}$. Wind calm; G. c. v.; with passing mists. Course, M.G. S. 40° W. 7 miles. Walked 10 miles.

Establish the fourth cache, and place a boat on Melville Island.

Friday, May 6th.—5h. a.m. Temperature + 4° . Wind N.W.; 3. o. m. 6h. 30m. Packed sledges, and marched for a spot whereon it had been decided to establish the cache carried out by Lieutenant May, and the boat likewise. Reached the place and discharged loads; proceeded to replenish provisions from the "Reliance" and secure the cache. Nothing but fine sand and gravel. No traces of bears have, however, been recently seen, and we can but hope there are none. The crew of the "Reliance" retired to rest preparatory to starting homeward for the grand depôt to-night. It was a source of some pride and congratulation with both Captain Richards and myself to see the boat thus safely deposited upon the shores of Melville Island; it gave him a good base from whence to advance, and secured his retreat across this fine strait should it break up, as was probable, before the end of June. The plan of proceedings from this point was somewhat as follows:—The "Reliance" returns, leaving the "John Barrow" to support Captain Richards for 10 days longer, or 100 miles further. By that time (p.v.) we shall be pretty close to Hecla and Fury Gulf, and if the coast is not very tortuous, across it; thence on the 17th May Captain Richards will still be able to advance 20 days = 200 miles, which should place him far beyond our known coast of Melville Land. Talking over these matters, happy at our good fortune, and prognosticating equal success by those under Captain Belcher to the N.E., we should, under any circumstances, have well done our work. Captain Richards likewise decided upon sending me to the S. E. from Cape Lady Franklin on my return, so as to finish the opposite shores of Queen's Channel. Obtained a meridian altitude. A party out in quest of game, and looking for Dr. Bradford's cairn, neither of which were found. Our position is about 15 miles south of his position, and S.W. of it.

This east coast of Melville Island is very monotonous and barren, consisting of a gentle slope of sandstone soil, frozen hard, and deeply covered with one uniform sheet of snow. In my rough notes for to-day, I remarked upon the loss of flesh and strength apparent in my crew, and that hunger and craving for more than our present supply of food was very general. I shall, however, reserve those remarks for a general series upon the subject, to be introduced at the end of this journal.

8h p.m. Lieutenant May, and his sledge crew the "Reliance," parted company with many cheers; they return now to Cape Lady Franklin, and thence replenish the Cape Fortune depôt, so that either Captain Richards or myself may search the coast within the Osborn group.

Noon.—Art. G. Hor. Index error $30''$ sub.

Obs. Mer. Alt. \odot $60^{\circ} 57' 30''$.

Bearing \odot N. 19° E. = 161° E. var.

Angle from \odot to N. ex. of high land about Cape Aldrich 110° easterly. S. ex. of Bathurst Land by compass bore N. 71° E. true.

Reach Wetherall Bay, Melville Island.

Saturday, May 7th.—6h. a.m. Temperature + 4° . Wind West; 2. b. c. m. The peculiar call of the ptarmigan awoke me at an early hour this morning, and on going out of the tent several of them had been evidently feeding around the tents, and I saw a brace. 7h. 30m. The last two sledges of the S. W. division started to the W. N. W., whither the coast line led for a mile or two. Here we found a small cove, which would give shelter to a vessel of light draught; its direction was about S. W., and then a bend to the S. E. At the head of it several bold cliffs with fine ravines and glaciers were to be seen. I ran across, and partially round it, sufficient to search it. There were traces of a fresh animal to us—I presume the musk ox, and

marmots were very numerous; ran one down and brought him down to the party. Dwarf willow in considerable quantities was here to be seen.

Noon. Lunched; the coast trending due west for a point on the west side of a shallow bay, 4 miles wide at this point, which we reached about 3h. p.m.; a pile of ice forced up by the pressure of some former season, showed that there was vitality in the floes of this neighbourhood. The pile, which was named the Saddle, from its form, could not have been less than 60 feet high; from its summit we could see a fine extent of coast line sweeping away to the westward, with several indentations, its outline varied with remarkable cliffs and picturesque hills. Oh! how we longed to be going 10 miles an hour, instead of per day, over the ground. They who want a lesson in patience should try Arctic sledge travelling. Many tracks of deer going off to the N. E. were seen by us in our p.m. walk. I presume they were migrating to Bathurst Land. Our camping place was near a point rich in vegetation and fossil shells. Captain Richards and I lingered long on shore, and talked of the future most sanguinely; for if the coast ran straight, we now very nearly saw into the longitude of Cape Mudge, of Parry, and Hecla and Fury Gulf would open at the farthest land we then could see. Captain Richards' very natural expression was, "I wish I could shoulder 80 days' provision and be off!"

6h. p.m. Temperature + 4°. Calm. h. c. v.

Courses, M. G.	N. 68° W. 3'	} 8½ miles. Walked 11 miles.
	West - 4'	
	S. 63 W. 1½'	

Bearings observed at 1 p.m. on the Saddle,

Remarkable bluff	- - -	True. S. 56° W.
Ex. land to the westward	- - -	S. 87° W.

6 p.m. from Camp,

Saddle Hunk	- - -	N. 62° E. 2'.
Remarkable bluff W. ex.	- - -	S. 45° W. 10'.
Bam Point	- - -	S. 48° W. 12'.
Observation Peak W.	- - -	S. 62° W. 14'.
W. ex. of Snow Bluff	- - -	S. 9° W. 6'.
Ex. seen to westward	- - -	S. 87° W. 25'.

Sunday, May 8th.—5h. a.m. Temperature — 3°. Wind, W.; o. f. Started with very foggy or hazy weather, steering for the bottom of Wetherall Bay to a peak, called Observation Peak. The floe becoming aged, and covered with deep snow. The *first* snow bunting was seen to day flying about the sledges; this is nearly a month later than I observed them in 1851, but I can hardly think that this season is as much if at all in arrears of that summer.

Crossing Wetherall Bay,
Melville Island.

Noon, lunched, and obtained a merid. alt. At 3h. p.m. the fog lifted and showed us to be coasting round a fine bay, having in its S.E. extreme a high glacier or deep snow-covered cliff, and then to the westward of it a lofty and abrupt range of precipices, receding into the interior of the island. There was still much snow lying upon the ground, but we knew its day of departure was fast approaching; and, odd as it may appear, we *did not* rejoice, for travelling in the summer of these latitudes is, if possible, a shade worse, though very different, from travelling in the spring.

4h. 45m. p.m. encamped.

6h. Temperature + 9°. Wind, W.; l. o. f. m.

Course M. G. S. 65° W. dist. 8 miles. Walked 10 miles.

Bearings observed from Night Camp.

The West ex. of Remarkable Bluff	- - -	S. 38° W.
Observation Peak	- - -	S. 65° W.

Noon. Obsd. glass art. horizon very hazy. Index error — 30'' sub.
Temp. in sun. + 10° mer. alt. \odot 61° 51' 30'' Bearing ϕ N. 20° E =
160° Easterly var.

Lieutenant Osborn's
Journal, 1853.

Monday, May 9th.—6h. A.M. Temperature + 9½°. Wind, W.S.W.; 5. g. o. m. A strong breeze in our teeth, pulling over very aged ice with deep snow between the hummocks. Gale increasing.

The men from general debility appear easily distressed, and our progress is not very rapid. Unable to see many feet ahead, by 2h. 30m. the gale forced us to encamp, a great deal of snow and snow drift rendering that operation one of some difficulty.

6h. P.M. Temperature + 13½°. Wind, West; 7. q. s. z.



Wetherall Bay, N. Coast of Melville Island, May 8th, 1853.

(continued.)



Crossing and rounding Sherard
Bay, Melville Island.

Tuesday, May 10th.—5h. 30m. A.M. Temperature + 15°. Wind W.; 8. g. s. A heavy westerly gale prevented us moving to-day, it was therefore decided upon to change from day to night travelling, the delay and loss of time being unavoidable. Issued concentrated soups; 1½ tins, to economise our food.

5h. 30m. P.M. Temperature + 7°. Wind N.W.; 2. b. c. m.

NIGHT TRAVELLING.

6h. 30m. P.M. Started. Night hazy and very cold; edged along the land to the westward, the coast line consisting of a low beach curving into small bays, the hills rising with long slopes of 3 or 4 miles in length to a height of 3 or 400 feet. Along the beach there was a little limestone much broken, with shells imbedded in it, but the land for the most part was or had been sandstone.

Wednesday Morning, May 11th.—4h. A.M. Halted and encamped.

6h. Temperature + 6°. Wind N.W.; 1. b. m.
Course M. G. West, 7 miles.

Crossing Sherard Bay.

5h. P.M. Temperature + 13½°. Wind N.W.; 7 g. s. d. u. Blowing very hard, with much drift; unable to move until 7 o'clock, when it slackened, and by 8h. P.M. we were away; the weather still continued gloomy and threatening. We found on the farther side of a bay, since called Sherard Bay, that the land unhappily took a northerly direction, having beyond it in the interior a hill of remarkable outline rising abruptly and lonely from the surrounding level country. The ice in this bay is old, and undisturbed by pressure; the snow is deep upon its surface, and heavy for the sledges. As an instance of how hungry the men are, I shall merely note that two men last night walked for five hours after we encamped in hopes of shooting some game to add to their rations. They saw some reindeer, but did not get any.

Thursday, May 12th.—Midnight. The sun in sight at midnight, but very gloomy. To our disgust we saw the land showing round as far as North; with much regret at the circuitous coast before us we altered course, and at 4h. 15m. A.M. halted, and encamped three miles short of a low point ahead.

6h. Temperature + 6°. Wind W.; 2. b. m.
Course, N. 45° W. - - - 4 } 7 miles.
North - - - - - 3 }

Bearings observed at 5h. A.M. Camp.

Lieutenant Osborn's
Journal, 1853.

The Bay Bluff, cent.	- - -	True N. 175° E.
Depth of Sherard Bay	- - -	S. 29° W.
West ex. of land visible, a point since called Cape W. Warren	- - -	} N. 18° E.
Depth of intermediate bight	- - -		S. 127° W.

5h. P.M.—Temperature +15°. Wind N.W.; 3. o. m.

6h. 30m. Started, steering N. 10° E. for a low point; observed some animals or objects moving upon the land; from their colour I guessed they were musk oxen; started in pursuit. Reaching the banks of an extensive river or ravine, now dry, I was delighted to see an amount of vegetation I had heard of but never seen in the North. Large patches of coarse grass with saxifrage, already green with fresh buds, spread around me. Ptarmigan in couples were feeding quietly, and I did not disturb them, having only four rounds of Minié ball about me and a rifle. After a time I came upon a fresh footprint of a musk ox or two and that of deer, and a little farther on sighted a fine buck, feeding quietly down in a ravine; he saw me, however, as soon as I did him, and went off like the wind, my ball just grazing him at 280 paces. Disgusted at my ill-luck, I fired at the ptarmigan with the Minié with no better success, when to my delight in the distance I again sighted a couple of musk oxen trotting rapidly across my path; cautiously advancing, I soon had the pleasure of tracing them to their lair, a hollow in which they evidently were at ease; and having only one round left, I returned to the sledges, meeting them at a place called River Point. Lunched; left directions for a 5-day cache to be formed, and started with Captain Richards in quest of the oxen; after a long walk, we had the satisfaction of finding them, and soon afterwards had the pleasure of hoisting our flags upon their carcasses, they being a fine cow and calf. 4h. 30m. reached the sledges, and sent them empty to bring down the prey.

Form a 5 day cache at Cape
William Warren.
Melville Island.

6h. A.M. Temperature 3°. Wind N.W. 1. b. c. m.

Course M.G.	N. 22 W. 4'.	} 7 miles. Walked 20 miles.
	N. 10 E. 3'.	

Friday, May 13th.—Temperature + 8°. Calm, b. c. m. Whilst the crew busied themselves in skinning the musk oxen shot yesterday, I had time to observe that the coast line ran to the N. and W. in a most vexatious manner, the coast line low but undulating, with hills rising abruptly from the plains; far in the distance the land terminated in a detached mass, which resembled an island in its outline.

Encamp off Point Marryatt.
Melville Island.

The beef was found to be lean but wholesome looking, and neither smelt or tasted of musk; placed some of it and the skins in cache, carried on the rest. The course lying across a series of gravel spits formed by the discharge of several large water courses, now sealed up, but shortly again to be opened. The adage of "it never rains but it pours," proved truthful again to-day; for in the course of the forenoon I shot a reindeer, and our sledges were for awhile well supplied with animal food.

Midnight, lunched.—The low altitude of the sun, seen through the heavy lower stratum of air caused a most extraordinary mirage and optical delusion; everything, even the nearest hummocks, were so distorted as to be irresistibly ludicrous.

Saturday Morning.—This appearance went off as the sun rose, and was followed by a blue clear sky with passing fog banks.

4h. 30m. Encamped. The men much fatigued, the walk of last night after the game having taken them over an extra 20 miles of ground.

6h. A.M. Temperature	+ 31° sun.	Wind, S.; 1. b. f.
	- 2° shade.	

Course M. G. N. 40 W. 6 miles.

Bearings from Camp. 6h. A.M.

Cape Nor-West (now Colquhoun) ×	- {	N. 9° W.
The Dancing Bluffs (now John Barrow Range)		N. 16° W. 28'
p.m. Temperature + 31° sun.		S. 150° W. 18'
		+ 6° shade. Calm. b. v.

6h. 10m. A beautifully clear morning; obtained a good view of the land ahead. The isolated masses of table land, rising from the snowy plain but little above the sea, resembled a series of islands.

The flat country was much cut up with large water courses, which doubtless served at one period of the year to carry off the great body of water formed by the melting of the snows in the interior; and the appearance of such large periodical discharges of water to the northward, led me to surmise that Sabine Island and Melville Island were one and the same great land.

11h. Lunched on venison steaks cold. Bread scarce; but we shall soon, like Exquimaux, be indifferent to farinaceous food.

Midnight. Temperature, zero. Wind S.E.; 2. b. c. v. mirage.

Sunday Morning, 15th.—The same extraordinary mirage observed in the middle watch of last night occurred again to-night. Distant land, as well as near objects thrown up, multiplied or inverted in the most frolicsome manner. Something like distant land thrown up to the northward, but it would be impossible to be certain upon that head. The striking mass of land called Cape Nor-West showed up very clear; its extremity is a very peculiar style of peak, not generally common in these regions. Sledges under sail, and progress rapid; several of the men are rather unwell from the effects of the change of diet, but nothing very serious. 4h. 10m. p.m., halted.

6h. Temperature + 11° sun.
+ 1½° shade. Wind, E.; 2. b. c. v., with great mirage.

Course M. G. N. 16° W. 10 miles. Walked 14 miles.

Note.—Since leaving Cape Success no decided indications of land to the northward of our course had been seen.

6h. p.m. Temperature + 10°. Wind S; 5 o. g. v.

7h. Started. We found that the exceedingly clear weather of yesterday and the day before had misled us in supposing N.W. Cape to be much nearer than it really was.

There was little or no appearance along the beach, and a general want of that appearance of vitality amongst the oceanic floc which hitherto we had found as betokening a pressure from the N.W. to the S.E. This I could best understand by looking at the direction and outline of the adjacent coast, a subject too long to enter upon here.

Saw deer grazing upon the adjacent slopes, but we had sufficient on our sledges for the present; and any extra weight would but add to the chance of my not being able to see round the Cape ahead before it was my turn to part company from Captain Richards, a day which was, much to my regret, fast approaching. Midnight. Temperature + 3°. Wind W.; 1. o. g. s. n.

Monday Morning, May 16th.—5h. Halted after a rapid march; the men much fatigued, and though they seem in good health and spirits, there is evident symptoms of debility, arising from continued labour and privation.

North West Cape, N. 16° W.

North Coast of Melville Island, 1853.

6h. Temperature $19\frac{1}{2}^{\circ}$. Wind W.; l. o. g. Course M. G. N. 16° W. 8 miles.

Lieutenant Osborn's
Journal, 1853.

6h. P.M. Temperature $\frac{+37^{\circ} \text{ sun.}}{33\frac{1}{2}^{\circ} \text{ shade.}}$ Wind S. 2 o. c. v.

6h. 30m. Started. Captain Richards and I walked on for the land of Nor'-West Cape. Passing through some broken-up but very aged floe, we reached a smooth belt of beautifully clear ice, which appeared to have been made by the fresh water formed on the land during the past summer flowing off upon the surface of the floe and being again re-frozen. This ice was so smooth that we could with difficulty preserve our footing. At 9h. P.M. we reached the land, and it was important for such a remarkable mass of land to be closely searched, as it was not likely to escape the observation of Franklin's officers had they passed that way and sighted it. At 10h. 30m. the sledges arrived, and at 11h. we lunched; then, leaving the sledges, people were sent along the coast whilst Captain Richards and myself went up to the summit of the cape, about 3 miles distant and 800 feet high. The ascent for awhile was gentle, over sandstone, detritus, and decomposed felspar (Kaolin?). We then approached the base of the mass of table land forming this remarkable cape. Close to us rose numerous masses of either decomposed talc or mica, as varied in hue as in outline; some were of a pale indigo, others of a lively rose pink and bright yellow. These outlying buttresses once formed the greater portion of the now reduced table land. Weather, water, and other agency had been busy wearing away the land, and a wilder scene of havoc the eye never saw than the state of the strata once forming Nor'-West Cape. No earthquake could have more effectually distorted the stratum, which to the height of 500 or 600 feet lay over the sandstone of the plains, and was crowned by a layer of limestone, which, from its emitting a faint odour on being rubbed, is, I believe, stink or magnesian limestone.

Ascending Cape Nor'-west,
Melville Island.



North-west Cape, N. b. W. 10° .

Reaching at last the centre of this mass of land, we commenced to scale the heights; the climb being difficult, but well worth the trouble, for the extraordinary panorama opened out to us in our immediate neighbourhood. Water courses, deep ravines, bold cliffs, and gloomy gorges, over which the combined effects of a midnight sun, and the varied hue of the earth and rocks, was as striking as it was pleasing.

Midnight: Cape Nor'-west.

Scaling the edge of the abrupt escarpment offered by the superimposed limestone, we found ourselves standing on a dreary stony plain, with a strong south-west gale blowing, and land intervening so as to prevent us seeing any distance to the westward. That the wind was purely local, although so strong, we could see by looking down on our sledges, whose sails were flapping to a light air from the S.E.

Northward a clear and frozen sea spread before us with quiet and ancient-looking ice. Southward spread great snow-covered plains, from which isolated masses of table land, similar to that we were upon, were seen to stand; whilst here and there ridges of rock, probably sandstone, which from its hardness had resisted the corroding effects of an Arctic climate, that so plainly told its tale in the ruins amongst which we stood.

Tuesday Morning, May 17th.—Finding no traces of any former visitors to this region, and the morning coming in with much wind and hazy weather, we built a cairn, a record was deposited, and the party hurried down to their sledges; reached them about $\frac{1}{2}$ past 2 A.M., and, tackling-to

Establishing the cache at Nor'-west, Melville Island.

Lieutenant Osborn's
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the ropes, we started a-head for our last march. On the shore Iceland moss in great quantities was to be found; it was not however of any size, but very pungent and agreeable to the taste. Marmot tracks were very numerous, and several were seen running about amongst the rocks; no other animals were seen. After 4 o'clock we reached the pitch of the cape, the land trending to the west of N.W., and we then halted to form our cache, and to make necessary arrangements for my return homeward.

After supper all provisions and stores that could be spared were passed over to Captain Richards, leaving him completed to 40 days, and establishing a cache of 5 days provisions at this spot. For my party I retained 3 days food, intending by forced marches to make up deficiencies.

Observed for longitude, and at noon endeavoured unsuccessfully to obtain a meridian altitude. Our latitude by account agreed, however, very well with that corrected by Lieutenant Hamilton, and checked by an observation obtained the following day by Captain Richards. Anxious to see, if possible, into Hecla and Fury Gulf, close to which we now were, and across which I should have seen Captain Richards, but for the extraordinary tortuosity of the coast line, I scaled a cliff about 500 feet high, but was again disappointed, seeing only a low point of land about 7 miles distant, and bearing N. 40° W., which was my Cape Turnagain. Northward I thought I saw distant lofty and mountainous land, and in the course of conversation with Lieutenant Hamilton, I learnt that he likewise had observed a similar appearance; still, however, uncertain. Returned to my encampment, told Captain Richards of what I had seen, and on the part of myself and crew expressed our willingness to exchange places or relieve any of his who might be unwilling to proceed; there was, however, no one anxious to yield the post of honour. Captain Richards' crew were all well and in high spirits. Their weights would now commence to diminish daily, the travelling would be good for another three weeks on the floe, and before that at least 200 miles would have been done, and in all a magnificent stretch of coast line searched from Northumberland Sound westward.

6h. a.m. Temperature +14°. Wind S.; I. Weather b. c. v.

Course M.G. N. 16° W., 3½ miles }
North 2½ miles } 6 miles.

(Memorandum.)

COPY of ORDERS received from Commander GEO. H. RICHARDS,
Commanding the Western Division of Sledges.

As, in order to carry the search to the farthest possible extent westward that our resources will admit of, it has become necessary that the two remaining sledges of the S. W. Division should separate; you will proceed on your return to Cape Lady Franklin for the purpose of reprovisioning the "John Barrow" at the grand depôt, and explore the coast from that Cape to the S. E., towards Goodsir and Marshall's farthest.

Any deviation from our outward route, which the means at your command may justify, will, of course, be desirable. The indentations in the Bay of Promise require to be more closely looked at, and the southern coast of the Deception group is unexamined. The bays or inlets south of Cape Fortune, and between it and Cape Lady Franklin, I purpose examining myself on my return.

You will visit the rendezvous cairn at Point Success, and ascertain whether the despatches have been removed by any parties from the "Resolute;" and should you find that any intelligence has been obtained by Captain Kellett's division of the missing Expedition (of sufficient importance to justify the step), you will then use all despatch in conveying the same to Sir Edward Becher in preference to any other service.

Having a copy of the orders under which I am acting, and being fully acquainted with the instructions which the several officers have received as they have quitted the division, there remains little for me to say but to put you in possession of my own intentions as regards the future.

I shall follow the direction of this land as far as my provisions will allow, which will probably be till the 6th or 7th of June. Failing then in coming upon the missing ships, I shall set out on my return to the eastward, keeping the coast on board, and looking out for any notices from you of what you have done, or what you have left for me to do.

Recrossing the Byam Martin Channel by our outward route, I shall touch at the rendezvous at Point Success, thence to Cape Fortune, availing myself of any opportunities of astronomically determining my positions and visiting the high lands.

At that Cape I shall probably arrive on the 12th of July, when taking in the supplies which I have directed Lieut. May to place there, I shall proceed to examine the coast to the southward, and shall endeavour to be at the grand depôt at Cape Lady Franklin by the 25th of July. My further proceedings will then be guided by the report I shall find there from you, should you not have already returned from the eastward.

Should you find on your arrival at Cape Fortune that Mr. May has deposited the supplies there, or from the information he has left that there is every prospect of his doing so within a reasonable time, you will then remove the whole of the depôt at Point Deception on to Cape Lady Franklin; and if you fall in with that officer, and there should be no probability of his crossing Queen's Channel, owing to the description of the ice, you are to give him instructions for his further guidance, either taking the "Reliance" to assist you on your search, or to perform any service in the immediate neighbourhood of Cape Lady Franklin which you may think necessary. In the latter case, it would be desirable that conspicuous cairns should be erected on any prominent points or summits in the vicinity.

I shall hope to find from you at the different cairns on my return a brief account of your proceedings, with any information you may have gained.

In conclusion, I cannot allow you to separate without expressing the high sense I entertain of the valuable assistance I have received from you, and offering you my warmest thanks for the unvarying and cordial support which you have at all times rendered me during a trying service, and where hearty co-operation is so entirely necessary to success.

(Signed) GEO. HENRY RICHARDS, Commander,
Commanding South-western Division.

Dated at Cape North-west,
17th May 1853.

To Lieut. Sherard Osborne,
Commander H. M. S. "Pioneer,"
H. M. Sledge "John Barrow."

Commander GEO. HENRY RICHARDS, H. M. S. "Assistance," to Lieut.
SHERARD OSBORN, Commanding H. M. S. "Pioneer," in charge of
H. M. Sledge "John Barrow."

Sir,

H. M. Sledge "Sir Edward,"
Cape Lady Franklin, July 10th, 1853.

Immediately on your return here, you are to proceed to rejoin the ships in Northumberland Sound; and as it is possible that they may have broken out and be in the Queen's Channel before you arrive, you will look out about Hungry Island and the neighbourhood.

Sir Edward Belcher informs me that he will hang on, I remember, Cape Becher, if possible; at any rate Becchey Island will find her.

I leave a cylinder with records, which you will open and place in the cairn above the depôt, adding your latest information.

The depôt is to be buried up with earth. I have prepared the gravel as well as I can.

I have, &c.,
(Signed) GEO. HENRY RICHARDS,
Commander of H. M. S. "Assistance."

P. S. I am happy to say that your man is improving.—G. H. R.

Lieutenant Osborn's
Journal, 1853.

Observations at Nor'-West Cape, Melville Island.

Chron.			Alt.			φ Bearing.
h.	m.	s.	"	"	"	
2	28	57	50	21	30	} A
2	29	25	50	22	30	
2	30	20	50	26	30	
<hr/>			<hr/>			
2	30	44	50	30	00	φ N. 45° W.
<hr/>			<hr/>			
2	31	41	50	37	00	
<hr/>			<hr/>			

With the A. sights, and error and rate carried on from the ship, the long. obs. is 107° 43' W., being one degree wrong, or 13 miles in distance.

7h. 30m. A.M. App. Time.

Index Error	-	-	-	0	1	15	Sub.
Lat. Acct.	-	-	-	76	44	00	North.
Long. Acct.	-	-	-	108	46	00	West.
Error and Rate, <i>vide</i> April 30, 1853.							

6h. P.M. Temperature +20°. Wind S.; 1. o. c. m.

After breakfast the two sledge crews packed their sledges, and with many hearty wishes bid one another good-bye—a word doubly expressive here, and under such circumstances. We cheered and parted; and by the silence of my party then, and their expressions afterwards, I knew full well each of them had felt as deeply as I did parting from our friends. The kind consideration of Captain Richards towards every one of the party during a long and laborious march of 37 days with full weights, was gratefully remembered by the men, and sincerely did we all in our noon-day grog, drink success to the leader of the Western Division. Rounding the cape, and with thick weather coming in, we soon had the floe all to ourselves, a cold wind with mist and drizzle, which froze upon us as it fell, obliging us to hurry ahead.

Midnight temperature, +25°

11h. Lunched; and our afternoon walk was equally rapid, the beach line well in sight of the sledge.

Monday Morning, 4h. 20m. halted and encamped.

6h. A.M. Temperature +30°. Wind W.; 2. m. f. sleet.

Course, M.G. Rounding the Cape 3 miles, S. 16° E. 10 miles.

Point Marryatt.

Wednesday, May 18th.—6h. P.M. Temperature +33°. Wind, S.; 3. o. c. m. Throughout the past day the sun had been obscured and sky overcast. About 5h. P.M. the weather cleared up, and brought in a beautifully fine and serene night. The best proof I can give of which is, that from the floe I distinctly saw the land over Saddle Point, which must be full 50 miles distant, and not 300 feet high. At 9h. 30m. we passed through an old encampment, and found that scraps and tins, &c., left by us had sunk many inches into the floe, in consequence of the sun acting more rapidly upon dark bodies than on the surface of the ice and snow.

Midnight, +23°.

Thursday Morning, May 19th. 0h. 30m. Lunched on venison and musk ox steak (partially cooked, for fuel is scarce), but we cannot afford bread with such luxuries. All the party, however, made a hearty meal, although looking rather thin and way-worn.

Several marmot tracks were seen by us on the floe to-day; they appeared to be seeking something, and generally their course was directly to seaward, and then back again. I suppose that salt, or salt water, was what they sought. 5h. 30m. A.M. We halted on Point Plenty, now Point Marryatt. The snow had thawed off it considerably since I passed northward. Traces of musk oxen, deer, marmot, hare, and ptarmigan were plentiful, and I saw saxifrage, tripe de roche, Iceland moss, poppies, and grass, upon a deep rich soil. Stones were very scarce, and those to be met with diminutive water-worn pebbles.

6h. A.M. Temperature + 26°. Wind S.E. ; 5. o. c. v. Course, M. G. S. 16° E. 13 miles.

Angles observed at Noon on Point Marryatt, or Plenty.

Angles left of the ☉.

Angles right of the Sun.

Note.—A mark in land immediately under φ at noon was used.

φ to		φ to	
Centre summit of Remarkable Bluff in line over Observation Point -	8 6	From Remarkable Ravine to right tangent of nearest land - - -	35 0
Right tangent of Snow Bluffs	17 6	Right tangent of Dancing Hills - - -	33 0
Left × of land visible -	65 6	Centre of an isolated round hill - - -	10 0
Point Invincible (Antler) ×	18 0		
Remarkable Ravine northward - - -	115 0		

Too misty to see Cape Nor-West, but when last observed at 8h. A.M. it bore S. 8° W. by ⊕, or N. 17° W., true, 24 or 25 miles.

Noon, 19th. Obs. mer. alt. art. hor. glass ☉ 66° 48' - 7' for error of art. hor. Index error 30" sub. φ N. 25° E. = 155° E. variation.

9h. 30m. A.M. obs. for longitude.

Chron.	Alt. ☉	Art. G. Hor.
h m "	° ' "	" " "
4 10 31	61 2 0	
4 12 3	61 10 30	} the best A.
4 13 1	61 14 30	
4 13 52.5	61 18 30	
4 14 53	61 24 30	N. 9° 30' W.
4 17 19.5	61 37 30	N. 8° 20' W.

With the original error and rate, the longitude by A. sight was 106° 49' 30" W., and useless.

6h. P. M. Temperature + 23°. Wind, E. ; 5. o. c. g. m. 7h. 30m. Started. Erected a cairn of earth, and then struck over for Antler Point. Reached the cache about midnight, opened it, took out the remains of some beef left here, and securing the remainder for Captain Richards, we lunched in its neighbourhood.

Midnight.—Temperature + 23°. Wind, E.N.E. ; 4. o. g. q. m.

Friday Morning, May 20th.—A dense mist, and the alteration in the land-marks, occasioned by the rapid thaw of the snow from off the land during the past day or two, puzzled us a little ; but at half-past 3 we found our cache near River Point, and encamped beside of it.

Signs of the short and fleeting summer of these regions are now multiplying hourly, the S.E. breeze aiding the arrival of the birds now seen flitting past us. Snow buntings and ptarmigan have been seen winging their way north-west, whilst the vegetation is fast throwing out green buds, and shewing symptoms of vitality. On the 11th May I put my foot in a fissure under the snow, and falling over it, strained the instep. The long walk and exertion of the 12th, after the musk oxen, increased the pain and swelling ; and it now threatens to be serious, inflammation having extended some distance up the leg.

Return to Point William Warren.

6h. A.M. Temperature + 27°. Wind, E. ; 3. o. c. q.

Course, M. G. S. 17° E. 5½ miles, and S. 3½ miles.

Blowing hard from East all day, with driving mists. A careful bearing of Bay Bluff Summit placed it South 16° East of us, being N. 9° E. b. ⊕.

Observed angle from Bay Bluff to depth of Sherard Bay	23 3 0
Do. to centre of Observation Hill	29 42 40
Do. to × of Observation Point -	33 28 30
Do. to centre of Remarkable Bluff	29 43 40
Do. to left × of Remarkable Bluff	46 40 0
Do. to right tangent of White Cliff	56 44 0
Do. to extreme of Land East -	61 40 0
Do. do. do. -	72 0 0

Note.—From the left × of Remarkable Bluff to right tangent of the White Cliffs, the S.E. bight is formed.

In line with \times of Observation Point, the steep part of the Remarkable Bluff terminates; the other, or S.W. extreme of the cliff, is shut in by the slope of Mount Observation from this position.

P.M. Gale gradually slackening; no sun visible, although there was much glare and a rapid thaw upon both land and floe.

5h. Temperature + 31°; Wind, E.; 3. o. g. m. Having increased the size of the depôt cairn, and left a record of my visit, with information for Captain Richards, we started, just as a sudden shift of wind with a dense fog rolled down upon us from the westward. Made sail, steering N. 3° E. by compass for Observation Point. A great change is hourly taking place in the state of the floe, and the travelling is becoming more distressing, owing to the deep sludge and decaying snow. At every stride we sink in a foot to 20 inches. At midnight we sighted the Bay Bluff for a few minutes.

Midnight Temperature + 30½°; Wind, W.; 2 f. s.

Saturday Morning, May 21st.—Dense fog and a heavy fall of snow. At 3 A.M. the fog lifted, and showed Bay Bluff just shut in with east point of Sherard Bay. Walked ahead to Observation Point, and found the harbour of Wetherall Bay was not as deep as I had anticipated. Returned to the sledge, and camped at 4h. A.M., after a heavy march.

6h. A.M., Temperature + 26°; Wind, W.; 1. o. c. m.
Course, M. G. S. 25° E. 11 miles.

BEARINGS FROM CAMP.—6h. P.M., Var. 152 W.

	True.
Observation Point extreme, in line with centre of Remarkable Bluff - - - - -	N. 152 E. 1½
Bay Bluff - - - - -	N. 227 E. 6
Two Deer Point - - - - -	N. 76 E. 5
N. ex. of Remarkable Bluff - - - - -	N. 132 E.
Marianne Mount - - - - -	N. 197 E.
Cape Wm. Warren - - - - -	S. 152 W.

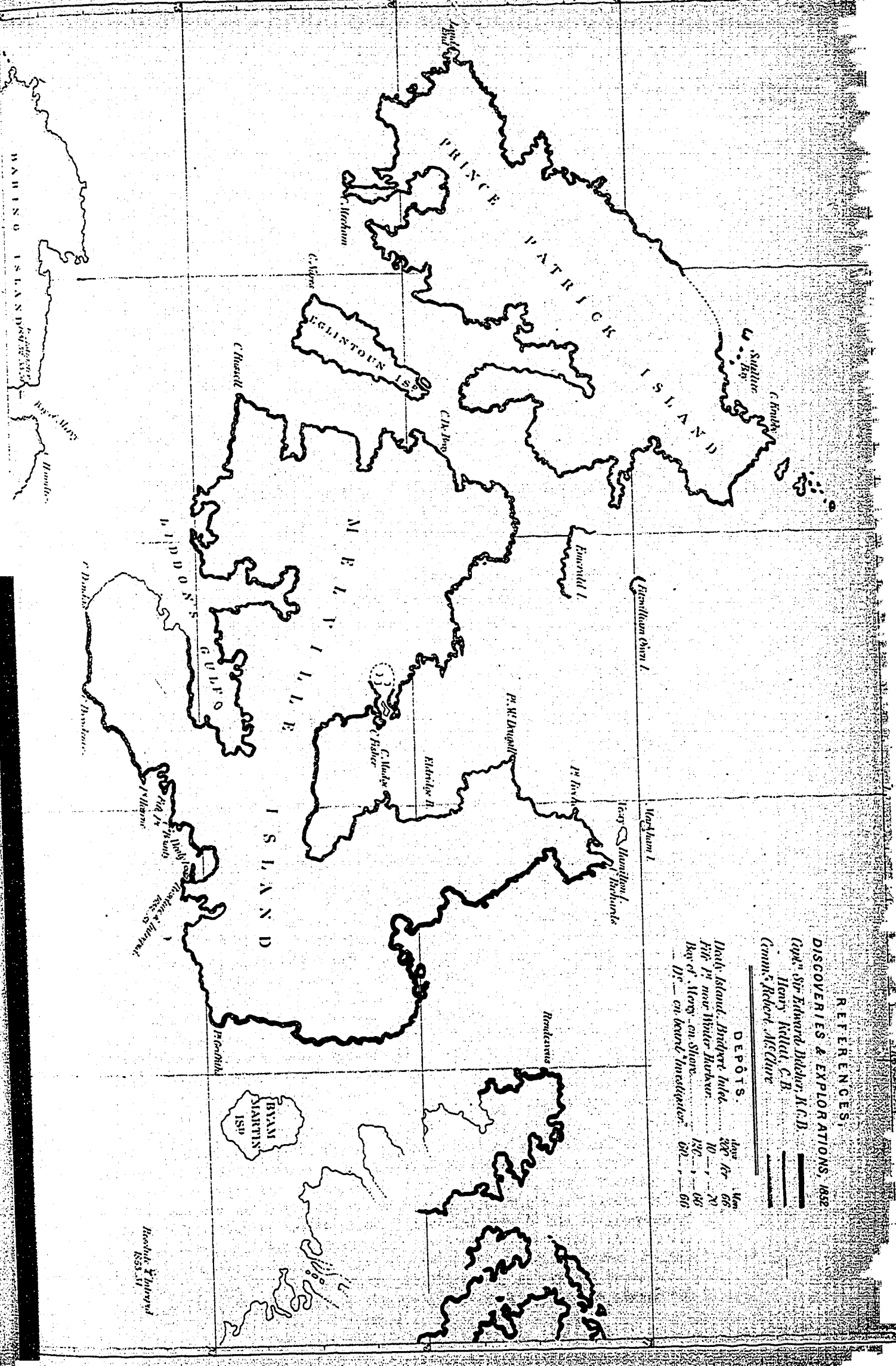
Noon, Obs. Mer. Alt. Glass Art. Horizon—No Index Error.
☉ 68° 5' = Lat. 76° 0' 40" N. ϕ N. 28° E. = Var. 152 Easterly. \angle ☉ to Bay Bluff = 67° 20'.

We were all sound asleep, when I was roused, to my astonishment, by a voice hailing us. For a moment we all commenced to bawl out like men in a nightmare, and I rubbed my eyes again, and wondered whether my senses had left me, when I heard a voice reply, "Osborn! I'm Hamilton from the 'Resolute.' We are at Melville Island, and have relieved the 'Investigator,' and the *North-West Passage is discovered!*" Men never got faster out of beds than we did out of our bags, and men never faster talked than we did in our tent that night.

It appears that the very day I and Capt. Richards parted company, he fell in with sledge tracks, and following them, picked up Lieut. Vesey Hamilton, who had come up from the "Resolute," and having searched the east side of Hecla and Fury Gulf, was continuing his search to the East, along the north coast of Melville Island. As early as the 4th April, Capt. McClintock had passed up Hecla and Fury Gulf, and proceeded to the N.W., provisioned up to the 5th July. Capt. Richards therefore had nothing better to do than to go and see Capt. Kellett, which in a private note he told me he should do, and return south about, so as to leave no question as to the existence of Byam Martin's Channel. Whilst Capt. McClintock proceeded westward, along the north coast of Melville Island, Lieut. Mehan with another party is searching westward, on the parallel of the southern coast. So much for the operations of this year.

The rest of the information gleaned was as follows. The "Resolute" and "Intrepid" reached Winter Harbour, Melville Island, in Sept. 1852, having placed two caches of provisions in their rear. At Winter Harbour they formed another, and then fell back to winter at Bridport Inlet.

Autumn parties, under the Lieutenants, succeeded in placing depôts for the Spring journeys of 1853, at Point Nias, and in Liddon Gulf; and at the



REFERENCES,

DISCOVERIES & EXPLORATIONS, 1852.

Capt. Sir Edward Belcher, R.N.

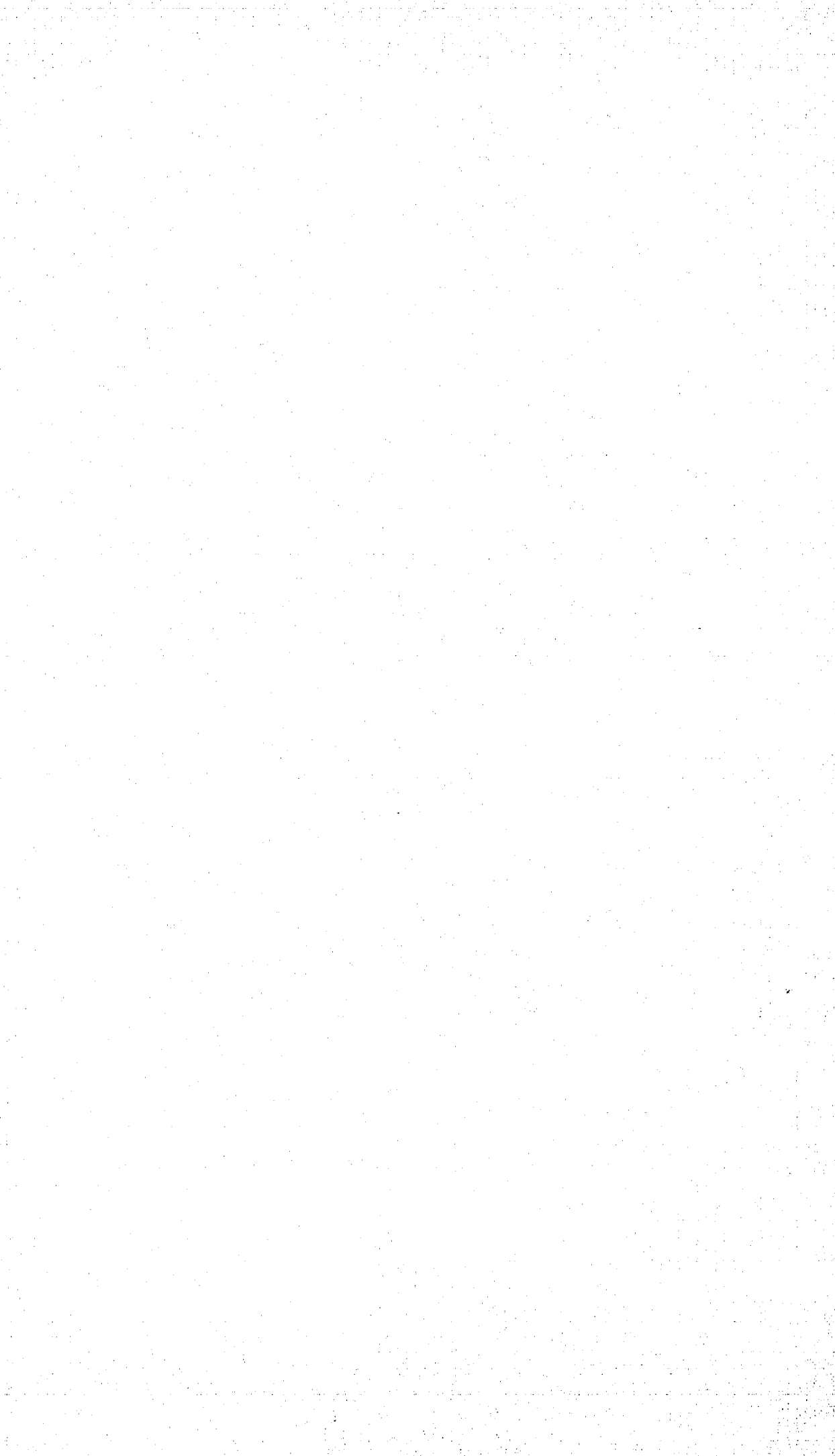
Hon. Robert McClure

Dep't of Marine & Fisheries

DEPÔTS.	low	high	low	high
Trade Island, Winter hotel	10	15	10	15
Hill pt near Winter Harbour	10	15	10	15
Bay of Store, on Shore	10	15	10	15
Dr on board Investigator	10	15	10	15

BYAM
MARTIN
ISD

Hochstetler & Johnson
1853, 54



same time discovered the startling intelligence that the "Investigator," Commander McClure, had communicated with Melville Island, and that she was wintering in a harbour on the north coast of Bank's Land. She, the "Investigator," had in 1850, passed close along the coast of North America, from Barrow Point, Behring's Straits, to Cape Bathurst, whence in an open sea she sailed northward to Bank's Land, about the very time Commander Pullen was returning from his unsuccessful attempt to carry out the plan I had requested the Admiralty in my letter of January 4th, 1850—*vide* blue book—to be employed upon. Upon sailing up to D. in the annexed plan, he was frozen in, but succeeded by a foot journey in discovering the North West Passage, *via* Barrow's Strait.

In the following year, 1851, parties reached within a few miles of Dr. Rae's journey and my own, and in the course of the same year the "Investigator" drove down to the southward, and taking a lead close in shore, almost circumnavigated Bank's Land, but could not escape to the opposite shore, and eventually, after running great risks, reached a harbour which, from its opportune discovery, they named Bay of Mercy. Since 1851 they had been frozen in, and though all were well in the fall of 1852, they had been then some time on short allowance of food, although deer, musk oxen, and hares were to be shot *throughout the year* on Bank's Land.

In the hope of ascertaining the "Investigator's" safety before his searching parties left, Captain Kellett despatched Lieutenant Pim, on the 11th March, to the Bay of Mercy: however, it was the 19th April before Lieut. Pim returned with Capt. McClure in company.

The news was as follows: Lieut. Pim reached the "Investigator" just in time to prevent the departure of two parties of weak and scorbutic men, the one, under Lieutenant Haswell, was going to Cape Spencer, trusting to the means of escape, and a nominal depôt left by us, in 1850, at that place; the other division, under Lieut. Cresswell, was to pass southward and escape, if possible, either by the Copper Mine or Mackenzie River. Sick men had left their hammocks but a few days, a deer was hanging at the mainyard arm to form their parting dinner; and Captain McClure had given his men an address, in which he told them to remember that great success had been vouchsafed to them; that God had been very merciful, only one man having died of the original crew; and that if things did look gloomy, they should always bear in mind that for every cloudy day there is in store a sunshiny one.

There was, however, on all their minds a strong conviction that many lives would have to be sacrificed in the retreat, especially in the southern route; and *we* know that the resources of Cape Spencer would never have supported a party. However, the arrival of Lieutenant Pim raised them from doubt to a certainty of being saved, and great was their joy at hearing of the arrival and proximity of the "Resolute."

Before Lieutenant Hamilton left, the invalids had arrived or were hourly expected from the "Investigator."

I need not say that we slept little this day; some men were sent to help to bring up the small sledge of Lieutenant Hamilton, which had broken down.

Looking to my orders and other circumstances I decided on accompanying Lieutenant Hamilton with all despatch to the rendezvous, place the documents there in his possession, supply him with provisions to reach his sledge, which he had instructed to remain at Cape W. Warren, and for my own part continue the search backward in such a manner as would enable Captain Richards to push direct for the ship with his intelligence.

7h. 30m. P.M. Temperature + 27°. Wind, W.; 2. o. q. g. m. Sh. 30m. Started, Lieutenant Hamilton having placed his light sledge gear upon my sledge, and placing his two men at our ropes.

Sledge under sail, walking as hard as we could keep putting our feet to the ground. Assured myself of the continuity of the beach line without any channel or inlet in this direction. The Remarkable Bluff rises from a snowy plain, having an amphitheatre of hills to the southward, which at a distance looks like a vast gulf.

Midnight Lunched. Temperature + 25°. Wind, W.; 2. o. c. v.

Sunday Morning, May 22d.—Sledge almost running by itself before a

Lieutenant Osborn's
Journal, 1853.

Intelligence of the discovery
of the North-West Passage by
Her Majesty's Ship "Investi-
gator," Captain McClure.

Returning across Wetherall
Bay, Melville Island.

Lieutenant Osborn's
Journal, 1853.

freshening gale, ourselves and crew barely able to keep way with it; indeed for the last hour we had almost to run, and went fully 3 miles per hour. 5h. 50m. halted.

6h. A.M. Temperature + 24°. Wind, W.; 7. q. g. m.

Course, M. G. S. 80° E. 14 miles.

Point a-head. S. 80° E. (true) 5'.

Note.—Found to day the head of a fish in a good state of preservation. It being much larger than anything I had seen north of Disco, I carried it to the ship, and presented it to Sir Edward Belcher in July 1853.

6h. 30m. P.M. Temperature + 31°. Wind, W.N.W.; 6. q. o. m. d. 7h. Started, steering S. 80° E.; the weather very hazy; the surface of the snow hard, and the floe improving; sledge under sail, the party walking at the average rate of two miles per hour; occasional snow squalls with much drift. Passed close to the White Cliffs, and at midnight lunched.

each east of Point Dornel.

Monday Morning, May 23d.—In the course of the morning landed at Fossil Point, and picked up the specimens left here on my outward journey. Lieutenant Hamilton tells me these are the only fossils he has found or heard of on Melville Island; they are, so far, interesting. They appear to lie in a substratum of limestone, which at this point has been exposed to the action of the oceanic ice, and broken up by pressure, so as to allow me to extract the shells embedded in it.

4h. 30m. Encamped near the N.W. extreme of Byam Martin Channel, or Polar Strait, as it is now called.

6h. Temperature + 21°. Wind, W.; 3. o. q. m. s.

Course, M.G. S. 80° E. 11 miles, and E. 1 mile.

Every night, after the work is over, George Walker, carpenter's mate, is employed repairing Lieutenant Hamilton's damaged sledge, using for new and stronger stanchions a batten (spare) off my sledge.

Visit the Boat Beach Cache,
and start across Byam Martin
Channel.

P.M. Temperature + 23°. Wind, W.; 4. o. f. 7h. Started, following the coast round to Boat Beach: found in places that either tides or currents had eaten away the floe along the edge of the hummocks lining the beach, and that the water had flowed up. 10h. Sighted the boat cache. 11h. 45m. Reached it, and proceeded to take out 5 days' provisions for my party, leaving 5 days, for Captain Richards. Found everything quite safe and untouched since we passed westward. Re-secured everything, and left a letter for Captain Richards.

Midnight. Temperature + 15°. Wind W.N.W.; 3. o. m. s.

Tuesday Morning, May 24th.—Started across channel. This being the birthday of Her most Gracious Majesty, I took upon myself the responsibility of dividing our daily gill into three portions, devoting the last to the health of Her Majesty. Much alteration has taken place in the state of the ice in this channel; our old trails are almost obliterated, and a heavy fall of snow is still farther adding to the change.

4h. 45m. Halted and encamped. My leg is becoming much discoloured and very painful, and needs rest; that, however, is out of the question, as our provisions will admit of no delay this side of Cape Fortune.

6h. Temperature + 20°. Wind W.N.W.; 4. o. m. s.

Course, M.G. E.S.E. 6 miles, and N.E. 5 miles.

6h. P.M. Temperature + 25°. Wind N.E.; 2. o. s.

7h. 45m. Started, steering about S. 6° S. W. by compass, as near as a very hazy day and a smooth unbroken floe, which gave one nothing ahead as a mark, would admit of. Sinking Melville Island rapidly.

Midnight. Temperature + 17°. Wind N.E.; 1. s. o.

Wednesday Morning, May 25th.

3h. Observed Boat Beach cairn - - - S. 42° W., 13 miles.

Rendezvous Hill (query) - - - N. 20° E.

Found the floe becoming heavier as we advance, and there is 3 inches of freshly fallen snow overlaying the old sastrugi.

5h. 10m. Halted and encamped.

Crossing Byam Martin Chan-
nel.

Observed the southern extremity visible of Melville Island to bear S.S.W. true.

6h. A.M. Temperature $+20^{\circ}$. Wind, N.E.; 1. o. s.

Course M.G. N. 50° E. 12 miles.

6h. 30m. P.M. Temperature $+23^{\circ}$. Wind, N.N.E.; 3 o. c. m.

7h. 30m. Started, a rapid change taking place in the state of the floe. Breeze freshening. Saw occasional traces of our outward-bound parties.

12h. 30h. Lunched.

Midnight. Temperature $+17^{\circ}$. Wind, N.E.; 5. o. m. t.

Observed the eastern shore for a short time showing to the S.W. by W. by compass.

Thursday Morning, 26th. Gale increasing, with much drift; made sail, thrased sharp up, and edged away so as to keep making casting, the gale too severe to face it. Strong drift, in which we marched unable to see many yards. At 5h. 50m. A.M. encamped.

Crossing the Polar Strait, going eastward.

7h. Temperature $+16^{\circ}$. Wind, N.N.E.; 6. o. m. s.; heavy drift.

Course, M. G. N. 65° E. 11 miles.

7h. P.M. Temperature $+17^{\circ}$. N.W.; b. c. q.; heavy drift. It has been blowing hard all day, with strong snow squalls. Waited for one hour after breakfast in the hope of an improvement in the weather, but finding that hopeless we started, pursuing the same course as yesterday, viz., sail set and braced up to steer by, and ourselves marching and making as little *lee way* as possible.

Midnight. The temperature fell to $+14^{\circ}$, and we all felt the cold as much if not more than at a much earlier and more severe period of the year. The land of Cape Aldrich appeared close to on the starboard bow, showing how much we had been fairly blown to leeward. Shortened sail, and hauled up N. by E.

Friday Morning, 27th.—4h. 45m. A.M. Halted and encamped.

6h. Temperature $+16^{\circ}$. Wind, N.W.; 7. to 9. o. m. g. z.

Course, M. G. N. 6 miles.

6h. P.M. Temperature $+23^{\circ}$. Wind, N.; 4. o. c. m; drift.

7h. 45m. Started, steering for Rendezvous Hill, which showed out of the snow drift on a North bearing. Passed close along shore after crossing Mayday Bay or Harbour.

Midnight. Temperature $+21^{\circ}$. Wind, N.; 6 o. q. s. z.

Off Cape Aldrich, Bathurst Island.

Saturday Morning, 28th.—1h. A.M. Lunched. The breeze slackened, and we continued to push on for the cache, which was reached at 7h. 25m., after a long and severe march.

Reach Cape Success, and Lieutenant Hamilton takes possession of despatches.

Lieutenant Hamilton took possession of the despatches left by Captain Richards at the Rendezvous. George Walker completed the defects of Mr. Hamilton's sledge, and had made an excellent job of it, rendering it stronger than before.

8h. Temperature $+18^{\circ}$. Wind, N.; 7. b. c. g. s. z.

Course, M. G. N. 12 miles.

Temperature $+20^{\circ}$. Wind, N.E.; 1. b. c. v.

I have been very unwell all day, and am still feverish and weak, occasioned by the state of my right leg, which now shows symptoms of erysipelas or scurvy—which of the two I am not doctor enough to tell.

Opened the cache; supplied Lieutenant Hamilton with provisions; took 4 days' for myself, and left Captain Richards 4 days'. Lieutenant May having been obliged to take all my tea, I issued soups in lieu. 9h. Lieutenant Hamilton left with his sledge and two men, carrying the despatches, and steering direct for Cape William Warren.

Employed securing the depôt. Sent a party on the hill to re-erect the cairn, which has *thawed down*; there being nothing but earth in its neighbourhood, and the alternate falls of snow and thaws of this season of the year destroy in the most extraordinary manner the most carefully constructed cairns. Examined the coast southward with a party under Thomas Hall (gunner's mate). He went about 8 miles, and returned late. Reported having been in a ravine where several hares were seen, and a

At Cape Success. Re-constructing cairns, and securing depôt.

couple of Arctic owls, but they had been unable to get within shot of them.

Midnight. Temperature +13°. Calm. b. c. v.

Sunday Morning, 29th.—Just to the north of Cape Success, in a ravine, a portion of a tree (fossil) was found embedded in soft sandstone, apparently containing much iron, and about 50 or 80 feet above the sea level. Had not my attention been called to the subject by Lieutenant Hamilton, informing me that the "Investigator" had fallen in with similar fossil trees in the sandstone of Banks' Land, it is very possible that we should not have found this, and its discovery was owing to my men and not myself. They thought it was iron in a pure state. Fossil bones (*small*) were met with; all those, I think, of living animals, such as fox, wolf, and seal. Marmots, deer, ptarmigan, and snow buntings were seen to-day, but none procured.

6h. A.M. Temperature +20°. Wind, N.; 3. o. m.

Waited up all day in the hope of getting observations for latitude and longitude. A freshening gale with snow-drift prevented me obtaining them.

6h. P.M. Temperature +22°. Wind, N.; 5. o. c. m.

Placed records and started.

Rounding the N.E. extreme of the Polar Strait.

The ice at the head of this channel is decidedly lighter than that within it, and at the points water had overflowed the floe in several places for the distance of a mile. The gale and drift increasing, with a damp cold feeling in the atmosphere.

The snow is going fast off the land, and that on the floe is turned to a dingy yellow, the first stage in its decay.

Midnight. Temperature +20°. Wind, N.; 6. to 7. q. o. c. z.

Monday Morning, May 30th.—5h. 45m. Halted and encamped.

6h. Temperature +22°. Wind, N.; 7. to 9. o. c. q. z.

Course. Rounding the N.E. extreme of the Polar Strait; from N. to E.N.E. 13 miles.

6h. P.M. Temperature +20°. Wind, N.E.; 8. q. o. z.

Breakfasted and prepared to start; but the gale came down so heavily with the night that I determined to take advantage of a delay that was now unavoidable to repair our clothing and boots, both of which were sadly dilapidated.

Midnight. Temperature +17°. Wind, N.E.; 7. to 9. q. Drift.

Detained by bad weather. repairing personal equipments.

Tuesday Morning, May 31st.—A temperature of 15° below freezing point in the tent, and a strong gale blowing, rendered stitching with needles by no means an agreeable recreation, and our buttons and rags were but roughly replaced.

We have one source of gratification, that this is the first day lost by bad weather during the season of 1853.

6h. A.M. Temperature +23°. Wind, N.E.; 7 to 9. o. q. z.

6h. P.M. Temperature +28°. The gale gradually blew itself out during the day, the temperature rising; and, as usual, under the latter circumstance, a gloomy overcast sky.

Several deer grazing upon the higher grounds in the interior.

Reach near unto Mount Richards.

7h. Started. 9h. 30m. observed the following bearings, at a position 1½ miles N. 108° E. (true) of Ring Shoal:—

Cape Fortune summit	-	-	N. 131° E. true.
Mount Richards ditto	-	-	N. 143° E. ditto.
The next Point	-	-	N. 123° E. ditto.



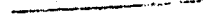
Took a rough sketch.

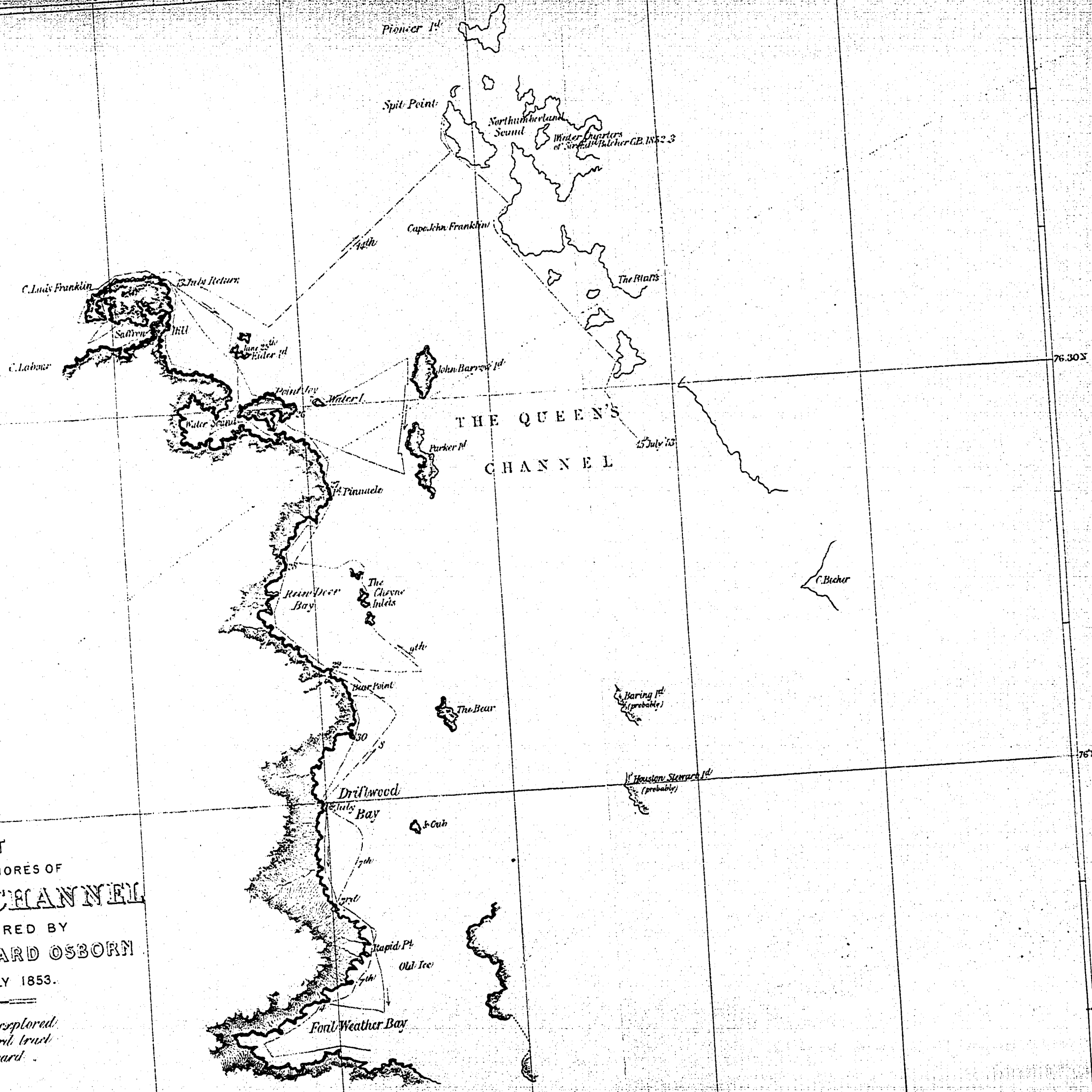


Cape Fortune.

Mount Richards.

A CHART
 SHEWING THE WEST SHORES OF
THE QUEEN'S CHANNEL
 SEARCHED & EXPLORED BY
 COMMANDER SHERARD OSBORN
 IN JUNE AND JULY 1853.

 Denotes Coast explored
 Denotes Outward Cruise
 Homeward



The walking is becoming very distressing as we advance and enter upon the aged floe of Cape Fortune. Several of the men complain of aching pains in their knees and ankles, and I suffer much from debility, caused by a low fever, and much continued pain.

10h. I found by accident one of Mr. Herbert's cairns; it had washed down, as all the others I had yet visited appeared to have done. Reconstructed it and proceeded.

Midnight. Lunched. Temperature + 22°. Wind, N.; l. o. g. v.

Wednesday Morning, June 1st.—4h. A.M. Halted and encamped. The men showed such symptoms of debility and hunger that I issued some soups to-day, in addition to their daily rations.

A flock of wild fowl (geese), the first we have seen this season, were seen flying northward.

6h. Temp. + 27°. Wind, N.; l. o. c. m.

Courses, M. G. S. 85° E. 1¼'; S. 70° E. 1½'; S. 55° E. 1½'; S. 50° E. 2'; S. 45° E. 6½'. Total, 13 miles.

Observed from tent—

Mount Richards (solitary)	-	N. 151° E. (2'?)
Mount Fortune (summit)	-	N. 143° E.

6h. P.M. Temperature + 27°. Wind, N.W.; 3 o. c. g.; sleet.

Strong gales from the N.W. during the day, with much snow drift.

My foot too swollen to ascend Mount Richards; two of the men, Thomas Hall and William M'Arthur, went instead, bringing me down some fossils and specimens of the rock in which they were embedded. 6h. 30m. started. 10h. crossed Solitary Point; numerous fox, marmot, and ptarmigan tracks. The snow is running off the land almost as fast as it falls.

Midnight.—Lunched in the middle of Fish-hook Bay. Temperature + 23°. Wind, N.W.; 3 o. g.

Thursday Night, June 2d.—At 2h. A.M. crossed a point to the westward of Cape Fortune, and sighted it. The weather suddenly changed to haze and heavy falling snow. 4 o'clock, encamped. Observed the cairn over the cache, but no signs of Lieutenant May, who I hoped to have met.

Picked up a marmot or two during the walk to-day; they soon became at ease, and ran about the tents eating biscuit dust, and were indifferent to the handling of the men.

I had occasion to-day to remark a phenomenon which had often called itself to my notice; namely, the *migration* of the seeds of plants, for dissemination would hardly serve to express the extraordinary passage of these seeds from one part to the other of the Arctic regions.

I was not botanist enough to detect the different seeds I saw, farther than merely to distinguish those of the poppy, the willow, and the saxifrage. Throughout my journey, especially prior to the end of May, I constantly observed these seeds passing over the surface of the frozen floe under the influence of the wind. In the centre of the Polar Straits, and, whether far off or close on shore, these little solitary travellers would be seen frisking along in their own odd way, now rolling along over a smooth space, then lurking behind some hummock until a stronger eddy wind whisked them out; and anon flying along past us some feet above the floe. A traveller in the north, and alone, has abundant time for thought and ample reason for recognizing the hand of God in all that surrounds him, but I saw nothing that proved a more touching instance of an Almighty Providence than the wisdom which had so clothed the seed of the Arctic plants that it was invulnerable to the bitter temperature, whilst wings, or irregularities upon its surface, served like sails for the wind to act upon. In Europe and other great continents we find the birds serving Nature's wise purpose in the dissemination. In the tropics every unconscious animal is doing the part of a husbandman; in the island-spangled Pacific, its warm waters and many currents serve to carry the cocoa-nut and other plants to each island as it rises to the surface; whilst here, where man is not, and animal life extremely scarce at all seasons, and most so at the time the seed should be placed ready to bring forth its pigmy offspring, an allwise Providence causes the strong winds of early spring to denude the snow-covered land, to shake the seed from the parent plant, and sweep it along over a frozen high road

Reach within sight of the C
Fortune cairn and cache.

(the sea floe), until it becomes fixed in some other spot by the increasing moisture of the ground or the action of the summer thaws, again to vegetate and again to go through the same process.

6h. A.M. temperature + 28°. Wind, N.W.; 2. o. c. g. m.; sleet.

Course, M. G. S. 45° E., 10 miles.

At 7h. 30m. I took my chronometer out of the pocket, intending to take sights, and whilst holding it in my hand, observed it stop for a few minutes only; but as this may have occurred more than once, it destroys all confidence in my sights for longitude. Since April 25th, chronometer at times showed 2h. 10m. 54s.

Thursday, June 2d.—6h. P.M. Temperature + 30°. Wind, S.; 3. f. s. Moved up the remaining 3 miles to the cache; saw several seals, sleeping upon the floe without us, but none of the men could approach them; William M'Arthur, an old seal hunter, declared them to be all saddle-backs, a very wary description of seal. I was grieved to find that Lieutenant May had not yet returned to replenish the depôt, and felt anxious; he left this on the 14th May, and Mr. Herbert passed all well on the 3rd of the same month.

I determined to hold on here one day, in the hope of the arrival of the "Reliance," for it was most important that provisions should be so placed as to cover the retreat of Captain Richards, and my instructions be complied with relative to the search within the Deception Islands, which was at present impossible. With respect to the delivery of the Journal of the "Investigator" and her intelligence to Sir Edward Belcher, I felt that its delivery for some time at Northumberland Sound was a matter of secondary importance, unless Lieutenant May took it with him on his return; as it was very unlikely that Sir Edward Belcher would return from his journey to the N.E. for some considerable time.

Midnight.—Calm. Temperature + 30°.

Friday Morning, June 3d.—Sent a party on the hill to erect a large cairn and staff, and to shoot game. Examined the cache, found it all safe, but only just sufficient to enable me go direct to Cape Lady Franklin. Secured four days provisions for Captain Richards. Obtained good sights for longitude, a meridian altitude, and a round of angles with a sextant. 9h. A.M. parties returned; those on the hill had shot two hares, one of them had seven young ones just on the point of birth. I question whether a hare ever has seven at a time; query, are not Arctic hares Arctic rabbits? These hares, four ptarmigans, and some concentrated soups, made us an excellent dinner, to which a fine summer's day, with a rapid thaw, added enjoyment.

Animals seen and shot to day:—six hares (two shot), four ptarmigans (all shot), one flock of Brent geese, twelve deer (one wounded), and many snow buntings, one seal.

7h. A.M. Temperature + 30°. Wind, S.; 6. b. c. m.

Morning Observations.

Cape Fortune (or Clarke) Cairn. At cache. A.M. 8h. app. time.

The Glass Art. Horizon. The Sun anything but a sphere. Index Error, 20° sub.

Chron.	Alt.	
1 47 3.5	55 24	30
1 48 13	55 32	0
1 49 4.5	55 39	0
1 52 34.5	55 57	30 — φ N. 66° 40' W.
1 54 43	53 37	0 — φ N. 66° W. ⊙ | Δ to W. × of Deception or C. Smart 55.

Same Station, with a good Ice Horizon 20 miles distant.

Chron.	Alt.	
2 2 17	28 38	0
2 3 19	28 40	30
2 4 19	28 47	0
2 5 16	28 54	30
2 6 55	28 56	0 — φ N. 63 40 W.
2 9 18	28 59	0 — φ N. 63 20 W.
2 10 52	29 3	0 — φ N. 62 40 W.
2 16 19	58° 30'	φ N. 61° 30' W. and ⊙ | Δ to cairn on hill 94°.

	Noon, Mer. Alt. \odot
Obs. Alt. \odot	71 26 10 — ϕ N. 3° W. = Var. 177 W.
	35 43 5
	1 30
	25 41 35
	15 46+
	25 57 21
	54 2 39 N.
	22 23 20 N.

Lat. 76 25 59 North.

Placed a careful meridian mark south, and observed

Left of the Sun $\left\{ \begin{array}{l} \phi \text{ to cairn on Mount Fortune} \quad - \quad - \quad 32^\circ 25' \\ \phi \text{ to summit of Solitary Hill (Richards)} \quad 118^\circ 55' \end{array} \right.$

The angle from cairn of Mt. Fortune to Cape Robt. Smart $136^\circ 30'$

Note.—This spot must be very nearly the Magnetic Meridian of this parallel.

Angles with Sextant near Cache Cairn.

At Sh. 30m. app. time, and Chron. $2^\circ 16' 19'' - \odot$ 58h. 30m. ϕ N. $61^\circ 30' W.$

Obs. \odot to cairn on Mount Fortune	- - -	94 0
\odot to left \times of Cape Robt. Smart	- - -	55 0
Angle from \times of Cape Robert Smart to east summit of the same	- - -	2 40
Ditto ditto ditto to summit of White Cliffs	- - -	19 22
Angle from east summit of Cape Smart to summit of White Cliffs	- - -	16 32
Ditto ditto ditto to Cape Ward 15'	- - -	22 23
Ditto ditto ditto to near High Cliff of the Stokes Range of Mountains	- - -	31 18
Ditto ditto ditto to left ex of Erskine Inlet, seen over the shoulder of this cape	- - -	57 0
Summit of Cape Rob. Smart to Mt. Richards summit	- - -	124 7
Ditto ditto to high land on east side of Fish-hook Bay	- - -	68 7
Summit of Mt. Richards to cairn up Cape Fortune	- - -	86 45
Ditto ditto to lt. tangt. of high land of Cape Fortune (east of cairn)	- - -	101 8

Note.—I took a round of bearings with the compass, but afterwards found so much iron-stone about, either in nodules of a sandy texture, or in the form of pyrites, that I consider the bearings next to worthless, and have not transcribed them.

6h. P.M. Temperature $+25^\circ$. Wind, S.W.; 1. o. m.

7h. Left a letter for Captain Richards, and directions for Lieutenant May, should I miss meeting him, to proceed with all despatch to Cape Lady Franklin, and there join me. Started, steering so as to search the headlands of the inlets to the S.W. and S., keeping withal a careful eye to the N.E., whence I hourly expected Lieutenant May. The partial rest and change of diet of yesterday had done me much good, and my leg was easier than I had felt it for a long time; hitherto, for the last week, the pain had been excruciating. We found the floe very aged and heavy, showing indubitable proofs of its being seldom disturbed from its land-locked position. Satisfied myself of the continuity of the land in the inlet south of Cape Fortune, edged gradually round to the eastward, keeping a careful eye upon the prominent points, and sweeping every indentation carefully:

Midnight. Temperature $+23^\circ$. Wind, S.E.; 2. o. s. m.

Saturday Morning, June 4th, A.M.—Day breaking, with every appearance of a gale of wind from S.E. A fortunate lift in the sky enabled me to obtain an excellent view of the outline of the South, or, as it is now called, Erskine Inlet. I regretted my inability to delineate its bold buttresses and snow-crowned hills, well marked with deep ravines. Within this inlet there were several bays, but no vessel, unless she wished to remain there for ever (in all probability), would think of going into such *cul-de-sacs*.

I am afraid to say how old the ice within Cape Fortune and Cape Ward appeared to be; the word *very* must suffice, for it might have been three or four years, or half a century, there being, in my opinion, no certain clue to the age after it has seen a season or two of thaws.

6h. halted, after a long and severe march on a very circuitous route.

6h. Temperature $+28^{\circ}$. Wind, $+28^{\circ}$. Wind, S.; 3. b. c. g. t.

Course, M.G. 10 miles. Walked, 18 or 20:

Took a round of angles, some bearings, and sights for time; but the art. horizon at noon gave such an erroneous altitude for latitude, owing to a slight fall of sleet upon the glass, that all proved utterly useless.

7h. p.m. Temperature $+27^{\circ}$. Wind, N.; 2. b. c. v. Issued soups in lieu of deficient chocolate. The night magnificently clear; verified my angles to adjacent points, but unable to obtain a true bearing, on account of the heavy banking of the clouds over the sun. Started, E. by N., true, for Cape Ward. About 10h. p.m. we began to open out a fine inlet leading to the S.E., true. Hauled out for the N.E., having only $2\frac{1}{2}$ days provision on sledge; it was essential to lose no time in advancing, should the "Reliance" fail to reach us shortly.

Midnight.—Lunched. Temperature $+25^{\circ}$. Wind, N.; 2. b. c. v. A magnificent panorama of hill and ravine, inlet and harbour, spread around from N.E. round by S. to W.N.W. every point startlingly clear, and to the E.S.E. there showed out a lofty mass of land, the highest I have seen eastward of Cape Warrender; it could not have been less than 3,000 feet high. I took such a sketch as my pencil was capable of, and had just made up my mind to march direct for Cape Lady Franklin, when, to my delight, I saw a sail bearing about N.N.W.; hauling out for her, we soon descried the "Reliance" steering for Cape Fortune.

Meet Lieutenant May with the sledge "Reliance," bound for Cape Fortune with provisions.

Sunday Morning, June 5th.—At 2h. I halted, and sent the quartermaster and captain of my sledge to desire Lieutenant May to close me, and sent some hands to help him. The remainder were immediately put to work, in preparing an equipment of tent gear for the "Tender" sledge, the season having now arrived in which an increased amount of work could be done by dividing my crew into two parties. Our canvas sail served for a tent, the white mackintosh for a floor-cloth, and the felt blanket was more than enough for the covering. 5h. Lieutenant May joined company. He had been detained, owing to having become entangled in thick weather in the S.E. or May Inlet. From him I heard of the cache on Grove Point (East Osborn Island) having been destroyed by bears, and that the one at Cape Lady Franklin had been attempted, but no injury done beyond a destruction of fuel. Received from Lieutenant May sixteen days provisions for eight men; relieved him of all responsibility connected with the placing of provisions for Captain Richards; made arrangements for leaving six days entire food for Captain Richards at Cape Fortune.

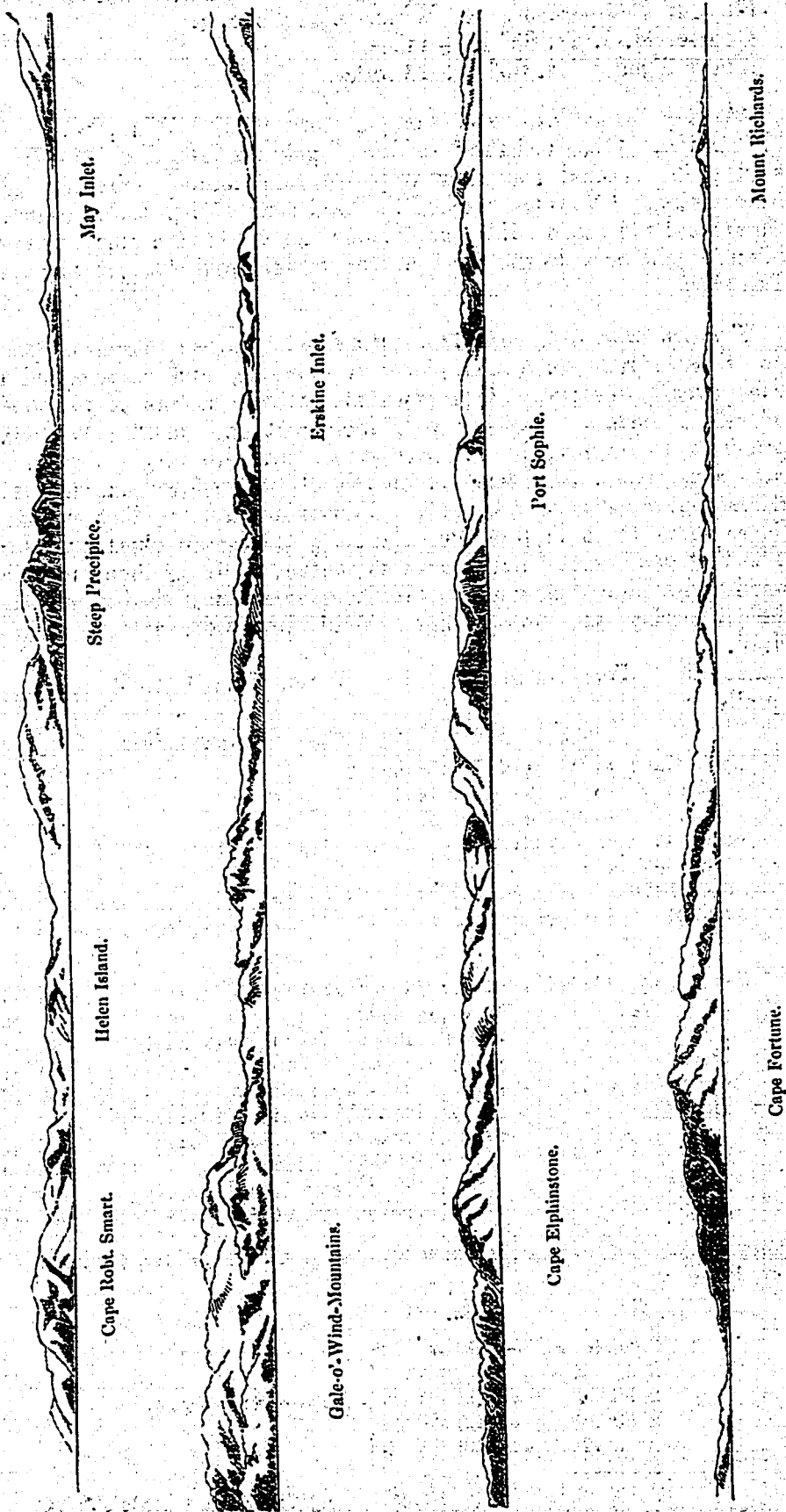
6h. a.m. Temperature $+29^{\circ}$. Calm. b. c. v.

Course, M.G.

During the day the temperature was $+70^{\circ}$ within the tent with the door shut, and $+60^{\circ}$ with it open.

6h. a.m. $+30^{\circ}$. Wind, S.; 2. o. c. m. Handed over to Mr. May all the documents received from Lieutenant Hamilton, consisting of a journal of H.M.S. "Investigator's" proceedings; a small chart, and a pencil note from Commander Richards, all open; these, together with a note from myself (*vide* Appendix), I enclosed in a cylinder, and directed to Captain Sir Edward Belcher. I then gave him verbal instructions to proceed in the execution of the second clause of his instructions received from Captain Richards; taking care to run no uncalled-for risk in crossing Queen's Channel, should he find the ice breaking up. 9h. We all started, parting company; Jos. Organ in charge of the "Tender," with two men, and victualled for six days, taking provisions back to Cape Fortune, and with orders to search the bay now known as Sullivan Inlet. Myself and four remaining hands proceeded to establish another cache for Captain Richards on Cape Robert Smart, and to search the southern coast of Helen Island. With respect to Erskine Inlet, I decided that it was waste of time and rations going round a gulf, which, from its direction and the state of the ice

in it, was not likely to have been entered by Franklin; and with respect to May Inlet, Lieutenant M. had sufficiently searched it. There was, how-



ever, plenty to do between me and Cape Lady Franklin, having only eight days available provision. Midnight; temperature +27°. Wind, S.W.; 4. o. m. t.

Monday Night, June 5th.—1h. lunched. Lost sight of the "Tender." Part from the "Reliance," and send the tender to Cape Fortune, whilst we proceed to Cape Robert Smart. Observed Mr. May's party to shoot a bear. Weather suddenly came in very thick, blowing fresh, with much snow. Found the surface of the floe

very soft, as we neared Cape Robert Smart, sledge sinking in up to her battens, and quite as much as we could get her along without making a standing pull of it. Gale increasing. 5h. 40m. halted and encamped.

6h. A.M. Temperature . Wind, S.W.; 5. s. q.

Course, M.G. N. 65° E. 9 miles.

The "Tender" S. 65° W. 13 miles.


Monday, June 6th.—P.M. Temperature + 30°. Wind, W.; 4. o. m. f. 7h. started. Observed the "Reliance" pass northward of Cape Smart, and shut us in. Found the snow very soft and sludgy; the floe aged and hummocky. 10h. 30m. reached the land near a large ravine between Cape Smart and the Steep Cliffs; after some search found a place for the cache, about 1 mile or so to the west of the ravine, and 40 feet above the sea. Lunched.

Reached Cape Robert Smart
to establish a depot.

Tuesday Morning, June 7th.—Prepared a four-day depot of provisions, and three of rum, for 8 men, placed it in cache, and commenced a large cairn over it, to secure it from bears and wolves. Examined the south coast of Helen Island. Weather very inclement and damp. My leg, which promised to improve, has relapsed, and I have literally to drag it after me with some pain, and I fear Simon Dix (R.M.) shows similar symptoms. Birds appear very plentiful here. Ptarmigan are breeding around us on the ridges of the hill; 8 or 9 were shot by George Wicketts and Jas. Hall. The first phalaropes I have seen this season are flying about, uttering their shrill curlew-like call, and snow buntings come and feed around us, with their cheering and pretty pipe. Wild fowl were seen passing to the N.W.

A.M. 6h. Temperature + 26°. Wind, W.; 1. to 4. o. m.; snow squalls.

Angles observed from place of observation.

From Cairn to W. \times of Cape Smart 3'	-	-	-	114	22	0
Ditto to W. \times of near Islets 4'	-	-	-	120	5	0
Ditto to centre of far Islet	-	-	-	130	20	0
From W. \times of Doubtful Head (Cape Ware) to Steep Cliff \times (Helen Island)	-	-	-	75	41	0
Cape Elphingstone to Steep Cliff (Helen Island)	-	-	-	79	30	0
From \times Cape Smart to summit of Cape Fortune (Clarke)	-	-	-	55	05	0
From  Cape Fortune to Cape Elphingstone	-	-	-	27	27	0
Ditto to Cape Sophie	-	-	-	18	52	30
Ditto to east point of Elphingstone Inlet	-	-	-	40	58	0
Ditto to \times W. of Cape Ware	-	-	-	44	37	0
From \times W. of Cape Ware to \times E. of Point Grove	-	-	-	51	16	0
Ditto to centre of Balcarris Island (Coin)	-	-	-	66	0	0
Ditto (to extremes of the South Land	-	-	-	62	25	0
Ditto (seen in May's Inlet	-	-	-	58	30	0
Ditto to E. \times of Helen Island, visible	-	-	-	76	45	0
Ditto to Cairn on Steep Cliff	-	-	-	87	40	0

Obs. for longitude at Cache Cairn 8h. 30m. A.M.; ice horizon, 4' distance; index error, 1' 20" sub.

Chron.			☉ Alt.		
h.	m.	s.	h.	m.	s.
2	56	36.5	—	33	36 0
2	57	37	—	33	38 0
2	58	37	—	33	40 25
2	59	36	—	33	41 30
3	0	38	—	33	44 0

Note.—No compass.

3 4 8 — 33 51 30 ☉ to cairn on depôt 77° 36'

Noon.—Ice horizon 3½ miles distant.

Obs. Mer. Alt. 35° 59' ϕ N. 5° W.

☉

Tuesday, June 7th.—P.M. 6h. Temperature + 28°. Wind, N.E.; 3. b. c. v. Very clear; made a hurried breakfast, shut up the tent, and ascended Cape Smart to construct a beacon. Reached a beacon which had been constructed by Dr. Lyall on his return; proceeded to enlarge it

with blocks of coarse sandstone, which were easily procurable around it. Observed the following angles:—

From summit of Cape Fortune to Mount Richards	-	20	54
Ditto to W. × of land visible	- - -	25	0
Ditto to depth of Sullivan Inlet	- - -	11	54
Ditto to Cape Sophie	- - -	19	57
Ditto to Cape Elphingstone	- - -	28	19
From Cape Elphingstone to W. × of Ware Point	-	27	20
Ditto to E. side of Erskine Inlet, the W. shore of it shut in	- - - - -	26	20?

A sudden dense fog put a stop to farther observations. Employed erecting the cairn; I find that it has been visited by either Mr. Herbert or Lieutenant May.

Wednesday Morning, June 8th.—Came in with cold and much wind. Foiled in my hopes of an extensive view from Cape Smart, I started away with my men for the eastward, scaling the steep cliffs; crossed the noble ravine before mentioned; there were cliffs of ice in it full 150 feet high, and an immense accumulation of snow, already soft and dangerous for crossing. In one place a herd of deer had recently been crossing, and had, from appearances, escaped with much difficulty. Gale still increasing, with much snow; found the high land almost entirely formed of yellow sandstone; fossil shells plentiful to a height of 800 feet above the sea, all of one species, the ordinary bivalve so common in England. Reaching with much difficulty a spot adapted for a cairn, erected one, and after waiting for a while in hopes of the gale abating, we returned at 6h. A.M. to the tent, heartily tired, and myself and Simon Dix dead lame. Shot 9 ptarmigan to-day; Brent geese and phalaropes plentiful but very shy.

6h. Temperature + 29°. Wind, N.W.; S. q. f.; sleet. Course, M.G. 15'. Walked across country and along the beach.

Tender travelling round Sullivan Inlet. 14 miles.

6h. P.M. Temperature + 28°. Wind, calm; b. c. v.

Observed from Tent.

That the entrance of May Inlet subtended	22	40
That ditto of Erskine Inlet	-	9 25
That ditto of Sullivan Inlet	-	16 3

Whilst at breakfast Geo. Wicketts, A.B., shot a Brent goose. Added a few more stones to the depôt, and started for the southward, *viâ* Cape Ware; a laborious march of some hours showed me I should only do so at the risk of knocking up my party without any commensurate advantage.

Midnight.—I felt very ill, and in the morning hauled to the northward, so as to catch the Tender as she came to the N.E.

Wind, W.S.W.; 6. o. g.; sleet. Temperature + 30°.

Thursday, June 9th.—A.M. Examined roughly the coast east of Point Ware; hauling out gradually. 5h. encamped. 6h. A.M. Temperature + 31°. Wind, W.S.W.; 9; sleet squalls.

Sledge J. B. Course M.G. 5 miles S.-easterly } Tender,
5 ,, N.-easterly } 7 miles.

Noon.—Obs. Mer. Alt. in the Glass Art. Hor. Index error 1' 20" sub.

Obs. Alt. \odot 72° 15' = lat. 76° 33' N.

At Cape Smart
Helen Island.

Cross over to Point Ware, and
north eastward.

The surface of the glass horizon was so instantaneously covered with a film of ice, in consequence of the sun acting upon the snow drift, that the above latitude has an error somewhat considerable.

P.M. Temperature + 27°. Wind, W.; S. q.; sleet and rain. Blowing very hard throughout the day; water commencing to make its appearance upon the land; yesterday, in the A.M. walk, we found a little under the snow upon the floe. Moved up with difficulty under the Steep Cliff (east extreme), looking out anxiously for Tender.

Midnight. Temperature + 25°. Men to the northward, erecting a cairn.

In Strait of Sir William
Parker.

Friday, June 10th, A.M.—A truly unpromising June day; the relapse in temperature and weather is very trying at this period of the year, accompanied as it is by much wet. 4h. encamped.

6h.—Temperature + 29°. Wind W. by N.; 7. to 9.; sleet squalls. We found to-day that the Steep Cliffs were almost entirely formed of sand and limestone, the former superimposed, and the latter of a dark close-grained slaty nature.

During the day we were awake by the return of the Tender; they, like ourselves, had suffered from the bad weather lately experienced, and the constant wet state of their clothing and bedding had told upon all; Joseph Organ had, however, effectually executed the duty I sent him upon. Sullivan Inlet had been carefully examined throughout the coast line, without any traces being found, and Captain Richards had six days full rations placed at Cape Fortune cache.

The following was an abstract of their work, which I have attached to the daily work done to the party:—

Tender, "Pioneer" (junior).

June 5th.	Reached land, Cape Fortune	-	-	walked	13 miles.
„ 6th.	Round Sullivan Inlet	-	-	„	14 „
„ 7th.	Do. do.	-	-	„	14 „
„ 8th.	Completed cache and went eastward	-	-	„	7 „
„ 9th.	Marched for Cape Smart	-	-	„	13 „
„ 10th.	Do. Steep Cliff	-	-	„	5 „
	Total	-	-	„	<u>66</u> „

They saw several deer, 2 burgomasters, 2 hares, and found ducks, phalaropes, and snow buntings very numerous on the low land, which lies round Sullivan Inlet, within its entrance.

Noon, with ice horizon, 4' dis. Obs. mer. alt. \odot 36° 14' 30" = 76° 35' 44" N. Bearing ϕ N. 7° W. = Variation 173° W.

Course, M. G. 4' E. and 4' W. = 8 miles.

6h. P.M.—Temperature + 30°. Wind, S.E.; 3. o. g.; sleet. Joseph Organ is suffering from a painful affection of his lower jaw, causing the gum to separate from the teeth. 8 or 9 o'clock, started to the eastward, searching the northern shores of Sir W. Parker's Strait with the sledge, myself examining carefully from every eminence the south coast of the same.

Midnight.—Lunched. Temperature + 29°.

Saturday, June 11th.—2h.30m. A.M. Reached Seal Point, and observed the next point to bear S. 58° W. by compass, or N. 68° E. true; the Sisters in line. 5h. encamped; saw three reindeer crossing the floes together from the southward; went after them, but could not get within shot; they were evidently going off to the islands. Several seals were seen on the ice of this channel, but nothing that we could do could bring us within killing distance of these creatures; their watchfulness being, no doubt, their great defence against bears and other animals in these regions.

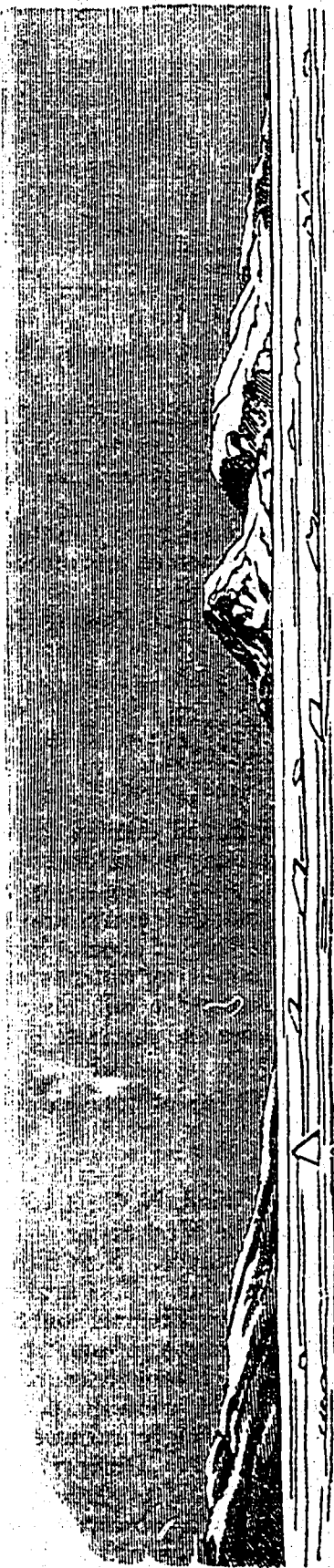
6h. Temperature + 30°. Wind, S.; 1. o. c. m.

Course, M. G. N. 45° E.; 7 miles.

6h. P.M. Temperature + 30°. Wind, N.N.W.; 2. o. c. m. Very warm during the day; slept with tent door wide open. Articles on the solid

Searching Sir W. Parker
Straits.

ice, whether light or heavy, sank in 1½ inches. 7h. started. 9h. opened the West Sister of the east extreme of Deception Island, and bearing



Cape Halkett.

The Sisters.



Cape Morshead, N. 70° E. 2 miles.

S. 44° W. by ☉. Floe very heavy, people and sledge sinking deep at every pace, and wet up to their hips.

Midnight.—Thick, rolling fogs. Lunched.

Temperature + 34°. Wind, N.; 2. f. s.

Sunday, June 12th.—About 3h. A.M. the mist lifted, and the snow ceased; found we had been making the circuit of a wide, shallow bay, on S.E. side of Helen Island; from its extreme east point struck southward, to erect a

Camped between Capes Halkett and Morshead.

cairn and form a cache on the main land, due south of the Sisters Hills. 4h. 30m. encamped after a severe day's work; all hands complaining of pains in the knees and ankles from being constantly wet, and wading through the tenacious snow.



S.E. extremity of Helen Island from Point Morshead. June 12th 1853.

6h. Temperature + 30°. Wind, N.N.W. Misty, and snow squalls. Course, M. G. N. 74° E.; 10 miles.

p.m. Very clear since 4 o'clock. Obtained an excellent view of the land, and saw the Gale-o'-Wind Mountains to the S.W. Secured two days provisions for Captain Richards in a cask, and started to place it on Point Morshead.

7h. Temperature + 30°. Wind, E.; 1. b. c. Passing fog; by midnight reached Point Morshead, fogs having rolled rapidly in upon us in succession since the evening set in.

Off the south coast of the West Sister.

Midnight.—Temperature + 27°. Wind, S.E.; 1. b. v. Passing fogs. Observed the following compass:—

Bearings from the cache.

West × of Sisters	-	-	S. 5° W.
× of Island to the N.E.	-	-	S. 15° E.
Cape Halkett	-	-	S. 12° 30' E.

Left the Tender and two men to complete the cairn, and started for the Sisters Hills to the northward. To-day was the first day we had had water fit to drink off the floe, and dispensed with thawing snow in consequence; it had formed in holes that had been made by the sinking of gravel into the floe during some past season. The holes formed reservoirs of about 4 inches diameter, and a foot in depth. Besides a drink, the novelty of water to wash with was a luxury duly appreciated by us. 6h. encamped a mile short of the land. Crossed two fox tracks, and those of wolves and marmot, going off to the island.

6h. Temperature + 28°. Wind, S.W.; 1. b. c. v. (great mirage).

Course, M. G. S.E., 6 miles } 12 miles.
N., 6 „

Examining the Sisters Island and the Brother.


Monday, June 13th.—p.m. 6h. Temperature + 29°. Wind, N.W.; 3. b. c. v. Breakfasted, and then proceeded on shore to ascend the West Sister. This hill proved to be much steeper than it looked in the distance. Sent men to examine a small cairn seen to the east, and search coast line. The land was fast increasing in barrenness as we approached the Queen's Channel, and that horrid limestone, of which we have such a dislike, increases in quantity at every mile we advance. On the summit of the hill I took a round of angles and some bearings. The night was raw and the wind sharp, with rolling mists from the northward, that made me strongly surmise the existence of water in that direction. Temperature + 24°. Observed the distant land about Northumberland Sound, though unable to discern the different points. Had a good view of Young Inlet, and observed there were no islands within those already seen by us on our outward route. To the north the packed ice appeared in a far more advanced state of decay than that to the southward. Numerous cracks radiated off from the islands, and through them the melting snows had all escaped, leaving the sea-ice blue and denuded. Land was visible from N. by E. to N.N.W., a portion, doubtless, of the distant shores of North Cornwall. Erected a large cairn and left a notice of our visit. Descended. The men from the eastward informed me of the cairn in that direction having been built by Lieutenant May, and although there was a gun and flannel bandages as

arranged, I was sorry to find no bear fat. Finished searching the western part of the Sisters, and returned to the sledge.

A.M. 6h. Temperature +24°. Wind W.; 2. o. m. g.

Course, M. G. Walked, by people of the sledge, 10 miles in straight lines, going over nearly 20 miles.

Observations of the 13th and 14th June.

Angles at tent  meridian mark, a natural mark over Cape Morshead, Bathurst Land.

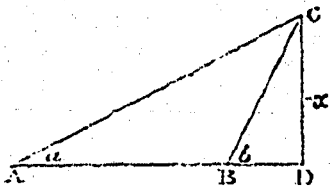
Objects left of the ϕ .	Objects right (or W.) of the ϕ .
To depth of Shamrock Bay - 33 19	To Point Herbert? - - 48 59
East \times of Shamrock Bay - 59 59	To S. \times of Helen Island - 61 20
To W. \times of Allard Island - 68 19	To Remarkable Hill, Helen Island - - - 67 18
To summit of ditto - - - 73 9	Summit of N.E. \times in line with nearest point of Helen Island - - - 120 20
To W. \times of Harwood Island 71 50	From S. \times of Helen Island to West Point, Sisters Island 82 58
Summit of Point Ashington - 91 20	
From W. \times of Harwood Island to S. \times of East Sister Hill - - - 75 46	
From do. Harwood Island to S. \times of W. Sister - - - 106 18	
Do. to W. \times Sisters Island - 143 23	
From W. \times Sisters to Cape Halkett - - - - 6 42	

At tent station, 2,300 paces due S. of cairn on West Sister Hill.

June 13th.—Noon. Good ice horizon, 7' distant. Obs. Mer. Alt. \odot 36° 26' 30" = Lat. 76° 34' N. ϕ N. 12° W. = Var. 168° W.

Note.—The thaw to-day was so rapid in the sun that I found it impossible to keep a glass artificial horizon level.

Measured a base 200 yards in a direct line for Sisters Cairn, and noted the two angles as follows to ascertain height.





AB = 200 yards,
 α = 3° 55' 30".
 β = 4° 20' 0".
 x the West Sister required.
 Ans. x 425.9 feet.

Angles obtained at cairn on summit of the West Sister Hill.

The cairn 2,300 yards due north of tent, and from it the north extremity of High Britannia Land seen bearing N. 60° E.

Angle from \times of Britannia Land to High N. \times Deception (East) - 32 0
Do. do. to Steep Cliff in Britannia High Land - 9 0

From Tent  to W. \times of Harwood Island - - - - 60 37
Do. to E. \times of do. do. - - - - 66 49
Do. to S. \times of Point Webb - - - - 69 35
Do. to W. \times of Allard Island - - - - 63 21
Do. to summit of ditto - - - - 68 50
Do. to depth of Shamrock Bay - - - - 30 12
Do. to Cape Mary - - - - 54 27
Do. to summit of East Sister - - - - 86 29
Do. to summit of the Mother - - - - 103 8
Do. to N. \times of East Deception Island - - - - 112 40
From N. \times of East Deception to East tangent of the Brother - 10 43
Do. to N. \times of do. - - - - 36 0
Do. to West tangent of do. - - - - 64 40

From Tent  to N. \times of Cape Halkett, Helen Island - - - - 115 0
Do. to farthest N. \times visible - - - - 110 8
Bearing of a centre line cutting the Brother Island - - - - N. 27° E.

Tuesday, June 14th.—Up all the past day in hopes of obtaining altitudes of the sun for latitude and longitude. Heavy rolling fog banks prevented me obtaining any.

6h. P.M. Temperature +30°. Wind, N.W.; 4. o. fp. q. After breakfast

The above were all that I could obtain. The land on the far side of Young Inlet shut across from Cape Mary to Allard Island, and was from 15' to 18' distant; Allard Island is 8' to 10' distant; Harwood Island, 4' distant. The Brother is about 1½ miles long N. and S., and ¾ from W. to E. A channel, 100 yards wide, exists between the Sisters and Brother, and a similar one between the Mother and Sisters.

Towards Harwood Island, thence Northward, and passed through between the Mother and Sisters, and then turned eastward and encamped on extreme north of Osborne Group.

started, intending to pass with the sledge between Harwood Island and the main, but found the floe perfectly impassable, the half-thawed snow and water rising up to our hips, and two of the party becoming quite lame. Made the sledge haul out to the northward. Examined the south coast of East Osborn Island from an inlet to the W. x of the Mother; passed round it, and struck again to the eastward, round Hoskyn Bay. As night advanced the weather came in very bad; dense fog with a N.W. gale; obliged to coast along close in shore.

Midnight. Lunched in the bight of the bay. Temperature +27°. Wind N.W.; 3. q. f. s. Many recent traces of deer about us, and a boatswain bird was seen to-day.

Wednesday, June 15th.—A.M. The ice gradually improving as we go to the northward, and off the beach of northern coast of Osborn Islands the change was delightful from wading through heavy sludge, sometimes up to the shin and then to the hip, to a clean hard floe of blue ice, without a single particle of snow upon it; the snow having all melted and run off through the numerous cracks which ran off into the pack northward. Some of these cracks were as much as we could jump. The ice, however, varied in thickness from 6 to 8 feet, upon a single and clean edge.

4h. Observed a cairn. Halted and encamped. Sent men to examine it: they found no document. We afterwards found it had been constructed by Dr. Lyall's party.

6h. A.M. Temperature +33°. Wind, W.; 4. f. q.

Course M. G. 5 miles north } We went over nearly 16 miles to-day.
5 miles east }

Bearings observed at Gun Point, East Sister.
P.M. 14th June.

Webb Point, extreme S.	- - - - -	S. 62° W. 3' or 4'
Near Point of south part of East Osborn Island	- - - - -	S. 79° E.
Summit of Mother	- - - - -	S. 160° E. 1/2'
Extremes of Harwood Island	- - - - -	S. 59° E.
Direction of the channel	- - - - -	N. 15° W. 3/4'

P.M. 6h. Temperature + 30°. Wind, W.; 6. to S. o. m.

8h. Started to the westward. Simon Dix looking very ill, and quite lame; I do not like putting him on the sledge, for the same reason that I have avoided doing the same, although the men, to their credit, proposed some days ago that I should do so—namely, that extra weight will run a chance of disabling the remaining men, and that I have little doubt with rest and lime juice, to soon put my crew in an efficient condition, at Cape Lady Franklin. Their present debility I impute to the change of diet from pemmican to preserved meats, and as we only receive 3/4 lb. of the latter daily, there is a great lack of necessary food for sustaining their strength during the most trying season of the year. Crossed some cracks in the young floe full two feet wide. 9h. 30m. Halted at No. 1 cache. Found in it a gutta percha case, much torn by bears, containing bread 60lbs.; potatoes 5 1/2 lbs.; chocolate 6lbs.; sugar 3 1/2 lbs.; tobacco 2lbs. 3oz.; salt 1lb. 4oz.; mustard 7 1/2 oz.; and 1 case of sugar pemmican. Remained for two hours searching for fuel, rum, tea, and bacon; found neither. After digging up carefully around the cache, proceeded close along shore, examining every likely spot for a cache.

Thursday, June 16th.—A.M. After lunch we continued our search, and at 5h. halted, having in our route southward had again to wade through deep sludge and water. A heavy N.W. gale, with hail storms, rattling about our ears since midnight. Saw several bear tracks.

6h. A.M. Temperature + 30°. Wind, W.; 8. to 9. g. h.; slect.

Course, M. G. Walked about 14 miles to-day, following the beach line.

Having no bread this morning meal or breakfast, I issued pemmican in lieu, and having no tea, we drank chocolate after our last meal instead of it.

P.M. 6h. Temperature + 33 1/2°; Wind, W.; 5. o. c. v. A rapid thaw on land and floe, everything streaming with water. As one of the men remarked, "It must have been very like this, Sir, the morning after the Deluge." After breakfast, left Simon Dix in charge of the tent, and divided the crew into two parties. One to go round by Allard

From Camping Place. True.
Summit of Cape Lady Franklin - S. 72° E.
Centre of Richard's Island - S. 60° E.

Searching for a cache of provisions left by Lieutenant May on the Osborne Islands.

Search Allard and Harwood Islands. Finish that of the Osborne Group, and erect a cairn, &c.

Island, the other with me coastwise to Point Webb and Harwood Island. Observed several deer on the island; wounded one of them severely, but he escaped. Phalaropes and sanderlings numerous. Saw two burgo-masters. Swept a fine bay, and found a fine harbour in the south side of the island, nearly connecting itself with Cator Harbour. Built a cairn, and observed bearings from S. summit of an intervening ridge.

Midnight.—Temperature + 26°. Wind (as in P.M.)

Friday, June 17th.—A.M. Found, on a point about 50 feet above the sea, the crown and shoulder bone of a whale. They had the appearance of being almost in a fossil state; a portion of the angle of the bladebone I carried off as a specimen. 4h. A.M. returned to the sledge.

At 5h. the other party returned, having visited the islands, and found the cache under what I took to be natural rock, or a landmark of Mr. May's. Some of the men went out to shoot.

6h. Temperature + 34. Wind, W. Weather 6. to 8. o. q. h.

Course, M. G.—In different directions round the bays, and Allard and Harwood Islands, full 14 miles.

Bearings taken on Summit Point Webb 

	Compass.	True.
Summit of Cape Lady Franklin	S. 80° W.	S. 83° E.
Extreme of ditto	S. 76 W.	S. 87 E.
Extremes of Allard Island	N. 31 W.	S. 14 E.
	N. 61 W.	S. 44 E.
Summit of ditto	N. 46 W.	S. 29 E.
Extremity of Ricards Island	S. 86 W.	S. 77 E.
	S. 82 W.	S. 81 E.
Depth of Young Inlet	N. 25 W.	S. 8 E.
Sisters Hills, in line	N. 60 E.	N. 103 W.
Remarkable Hill, Helen Island	N. 64 E.	N. 99 W.
Point Mary in line with Point Webb (cent.)	N. 20 E.	N. 143 W.
The Dwarf?	N. 78 W.	S. 61 E.
South coast of Sisters, Mother, and the land west of Point Webb in line	N. 79 E.?	N. 84 W.

Bearings from Whalebone Point, now Point Ashington.

	Compass.	True.
Cape Deception	S. 7 W.	$\frac{1}{2}$ —
Webb Point, extreme	N. 29 E.	$2\frac{3}{4}$
Cairn on summit	N. 80 E.	$1\frac{1}{2}$

A furious gale raging all day, the tent poles complaining, and I anticipated every moment seeing the back of the tent blown in.

6h. P.M. Temperature + 24°. Wind, W.N.W.; 2. o. g. f.

7h. Started for Ricards Island, wading through snow and water in a thick pulpy state, wet through, of course, and very cold. Dense fogs came in with the night. Coasted round the island; its outline very tortuous. The water last season appears from the state of the ice to have washed up to the north side of this island, and thence westward to the north shore of the Osborn Group. Observed four tracks of bears going northward.

Midnight.—Temperature + 28°. Wind, W.; 2. f.

Saturday, June 18th.—2h. A.M. Satisfied myself of the perfect connexion of Cape Lady Franklin with the main land to the southward. Found the channel between Cape Lady Franklin and Ricard Island about $1\frac{1}{2}$ miles wide. 5h. Halted and encamped on the floe for the last time this season, the ice being now no longer fit to lie down upon in consequence of the quantity of water upon it.

8h. Observed the dépôt cairn bearing east.

6h. A.M. Temperature + 31°. Wind, calm; snow and mist.

Course M.G., 12 miles, Easterly. Walked 16 miles.

6h. P.M. Temperature + 32°. Wind S.E.; 1. b. c. v.

6h. 30m. Started for the dépôt. The night beautifully clear, but although the whole of the north coast about Northumberland Sound is visible, it is extremely difficult to make out one point from another beyond the fol-

Examined the Ricards Island and crossing Young Inlet.

Reach Cape Lady Franklin.

lowing, which form good objects:—Sophia Bluffs, Long Island, Crescent, and Pioneer Island. The floe is very much cracked, but the ice is hard and crystalline; the snow has almost all flowed off it down the cracks.

10h. 40m. Land, and ascended the slope to the depôt; found all untouched since Lieutenant May left. Pitched the tent carefully, and trenched round it to carry off the water.

Midnight.—Temperature +30°. Calm, b. c. v.

Sunday Morning, June 19th.—To-day being Sunday, I deemed it right to make it a day of rest, and to render up to Almighty God our grateful thanks for His kind providence, up to the present stage of our journey. A fine running stream of fresh water down an adjacent ravine enabled us all to make copious personal ablutions, much needed, as it may be supposed, and a general change of under-garments made it quite a day of happiness for all the party.

Noon, Sunday.—With artificial horizon glass and sextant angles from meridian mark ϕ at noon.

	Left or Easterly.
To East Cairn, Lady Franklin	19 6 0
Crescent Island, South \times	135 32 0
Pioneer Knob, summit	130 0 0
North \times of Britannia High Land	122 8 30
Highest summit of ditto	120 46 0
Mount Britannia Cairn	117 41 0
Sir John Franklin or Percy Mount?	96 55 0?
North ex. of Spit Island	119 19 0
Nose or Sophia Bluffs, S.E. \times	86 39 0
S.E. extreme visible of Northern Coast	68 21 0
Nose or Sophia Bluffs, N.W. \times	89 54 0
Angle from Crescent Island N. \times to Pioneer Knob	11 40 0
Ditto ϕ to Pioneer Island, South extremity	125 47 0
Angle to right or westward of ϕ to N. \times visible of Eastern Island of the Osborn Group	106 2 0

Note.—The cairn on Mount Britannia was distinctly visible to the naked eye, although 34 miles distant.

Observed meridian altitude, index error 1' 20" sub. \odot 73° 19' 0".
lat. 76° 34' 4" N., ϕ N. 19° W., variation 161° W.

The above was taken under the most favourable circumstances, such an artificial horizon could be used in this region, and every care taken to level the instrument, yet the reflected sun was very unlike a sphere, and not creditable to Messrs. Watkins and Hill.

RESTING AT DEPÔT.

Resting at Cape Lady Franklin.

6h. A.M. Temperature +36°. Wind, N.W.; 1. Hazy.

As the sun rose from the northern part of his daily circuit, his power began to tell upon the snow of the land in a most astonishing way, obliging us to deepen our trench to prevent accidents.

Read the Divine Service for to-day from the Common Prayer Book and Bible.

A herd of fine deer came within 50 yards of our tent, and many more were seen feeding upon the heights.

Noon. Observed for latitude, and took a round of angles.

6h. P.M. Temperature +31°. Wind, W.N.W.; 2. b. c. v.

Simon Dix is looking very ill; he has a low fever, his face expressing much distress, and body emaciated. The leg is quite black from just below the knee upwards to the thick part of the thigh; below that, down to the instep of the foot, it is of an unhealthy looking red colour, the whole much swollen, and the skin tight, feverish, and hard to the touch. I have prescribed double allowance of lime juice, such soup (concentrated) as I have got left, and perfect rest, with warm foot-baths.

Monday, June 20th.—A.M. Sent two hands to try and procure game. About half an inch of ice formed in the shade during the night.

6h. A.M. Temperature +29°. Wind, W.; 5. o. c. m. Sleet. Cleared away the depôt, and found it had been much disturbed by wolves or foxes. The seal oil cakes for Captain Richards were very many of them missing.

Held a survey, calling in Jos. Organ (S. Q. M.), Thos. Hall (G. M.), and Saml. Walker (Carp.'s Mate), to hold it.

Proceedings of Com-
mander Sherard Osborn.

Mahogany plank, whale boat, 15 feet, 8 feet beam, 4 oars, 2 broken.

Held a survey on the contents
of grand depôt.

Casks, 8 in number, containing bread and small stores all safe, a little damp; 142 preserved meat tins, lbs. each; 1 can of lime juice (leaky); 5 cases bacon; 1 cask of rum, incomplete; 1 case of stearine (the original ullage), with 30 lbs. left in it; 1 case of stearine, marked 100 lbs., had had 25 lbs. removed from it, and a small box in which there were 12 cakes of sterines and wicks (sans fat). Two kegs of seal oil, 78 lbs.; 4 boxes wood matches; 1 wax and a few wicks. Some scraps of half eaten cakes of fuel for Mr. Carr's lamps were found. Supplied myself with provisions as annexed, and opened everything out for the sun to dry it.

I have taken as little fuel as possible (15 days only), but there will only remain 62 days for 8 men at the depôt.

P.M. 6h. Temperature, +30°. Wind, S.W.; 1. o. c. v.

Wishing to give Simon Dix rest, and to put our boots and clothing in a state of perfect repair for going to the S.E. without loss of time, I decided upon taking Thomas Hall (gunner's mate), and George Wicketts (A.B.), and proceeding to finish the examination of Young Inlet and Cracroft Sound, whilst the remaining hands, under the direction of Joseph Organ, captain of the sledge, got the gear into a state of efficiency; the carpenter repairing the broken oars of the boat, and fitting the boat with a mast, boat-hook, &c., ready for service, as well as patching up the sledge, somewhat shaken by the journey. I took the small hand sledge (provisioned for 6 days), with a three-men tent, and a waterproof sheet.

About 7h. P.M. started to the westward. Saw some seals amongst the hummocks, but they would not let us approach them. The fearful pressure of the last winter, which caused such enormous piles of ice to accumulate upon the northern and eastern shore of the Franklin peninsula, had had no effect upon its western face, and the wall of hummocks ceased about 4 miles westerly of the depôt cairn, whence an aged floe, deep in half-decayed snow, and showing no signs of vitality, filled Young Inlet in every direction.

At the west extreme of Cape
Lady Franklin Peninsula.

Midnight. Temperature, +24°. Wind, S.W.; 1. o. c. v.

Tuesday, June 21st, A.M.—Lunched on the neck communicating with a fine lake about a mile and a half long (N. and S.) and three quarters of a mile E. and W. Ascended the west and highest point of Cape Lady Franklin to erect a cairn, as agreed upon with Captain Richards. Many birds flying about, especially wild fowl, such as ducks (eider and king eider), &c., Brent geese; they were evidently looking for a breeding place, and were very shy indeed. Ptarmigan were less wary, and we shot one or two walking up the hill, and I am led to think, from some of them we saw, which rather ran along the ground than flew, and whose legs were (unlike the majority) denuded of feathers and the feet very callous, and sinews of the legs much developed, whilst the birds themselves were lean and out of condition, whereas in some other ptarmigan nothing could have been finer than their flesh or plumage, that there are *two sorts* of ptarmigan in these regions, the one a migratory, the other a stationary bird, which burrows in the snow during the winter, and braves an Arctic winter. One thing is undoubted, that ptarmigan have been occasionally seen throughout the winter by the "Investigators," "Resolutes," and "North Stars," and it appears unlikely that the weak or sickly birds left behind by the broods on the approach of winter should be able to endure a climate which the strong full-fledged birds are known to avoid.

On the top of the peninsula I erected a cairn, and obtained some bearings, although I fear my compass has begun to lose its magnetic force from coming constantly (by accident) in contact with iron bodies, such as guns, knives, &c. I saw, to my astonishment, a large body of water in the Queen's Channel, extending from S. 50° E. to S. 73° E. (true), it was, however, very distant, 15 or 20 miles. Returned to the sledge and tent at 5h. A.M. Saw that the plants were commencing to go into flower; the first saxifrage flower I have seen this season, forms, like the first of the sun, the first snow bunting, and the first thaw, so many epochs in the monotonous round of the Arctic seasons.

Proceedings of Com-
mander Sherard Osborn.

6h. A.M. Temperature, +31°. Wind, S.; 4. to 7. o. c. q. *Sleet.* Dist. M. G. Walked about 10 miles in direct lines, and about 15 miles in all. Blowing very hard during the day.

Bearings observed on west summit, \triangle Cape Lady Franklin:—

(True.)

Extremes of Crescent Island	- - - - -	S. 133	0 E.
Ditto ditto	- - - - -	S. 135	0 E.
Centre of Exmouth Island	- - - - -	S. 132	0 E.
Pioneer Island, Knob summit	- - - - -	S. 125	40 E.
N. x of Britannia High Land	- - - - -	S. 119	0 E.
Britannia Mount Cairn \triangle	- - - - -	S. 116	0 E.
North ex. of Spit Island	- - - - -	S. 117½	0 E.
High part of Franklin Peninsula, in line with depot	- - - - -	S. 97	0 E.
Ex. of Ricard's Island	- - - - -	N. 129	0 W.
Ditto	- - - - -	N. 91	0 W.
Cape Sophia, Young Inlet	- - - - -	N. 137	0 W.
Extremes of Conical Island (Allard's)	- - - - -	N. 100	0 W.
Ditto	- - - - -	N. 108	0 W.
Extremes of East Osborn Island	- - - - -	N. 73	0 W.
Ditto	- - - - -	N. 86	0 W.
East ext. Shamrock Bay, Cape Mary	- - - - -	N. 95	0 W.
Sophia Bluffs, S.E. high ex.	- - - - -	S. 96½	0 E.
Ditto N.W. high ex.	- - - - -	S. 90	0 E.
An island in the Queen's Channel	- - - - -	S. 79° & 70	0 E.
Cape Becher (query: Dundas Island?)	- - - - -	S. 73	0 E.
Extremes of an island (? John Barrow Island)	- - - - -	S. 57	0 E.
Ditto	- - - - -	S. 65	0 E.
Extremes of an island (? Parker Island)	- - - - -	S. 16° E. & S. 176°	W.
Point Joy, Loney Island	- - - - -	S. 55	0 E.
Cliff Head (Bathurst Island), E x	- - - - -	S. 52	0 E.
Cairn on Point Webb (summit)	- - - - -	0	0
North summit of East Osborn Island	- - - - -	N. 75	0 W.

Assured myself of the continuity of the land in Young Inlet, and examined its beach line carefully with a glass.

Examining Cracroft Sound and
Young Inlet.

6h. P.M. Temperature + 33°. Wind, S.; 3. to 5. o. c. q. The gale slackened. Started for the S.W. extreme of the Franklin Peninsula, and examined the shores of the lake; it was filled with very old ice covered with aged knolls, from which I infer it seldom thaws; found an opening 10 yards wide, in which the water was running to the southward under an upper crust of snow. Whilst scaling a glacier of small size, which fringes the west side of this lake, I was astonished on taking up a handful of snow to find the particles filled with living creatures, of a black colour, about half the size of a small flea, and very like them or shrimps in shape; they moved about rapidly, searching apparently for food amongst the crystals of ice into which the decaying snow was being formed, prior to entire dissolution. I collected a considerable number of these little creatures, but having no box fitted for preserving them in, they were nearly all lost or much injured. Struck off across Cracroft Inlet for Cape Sophia. After a while we found it impossible to cross, we sunk up to our waists in water and snow, and the little sledge nearly went out of sight; throwing ourselves on our bellies we managed to half swim and half wade out of the mess, and I turned eastward to coast round Sophia Sound.

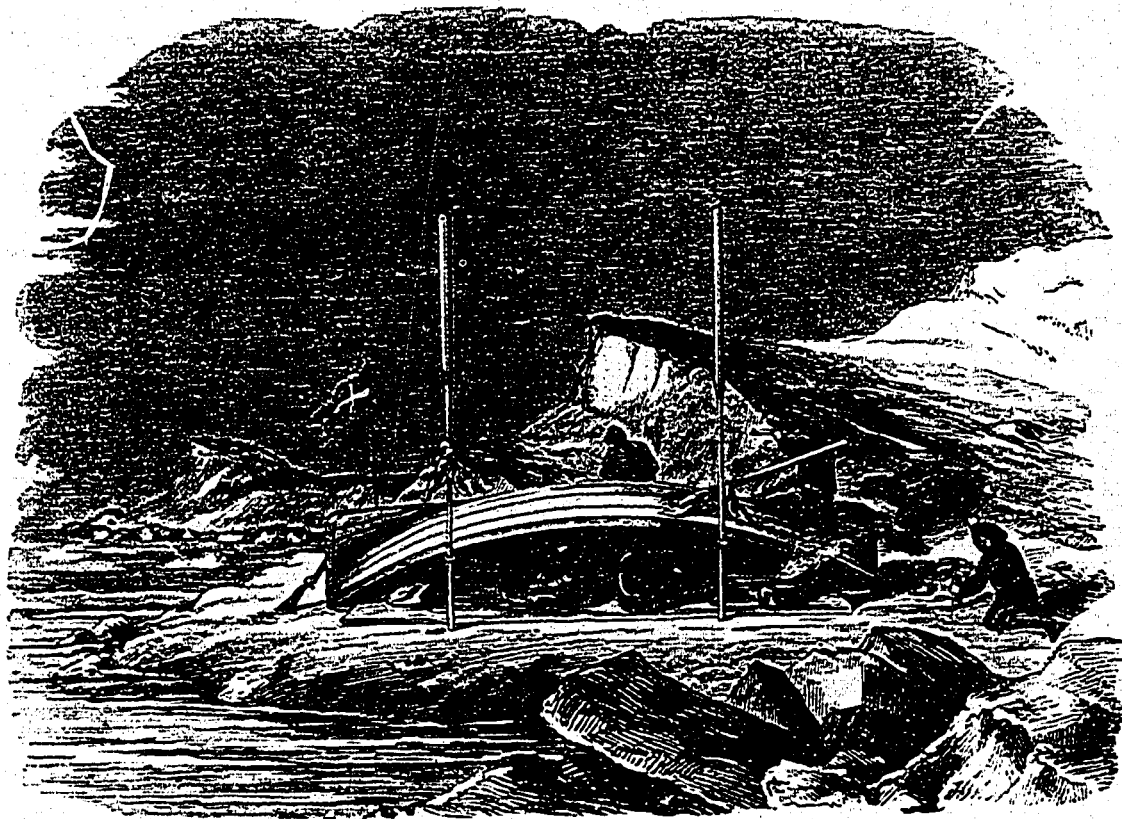
Midnight. Lunched. Temperature + 32°. Wind, S.; o. c. q.

Wednesday, June 22d, A.M.—Crossing the mouths of ravines we broke in through the upper crust, and had practical proof that there was plenty of water, and cold too, running underneath. Several deer were seen, does with their fawns mainly, feeding on the neighbouring hills; but they were very shy, and no sooner saw us than they fled out of sight. Vegetation was abundant for this neighbourhood. I saw saxifrage, two species of grass, poppies, anemones, dwarf willows, tripe de roche, sorrel, and great quantities of moss and lichens.

4h. P.M. encamped. All of us very cold and heartily tired, what with being wringing wet from our waists downwards, and having waded through deep decayed snow all day. A fine buck, doe, and fawn came in sight, but soon made off again; one of the men suggesting drily that, perhaps, they

knew we were on $\frac{3}{4}$ lb. of preserved meat and bread, and would have sharp appetites.

6h. A.M. Temperature + 32 $\frac{1}{2}$ °. Wind S.S.E.; 6. to 9. o. c. q. Course, M. G. Walked round the inlet, and across Cracroft Sound, 11 miles. Blowing very hard during the day.



6h. P.M. Temperature + 27°. Wind, S.S.E.; 7 o. c. v.

Examined the sounds and fords adjacent, without finding any traces of the missing ships; and ascertained beyond doubt that there was no communication with the waters of Queen's Channel or which rendered Cape Lady Franklin an island. Ascended a hill on the isthmus, now Saffron Hill; obtained a capital view of the Sound throughout its length, and observed that the heavy gales of the last forty-eight hours had brought the water much closer to the Cape. It was a cheering sight to see the blue water dancing again in sunlight, and to watch the floe pieces sailing across the channel from point to point. 12 miles to the south of us I saw the floe ceased, and that my journey towards "Goodsir's Farthest" must be with a boat.

Reached Saffron Hill, and finish examination of the neighbouring fords and coast line.

Midnight. Temperature + 30°. Wind, S.E.; 4. o. g. q. v.

Thursday, June 23d, A.M. — Constructed a cairn on Saffron Hill, and after finishing the search, struck across the isthmus into Queen's Channel; went down to the southward, to the bottom of the Steep Cliff Bay, and then returned northward. The isthmus is composed of limestone, slaty, in ridges running north and south, and about 50 feet above the sea. Saw numerous herds of deer; counted on one occasion not less than fifteen does with as many fawns. Approach to them was however impossible; the little creatures were the first to take flight, and ran on one occasion 2 miles without a check, on sighting me: all these fawns had been but lately dropped. Crossed the footprints of four large bears and one cub to-day.

5h. Halted and encamped at extremity of Franklin Peninsula. 6h. Temperature + 36°. Wind, S.S.E.; 6. o. q. v.

Course and Distance M.G. . . . { 12 miles in distance for course.
vide Tract Chart.

A rapid thaw during the day was brought to a perfect rush of water off the land by the fall of rain, which commenced at 4h. P.M. The effect was truly marvellous; the pent-up ravines rushed with a shout to the sea, launching gravel, ice, and snow before its waters. The floe, which yesterday

Return to the grand dépôt.

was in alternate patches of snow, sludge, and water, became to-day one great sheet of fresh water, varying from 1 to 3 feet in depth, out of which the hummocks rose like islands in a mimic sea.

6h. Temperature + 37°. Wind, S.S.W.; 4. o. g. r.

The rain increased as we hurried the finishing of our cairn, which done, we struck off on the floe, keeping close to the land edge of it, where the waters were running off rapidly through the tide cracks. Some of the openings were quite as much as we could do with a running leap; and on reaching the landing-place abreast the depôt, I found the whole body of ice had moved off the distance of 5 or 6 feet: this occurred, Organ told me, in the gale of the 21st inst. Bridged the crack with the large sledge, and crossed. Midnight, reached the depôt.

Temperature + 34°. Wind, S.; 4.; raining heavily, with occasional squalls of sleet and hail.

Friday, June 24th, A.M.—I found all the repairs well and efficiently executed, whether of personal or general equipment, and the men generally better for the rest they had had. Simon Dix, however, had improved nothing, and but for his good spirits would have been worse than he appeared. The urgency of the service upon which I was employed, and the necessity for completing the search of Queen's Channel by the 15th July, about which time I expected Captain Richards to arrive, made me decide that that service should be proceeded upon at once, and, ill as I could afford it, to leave Joseph Organ in charge of the invalid and depôt. Taking with me the remaining five men, and a boat equipped as light as possible, I hoped, aided by water along shore, to complete the search with twenty days' provision, that being as much as we could drag, the weight being made up to 250 lbs. per man, or 50 lbs. more each than they had originally left the ship with.

6h. A.M. Temperature + 37°. Wind, S.; 4. o. q. p.

Course and distance, M.G. Westerly 5 miles.

Angles observed at Low East Cairn, Cape Lady Franklin.

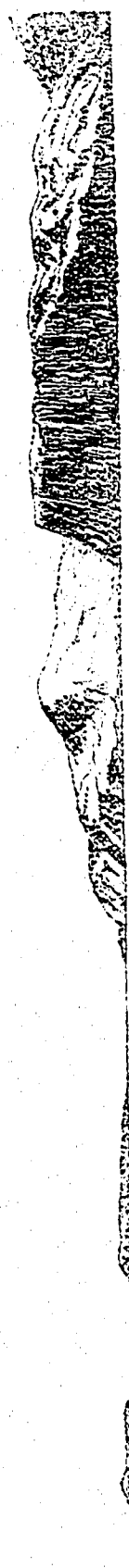
From Pioneer Knob to Joy Cape x	85 30
Ditto to Cliff Head summit	97 30
Ditto to Highest part of Mount Joy	92 25
Ditto to Cape Sir John Franklin	33 28
Ditto to extremities of John Barrow Island	52 6
Ditto Ditto	63 20
Ditto to extremities of Parker Island (nearly)	69 10
Ditto Ditto	80 40
From Saffron Hill \triangle to extremity of Cape Joy	86 30
From Cape Joy x to depth of Eider Bay	56 0
Ditto to extremities of North Eider Island	14 54
Ditto ditto	20 0
Ditto to extremities of South Eider Island	5 36
Ditto ditto	9 29
From Cape Joy x to North x of Spit Island	71 50
Ditto to Cape Sir John Franklin	51 55
From South summit of Cliff Head:	
Ditto to Point Pleasure	13 45
Ditto to Cape Joy, extreme	12 37
Ditto to N. x of Spit Island	82 22
Ditto to Cape Sir John Franklin	64 20

6h. P.M. Temperature + 36°. Wind, E.; 1. b. c. v.

Sent a party to erect a cairn and staff on the east summit of Cape Lady Franklin. The remaining hands got the boat down to the floe edge from off the depôt. Completed provisions to the 15th July 1853. Pitched the tent afresh on higher and drier ground, and made arrangements for the comfort and safety of the sick man and the petty officer in charge during my absence. Prepared the equipment, &c., of the boat, as arranged in the first page of this journal.

Midnight. Temperature + 35°; calm, b. c. v.

Saturday, June 25th, A.M.—Ascended the high land to the east cairn, and obtained some angles. Passed a spot in which wolves had lately pulled down a deer and devoured it. Saw water to have extended from



Sleep Cliffs.
From Saffron Hill, Cape Lady Franklin.

Mount Joy.








Eider Islands.


Grand depôt, Cape Lady Franklin. The Queen's Channel.

Spit Island half-way across the channel. The islands of Barrow and Parker were in a large body of water. Rolling mist occasionally impeded the view, but Exmouth Island was distinctly seen, with the loom of the coast of North Cornwall, bearing as far as N. (true) of our present position. Returned to the tent. Plenty of birds are seen, but few shot; we have eider ducks, brent geese, phalaropes, boatswain birds, sanderlings, and glaucous gulls, which latter evidently feed, amongst other things, upon the marmots or lemmings so common in these regions. No ptarmigan have been lately seen, although the saxifrage is now in full leaf and flower; and remarkably pretty it is too, with its delicate purple and violet flowers.

6h. A.M. Temperature + 32°. Wind, S.E.; 1. p. f.

Angles observed at East Summit Cairn :

From West Summit cairn to Saffron Hill		-	107	19
Ditto	to Pioneer Island		-	128 0
Ditto	to Observation		-	63 43
From Saffron Hill		to summit of Cliff Head	-	33 40
Ditto		to x Cape Joy (?)	- - -	43 45
Ditto		to South x of Eider Isles	- - -	53 45
Ditto		to North x of ditto	- - -	60 39
Ditto		to North x of John Barrow Island		74 14
(Questionable) Ditto		to Cape Sir John Franklin?		91 55
At Noon from Depôt Obs. 				
	From Sun's Rt. L. to Pioneer Knob (Easterly)	- - -	130	56
	Sun's Centre to Mount Britannia Cairn	- - -	119	0 nearly

 Sun lt. limb to East Summit Cairn on Lady Franklin Peninsula 22 20

Noon. Meridian Altitude with glass artificial Horizon, Depôt cairn.
Index error 1' 20', sub.

Observed Altitude \odot 73 4 and ϕ N. 18 40 W.

1 20			
<hr/>			
73 2 40 -	23 24 19	Dec.	
36 31 20	23 22 29	25th.	
1 11 -		26th.	
<hr/>			
36 30 9	1 50		
<hr/>			
15 46 +	1.99203		
	.56287		
<hr/>			
36 45 55			
51 14 5	25.5490		
23 23 49			
<hr/>			
	23 24 19		
Latitude 76 37 54 N.	30 1		
	<hr/>		
	23 23 49		

6h. P.M. Temperature + 38°. Wind, N.; 1. b. c. v.

7h. Bid our two sledge hands good-bye and started; launched the boat over the tide crack, now 8 feet wide, and loaded her upon the floe; lashed the oars athwart, and commenced to launch over the floe. A beautiful calm night favoured us much, and enabled the best road to be picked out through the packed ice. We found cracks numerous, in some places six feet wide; the water lying upon the surface of the floe varying in depth from 1 foot to 3 inches.

In some of the cracks I measured the thickness of the smooth floe; it was from 5 feet to 4 feet 6 inches, having already lost a foot or 18 inches since the 18th June. Midnight, lunched.

Temperature + 36°. Wind, N.N.E.; 1 b. c. v.

Sunday, June 26th, A.M.—Wet as we necessarily were from splashing through the water, the raw cold of the morning from 1 to 3 obliged us to exert ourselves to keep moderately warm. As we approached the islands the ice showed symptoms of weakness, and we soon stood at the edge of a


broad patch of water, teaming with eider duck. Crossing this, we reached the Eider Isles, and hauling our craft up, proceeded to search them. No signs of former visitors were found. They are of limestone formation, and show signs of being much worn away by the combined action of climate, strong tides which sweep the shores, and from the fearful pressure of the ice in this channel during the early winter. Birds were numerous (eider duck), but had only just commenced to form their nests, and consequently were very wild; we only shot one, and got a nest of five eggs, both of which were soon in the hands of our remorseless cook, whose skill in the culinary art seemed to consist in producing quantity—not quality—from his kettle.


A sea of water was seen to the southward and eastward from 7 to 8 miles distance; and we longed to get once again afloat upon it.


I have endeavoured in a preceding sketch to give an idea of our mode of encamping when without a tent, and thrown upon our own resources to keep snow and water from our beds. 6h. A.M. Temperature + 38°. Wind, N.; 2. b. c. v.


Course and dist. M. G. S. 63° E. 7½ miles.


At Cairn on S. Eider, now Hooker Island.


The cairn bears from E.  C. Lady Franklin - S. 64° E. true.

Do. from Mt. Britannia  - - S. 48 W.
Do. from Cape Joy x 5' to 6' - - N. 39 W.
Do. from Cliff Head S. summit 2½ - - N. 14 E.

From Mt. Britannia  to N.E. x C. Lady Franklin - - 99 19

Do. to East Hill  - - 105 31
Do. to N. summit of C. Lady Franklin 111 2

Do. to Saffron Hill  - 119 40
Do. to N. x of John Barrow Island 43 13
Do. to S. x of ditto - - 53 48
Do. to N. x of Parker Island - - 65 8
Do. to neck ditto - - 69 37
Do. to S. x of Parker Island - 76 9
Do. to extreme of Water Island 78 46
Do. Ditto - - 81 2
Do. to Point Pleasure x - - 87 9
Do. to Cape Becher - - 63 15
Do. to Nose Bluff, S. x - - 36 23
Do. to S. x of this island - - 76 55

From East Hill  C. Lady Franklin to E. x of N. Eider Island 97 33

Do. { to W. x of N. Eider Island } 64 38
Do. { the N. x of S. Eider in line }
Do. to S. summit of Cliff Head - 102 58
Do. to S. x of ditto - - 114 18
Do. to depth of Cliff Harbour - 116 40


From S. x of Cliff Head to x of Cape Joy - - 49 35

Do. to highest point of ditto - 28 7
Do. to Point Pleasure - - 54 48

From S. x of Nose Bluff summit to E. x of N. Eider Island 46 44


At cairn on S. Eider Island, with a sea horizon and dep. for 30 feet. Index error 1' 20". Obs. at 7h. 45m. AM., app. time.

Chron.	Alt.	φ Bearing.
0h. 44m. 27s.	28° 26' 0"	N. 86° W.
0 45 56	28 32	N. 86 W.
0 47 32 30	28 38	N. 85 30' W.
0 48 53	28 43 30	N. 84 W.

=  Mt. Britannia 68° 11'

Same circumstances at 8h. A.M.

Chron.	Alt.	
0h. 54m. 7s. +	28° 59'	} With the rate of July 24th (page 33.) } Long. 98° 23' 00" W. } φ N. 83° W.
0 54 39 +	29 1 30	
0 55 14 +	29 3 20	

=  Nose Bluff S. x high - - - 40° 30'

At Noon. Glass Art. Horizon. Index error $1^{\circ} 30'$ sub.Proceedings of Com-
mander Sherard Osborn.

°	'	''	
⊙	73	12	30
⊙	1	30	cor. Dec. $23^{\circ} 21' 52''$

73 11

36 35 30

1 11

 Saffron Hill $108^{\circ} 33'$

36 34 19

15 46 +

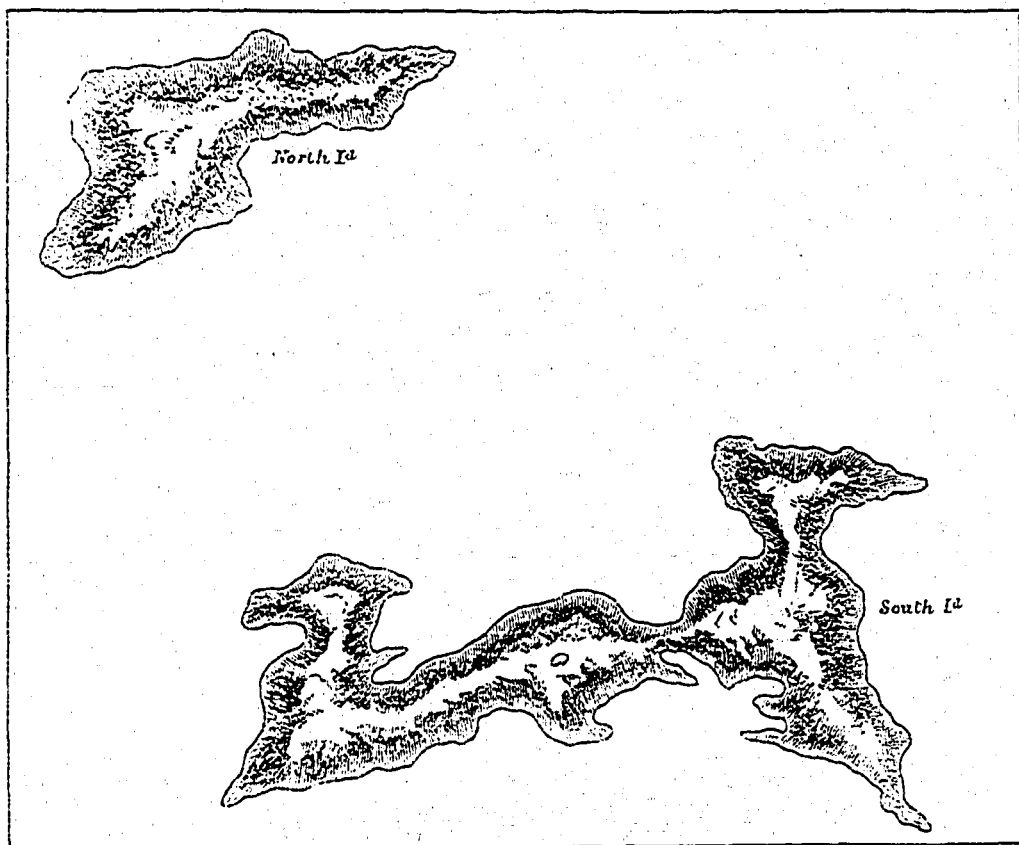
Point Pleasure $46^{\circ} 9'$

36 50 5

53 9 55

23 21 52

Lat. 76 31 47 N.

Noon ϕ N. $19^{\circ} 30'$ W. = $160^{\circ} 30'$ W.

An eye sketch of the Hooker Islands. The Queen's Channel.
S. Island lies about W.N.W. and E.S.E.; N. Island lies about W. by N. and E. by S.

6h. Temperature $+ 40^{\circ}$. Wind, N.N.W.; 2. b. c. v.

7h. Started, launching over the ice, working in for Cape Joy to avoid heavy pack. The evening was beautifully clear. A peculiar shaped hill to the eastward of Nose Bluff was remarkable in outline, and I think it might perhaps have been Sir John Barrow's Monument of Penny, in 1851. The west coast here is very steep from Saffron Hill to Cape Joy; so much so, that a wide tide crack from 8 to 12 feet wide exists, and appears to have been open a long time, a perfectly beaten path of bear-tracks showing it was much frequented by those animals in search of seals.

Reach Cape Lady Franklin (of Renny, 1851) or Point Pleasure.

Midnight, $+ 36^{\circ}$. Wind, N.W.; 3. b. c. v.

Monday, June 27th.—0h. 45m. A.M. Lunched, and then tried to effect a landing; found I could not, the boat not being long enough for a bridge; crossed a small bay, and reached weak ice; boat broke in, launched and dragged her ahead into open water; cheered on reaching it; several female walrus rose and snorted at us, and there were seen brent geese, duck, and tern in con-

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siderable numbers, but very shy. The coast was lined with a perfect wall of ice, 30 feet high vertically, and it was with some difficulty that a landing was effected. Hauled the craft out of water, and proceeded to erect a cairn, and examine the coast line down into a fine inlet, which opened from Queen's Channel into this neighbourhood, and ran round behind Joy Island, now Loney Island; observed a round of angles at the cairn; saw some deer grazing on the high land; George Wicketts and M'Arthur brought in 2 brent geese, and we had a hearty dinner, the increased rations thus afforded having the best effect upon the health and strength of my crew; the smell of salt water, too, which washed cheerily before us, did us all much good.

6h. A.M. Temperature + 41°. Wind, W.N.W.; 2. b. c. m.


Course, M.G. S. 40° E. 10 miles.

Observed during the day for lat. and long.

Angles at Point Pleasure Cairn:

Pioneer Island		to High S. x of Nose Bluff*	-	48	0
Ditto		to East Hill Cape Lady Franklin	-	72	37
Ditto		to N. x of Lady Franklin Peninsula	-	69	37
Ditto		to Mount Britannia	-	11	36
Ditto		to Spit Point extreme	-	2	54
Ditto		to extremes of N. Eider Island	-	56	48
Ditto		ditto ditto	-	61	31
Ditto		to extremes of S. Eider Island	-	64	42
Ditto		ditto ditto	-	67	30
Ditto		to Cape Joy, Loney Island	-	73	35
Ditto		to extremes of John Barrow Island	-	42	5
Ditto		ditto ditto	-	60	18
Ditto		to extreme of Peter Island	-	57	18
Ditto		ditto ditto	-	67	50
Ditto		to extreme of ... Island	-	74	50
Ditto		ditto ditto	-	83	50
Ditto		to ... Island	-	99	38
Ditto		to centre summit	-	71	44
From ...		to Barrow Monument,	-	23	51
From ...		to x visible of the	-	83	3

Note.—Ev
limits of this
From East


 to depth of
- - - 56 56
- - - 60 0
open to the West of the N. x of the
cairn on the latter shows distinctly
land and Percy Peninsula. The Nose
in Barrow Island, but is seen over it.
class Artificial Horizon. Index error

Alt. \odot

66	44	0	} A.
66	46	0	
66	48	0	
66	49	30	
66	53	30	
66	55	0	

67 0 0 N. 63 1/4 W =

=  Spit Point 110° 42'

 Pioneer 112 0

note to the last sights.
... is 98° 44' W. wrong; the fault evidently
... sights with the sea hor. at Eider Island

The Northern Entrance of the Queen's Channel, looking to the Northward from S.E. x of Loney Island, Point Pleasure.

(continued.)

Eider Islands.

E. x C. Lady Franklin.

Northumberland Sound.

Britannia Mt.

Spit Island.

Pioneer Island.

(continued.) Crescent Island.

Wat
Ditt

Note.—From
high land of
through the
Bluff S. x is
At 9h. 50
1'.20" sub.

With A. sights the long
lies in the artificial horizon
come out so well.

Noon. Obs. merid. altitude. Index error 1' 15" sub.

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mander Sherard Osborn.

☉	73	10	0
☉	1	15	




Cor. Dec. 23° 19' 34" N.

73	8	45
36	34	22
1	11	

36	33	11
15	46	

36	48	57
53	11	3
23	19	34

Lat. 76 30 37 N.

Noon. ϕ N. 22° 30' W. = - - - 157° 30' westerly.*  High summit of S. \times of Nose Bluff 107° 30' False Cairn? - - - 117° 12' Cairn of S. Eider Island - - - 123° 48'

Appearance of Water Island in Queen's Channel.

6h. P.M. Temperature + 41°. Wind, N.W.; l. b. c. v.

Deposited a document in the cairn, and then launched and loaded the boat; the tide running to the eastward and ebbing. Yesterday A.M. the flood appeared to come from the westward, and high water about 9h. A.M. Sailing and pulling, we first went off to Water Island; found it piled round with ice, so as to make a landing difficult. Great numbers of silvery gulls breeding here, and the island was covered with nests of one description of wild fowl and another. The island is about $1\frac{1}{2}$ miles in circumference, and appears to have been the sport of the heavy flocs and fierce tides of this neighbourhood. Ridge upon ridge of gravel and limestone had been pressed around the beach line, or in places lofty piles of broken floe showed how fearful had been the strain. Picked up about 50 eggs, of different sorts; found most of them partially hatched and uneatable. Finding no traces here we struck over for the N. \times of John Barrow Island (at first I took it to be a second Parker Island). Water smooth and the night cold. Wind north-easterly. Reached within half a mile of the shore, when we came to the edge of the pack formed of heavy ice, much broken up, and as a lee tide was running, we could neither pull nor track through it; the broken state of it rendered crossing it on foot impracticable, and I therefore contented myself in running down its edge sufficiently close to examine the coast.

Search Barrow and Parker Is-
lands on the western shore, and
reach Point Pinnacle.

Tuesday, June 28th. A.M.—Midnight. Temperature, + 36°. Wind, N.W.; 4. q. b. c. v.

Aided by wind and tide, and still unable to land, we ran down the west shore of both Parker and Barrow Islands, when we were brought up by the pack leading across ahead; hauled out for the westward. The breeze and tide freshening fast, the latter running full 3 knots per hour, and giving us much ado to keep from being cast upon the lee ice, with the chance of being staved; indeed, in one place we were set bodily down upon it, smashed our oars, and for a time were in much danger. The edge of the ice carried us back again to Water Sound, which I was not sorry for, as it enabled me to take up the search of the coast line where I had left off. 5h. Reached an inshore lead and followed it down to where the packed ice rested against the land, at a point 9 miles S. of last night's station. 6h. Landed, thoroughly cold and wet, and not sorry to be able to move our cramped limbs once more. Leaving two hands to prepare the supper, we ascended

Continued from last March.

the point of the Organ range. From it (500 feet high) Cape Becher, Robert Inglis Bay, and indeed the whole N.E. coast as far round as Pioneer Island was distinctly visible, and Dundas and Baillie Hamilton Island were seen dancing in the mirage.

Bear Island was seen to the S.S.E., and looked about 3 miles long. I have since named this after my lamented friend and messmate, Des Vœux, of the "Erebus." This coast appears to become less elevated as it goes southward, but the beach is evidently steep, and lined with a wall of ice. The prospect for my journey was not cheering; broken and cross-laid pack was before me, with nothing like a lead of water, although there were many small pools of water. The land is now so saturated with moisture as to resemble a bog; and looking into the interior, the eye gazed upon an undulating country, filled with lakes, and reeking with vapour from excess of water. Had a regal supper of brent goose and preserved meats, and boiled eggs in the tea kettle. *Mem.*: in future remember to be sure the eggs are *sound* before putting them in the tea.


6h. A.M. Temperature + 37°. Wind, N.W.; 5. b. c. m.


The cooks volunteered to search the beach. They returned at 8h. 30m., bringing in a few small pieces of drift pine, 6 inches long, some good specimens of coal, and a small platter, evidently scooped by *manual labour* out of pudding stone, no doubt lost here by some wandering Esquimaux in by-gone times. The pack pressing heavily upon the coast during the A.M.

Courses M. G. N.E. 6'. S.S.W. 6'. W. 6 and S.E. 8 miles. Total 26 miles, and walked 4 or 5 more.

Point Pinnacle low 


Nose Bluff S. x is seen over Parker Island, and 3° 30' South of its (Parker's) North extreme.

From Nose Bluff high S. x to Mt. Britannia 	-	29° 2'
Do. to N. of Parker Island	-	3 30
Do. to extremes of neck	-	5 46
Do. Do.	-	14 25
Do. to S. extreme of Parker Island	-	30 35
(Query) Do. to S. x of Water Sound	-	51 25





The cairn on the hill was S. 45° W. 1'; of the above ; from it observed:

Nose Bluff, &c. to S. x of this coast visible	-	118° 24'
Do. to cent. of Bear Des Vœux Island	-	93 52
Do. to cent. of Cheyne Islands	-	113 25

Noon. With Glass Art. Hor. and Index of 1' 20" sub.

Obs. mer. alt. 	73° 14' 0"
	1 15
	<hr/>
	73 12 45
	56 36 22
	1 11
	<hr/>
	36 35 11
	15 46 +
	<hr/>
	36 50 57
	53 9 3
	23 16 45
	<hr/>
	76 25 48 N.

Cor. Dec.
23° 16' 45" N

Nose Bluff S. high x 	-	119° 22'
? Cape Becher 	-	76 7?
W. x of Rob. Inglis Bay 	-	86 30
? Des Vœux Island 	-	51 0

Reach Venison Bluff.

P.M. Temperature + 40°. Wind, S.W.; 1 b. c.

Whilst building a cairn to-day on the Pinnacle, I had to decide between a continuation of the boat journey, or trying to march, carrying our gear along the beach line. I decided in favour of the former, on account of the steep nature of the coast line and the wet marshy state of the land. Saw many deer grazing inland; they appear now to keep to the high ground.

Launched, loaded, and started at 8h. p.m., alternately dragging the boat over pack, and shooting across cracks. Heavy piles of hummocks now and then, the crew working admirably, and, sailor like, amused with the novelty of their work, and in it forgetting half the labour. 10h. We crossed the mouth of the largest river I have seen on Bathurst Land, it was full 120 yards wide, and discharged a great body of water into the sea, keeping a space of clear water nearly three quarters of a mile wide before it; and in it terns, kittiwakes, seal, and numerous eider duck were feeding.

Had a fruitless walk after a fine herd of deer, the fawns as usual leading the herd away.

Midnight. Temperature + 38°. The surface of the water was freezing, both salt and fresh.

Noon, 29th June.

Observed mer. alt. Index error. 1' 20" sub.

\odot 73° 21' 30"

1 20

73 20 10

36 40 5

1 11

36 38 54

15 46

36 54 40

53 5 20

Dec. 23 13 35

Lat. 76 18 55 N.

Cor. Dec.
23° 13' 35" N.

ϕ N. 21° 30' W. = 158° 30' westerly variation.

Wednesday, A.M. 29th.—Our progress was necessarily slow, but whenever I landed I had good reason for feeling satisfied that we should not have gone a bit faster had we tried a land journey. What snow was left was soft and knee deep, and the ground near the beach composed of swamp and patches of stony limestone, standing up like *chevaux-de-frise*. Deer in great numbers seen feeding upon the hills. 5 o'clock. Walking over a range of hills, I was delighted upon looking over the crest to find myself within range of a fine herd of deer, mainly does with full grown fawns. Knocked over two of the largest with my short Minié rifle, and badly wounded two others, by breaking the fore shoulder; the latter went off, however, on three legs as well as an English deer would upon four. Encamped and sent up for the game. They each weighed 120lbs. without skin or offal, and one was in very fine condition. I need not say we eat heartily, and found the flesh better than any mutton I had ever eaten. The winter coat, now of a dull ash colour, was loose, and came away in handfuls, leaving underneath a handsome dun or bay colour.—Does have horns as well as bucks, though not so large. Saw the Cheyne Islands very distinctly; they are low, and would be very dangerous to vessels drifting with the pack of this channel.

6h. A.M. Temperature + 40°. Wind, N.W.; 4. o. m. q. t.

Course, M. G. S.S.W. 7 miles.

Temperature + 36°. Wind, N.; 7. q. o. f.

Breakfasted, and started over the ice under sail, and dragging; unable to see the lead for the islets I decided upon taking them on my road back, and at present to search the coast line down. Found the ice very decayed, seldom more than a foot thick. Favoured by a strong gale our pace was rapid, every one exerting themselves to the utmost to keep warm; for wet as we necessarily were, and the water freezing as it did the major part of the night, acted like a spur. Passed some low points and strong rapids discharging themselves into the hollow of the bay. Towards midnight the breeze slackened, and the fog lifted, showing us much water in the offing,

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mander Sherard Osborn.

but tight packed ice upon our line of route. Continued launching and dragging, taking our own road through thick and thin.

Midnight. Temperature + 34°. Wind, N.; 4 q. o. c. m.

Surface water (possibly fresh) freezing hard.

Thursday 30th. A.M.—1h. Passed the mouth of a large water-course running from the westward; it had cut a road through the ice of half a mile broad; crossed this, and landed on a patch of fixed ice very much decayed, intersected with heavy ridges of hummocks, and full of seal holes. Bear tracks numerous. In the fog a fine she bear and two cubs approached within 50 yards. A Minié ball which I fired at her passed right through her from the left shoulder to the hip, yet, although the blood was streaming from her, she contrived to go off at a surprising rate. We followed for a distance, but had to return to the sledge to prevent it being touched by other bears, no less than three large ones being in sight. 4h. 45m. Reached the south extreme of the bay. Gale freshening. Landed, and encamped, heartily tired, wet, and cold. I have kept to-day a sharp look out for Dr. Goodsir's cairns, but seen none. The coast line of the southern half of this bay is very uniform. It is one steep and continuous slope of 45°, not more than 300 feet high, intersected by ravines, having large water-courses in them, which form at their mouths low off-lying points of gravel and detritus from the interior. Coal is found in these ravines, and the high ground appears to be limestone overlaying sandstone strata, between or amongst which there is coal, and a calcareous deposit resembling fine pipeclay or plaster of Paris. Water was seen running down channel, but too far off shore for me to use in searching the coast. The rise and fall at springs is about 8 feet.

6h. A.M. Temperature + 34°. Wind, N.; 5. q. o. f. m.

Course and distance, M. G. S. 45° E. ? 10 miles. Over 12 miles of ice.

Several bears were prowling about and watching us. Seals, I suppose, were plentiful, for they did not approach within shot; although I was anxious to get one for his blubber, having but a short allowance of fat for fuel, now that for the present our banian days were over.

6h. A.M. Temperature, + 36°. Wind, N.W.; 1. o. c. m.

The temperature was steady at + 36° during the day. Breakfasted on venison steaks. I am happy to say that all the symptoms of scurvy which threatened some time since, have improved much, and all are picking up health and strength. Started over very heavy ice, having deep water upon it. Many deer and fawns feeding upon the high land. In attempting to land at Bear Point, where there is a bit of glacier, I fell in between it and the floe edge, some eight feet below the surface of the ice; fortunately, the men saw me stumble, and helped me out, for the steep sides defied all my efforts. Wetted and broke the glass of my prismatic compass; indeed it had been almost useless for some time, and was now totally done up. Having no change of clothes with us, I was rigged by my crew until they had wrung the clothes, and for the rest of the night I enjoyed a practical application of the hydropathic system, the temperature being + 36°, and ice forming rapidly as high as one's shins.

Midnight, + 30°. Wind, N.W.; 2. o. c. m.

Friday, A.M., July 1st.—Observed occasional loom of land to the north-east. Cape Becher and Dundas Island seen occasionally. Foiled in an attempt to try and reach Bear Island, I had to keep along the coast line, returning owing to the heavy nature of the hummocks upon my outward tract. Disappointed at the want of a lead of water for my boat and at our slow progress in spite of every exertion on the part of my crew, I am determined at the first good opportunity to drop my boat and to make a push for it with the hand sledge. 4h. 30m. Reached a spot fit for a camp; the beach hitherto very steep and rocky. Encamped. Tried to cross a plain on foot to a hill in the interior; unable to do so for a powerful stream of water, which nearly swept me away. A good deal of coal, both of the ordinary nature and other of a close jetty nature like English sea coal, was found near us. Boiled our tea to-night with an Arctic coal fire! Saw

Reach Driftwood Bay.

many deer feeding on the hills; we had, however, quite as much weight as we could drag, and the deer were therefore not disturbed.

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mander Sherard Osborn.

6h. A.M. Temperature, +45°. Wind, W.; 2. o. s.

Course M.G. 5 miles S. by E. and 5'. S.W.

6h. A.M. Temperature, -44°. Wind, W.S.W.; 2. c. m. o.

7h. Started, the floes having during the night opened a good deal, and leads varying from 20 to 30 feet wide, showing off to the eastward. I continued to drag the boat ahead. Observed a long low point, which proved to be the south \times (true) of Bear Point. Found every crack in the floe alive with terns; they were feeding upon the shrimp, so plentiful in these waters. The land is becoming less elevated as we progress, and the hills, of 200 and 300 feet elevation, recede some miles into the interior, leaving a series of terraces, rich in Arctic vegetation, and intersected by numerous ravines. The beach is still, however, abrupt, and appears to be washed by a strong tideway. Shoals are numerous, I think, being much hidden by the ice. Midnight. Temperature -40°. W.; 1. o. g. m.

Marmot Bay Station.

Saturday A.M., July 2d.—Saw some shoals and the *Cub* lying off the bay, and S. of the *Bear*. Made sail to a rattling breeze, and, favoured by the ice, we went along at a good pace until 3h. 30m. A.M., when, seeing some drift wood lying about, which it was important should be examined, I halted and encamped, dispersing the men along the beach to bring all in they could find. Walking inland to try and obtain a view off some high land, I was startled to see a she bear and two cubs some distance inland. Watching them carefully, I was not a little interested to see the mother applying her gigantic muscular power to turning over the large blocks of sandstone which strewed the plain, and under which the unlucky marmots at this season take shelter. Directly the she bear lifted the stones, which she did by sitting upon her hams and pulling them towards her with her fore paws, the cubs rushed in and seized their prey, tossing them up in the air in their wantonness. After repeating this operation until the young fry must have made a very moderate meal, I was glad to witness the bear's mode of suckling her young; a sight, I should think, rarely seen. Seated on her haunches, with the back bone arched, so as to bring the breasts (which were situated between the shoulders) as low as possible, the youngsters suckled away in a standing attitude. Anxious to secure this family party, we proceeded to burn all sorts of strong smelling articles; and at last she brought her babes down, though very warily, and when more than 100 yards off turned away, evidently suspicious. Following her I contrived at about 150 yards to pass a ball (*Mimié*) through her body, abaft the shoulder. The cubs at once made off, though I should think they had not long been born, being about the size of an Irish retriever. Joined by a couple of the men (*Hall* and *Wicketts*) who soon outstripped me, we eventually after a long chase came up with her; the brute, seeing she could not escape, had apparently made up her mind to wait for us behind a range of hummocks. When close to her, I learnt that they had one shot each left in their guns; and as the men longed to go in at her, we walked up, the brute most artfully hiding her body so as to get us within reach for her rush. The wonderful similarity of colour between the fur of the bear and the snow, facilitated her manœuvre, and we were within 30 yards of her when she rose. It was a ticklish moment, for the brute was venomous from desperation. The men behaved very coolly, however, merely saying to one another, "Steady;" *Hall* fired, but only grazed her; she still came on, when *Geo. Wicketts* with my *Mimié*, (which I thought he was fully entitled to fire after so successfully bringing the brute to bay) struck her smartly in the fore shoulder. With a snap of the teeth, which it was satisfactory to know was not on ourselves, she turned round, and staggering along, fell into her lair again; and we returned to the boat to send the small sledge for the blubber, after our dinner.

A Bear hunt in Marmot Bay.

6h. A.M. Temperature, +42°. Wind, W.N.W.; 5. q. o. (p. 5.)

Course M.G. South, 7½ miles.



The people up until noon bringing in the prey. The she bear was not fat, and her skin in poor condition. Whilst they were skinning her, the poor

Proceedings of Com-
mander Sherard Osborn.

wretches of cubs ran up whining to their dead mother, and were killed by the men.

Noon. Passing snow squalls.

Observed the following angles:—

	From sun to cent. Bear Island - - - -	121° 30'
	Do. to cent. of the Cub - - - -	71 48
	True bearing roughly of centre of Bear Island - - - -	S. 121 30 E.
	From centre of Bear Island to Low Bear Point N. x of Bay	28 22
	Ditto to left tangent of Barrow Monument - - - -	14 27
	Left tangent Barrow Mon. to N. x of Marmot Bay - - - -	13 30
	Ditto to the Top Knot - - - -	22 25
	Ditto to East x of a distant island - - - -	50 27
	Ditto to W. x of ditto - - - -	45 22
	Ditto to E. x of ditto - - - -	34 40
	Ditto to W. x of ditto - - - -	27 54

Note—This Barrow Monument forms the S. head of the inlet between Northumberland Sound and Robert Inglis Bay.

Cub. True bearing roughly - - - -	S. 71° 48' E.
From centre of Cub to S. x of Foul Water Bay - - - -	57 12
From S. x of Foul Water Bay to a Shoal? - - - -	44 16
Ditto to extremities of Long Island - - - -	42 47
Ditto ditto - - - -	31 4

Noon. Observed an indifferent meridian altitude with Glass Artificial Horizon.
Index Error - - - - 1° 20'

Observed Meridian Altitude	73 26 0	φ N. 19° 30' W. ?
	1 20	Var. 160° W.
	<hr/>	
	73 24 40	
	36 42 20	
	1 11—	
	<hr/>	
	36 41 9	
	15 46 +	
	<hr/>	
	36 56 55	
	53 3 5	
	<hr/>	
	23 1 38	
	<hr/>	
Latitude	76 4 43 N	

Note.—By angles observed and account as well as a mean of observation with those of July 8th, I consider my true latitude to-day as 76° 0' N.

6h. Temperature +39°. Wind, N.W.; 5. o. c. m.

8h. Breakfasted. Skinned and flinched the bears, obtaining only 25lbs. of fuel.

Midnight. Temperature, 35°. Wind, N.W.; 5. q. o. p. m.

Sunday, July 3d. A.M.—Observed Barrow Monument for a few minutes, and obtained the above bearings; erected a cairn, sand and sods of earth being the only articles procurable. Sent out a party to search for driftwood; they brought in a good deal. The carpenter reports it all as drift pine larch (probably American); stacked it to dry for our return. Read divine service. Searched about eight miles of coast line.

6h. A.M. Temperature, +36°. Wind, W.N.W.; 5. o. q. c. m.

6h. P.M. Temperature +40°. Wind, S.; 6. o. c.

As we advanced to-day, the floe became sounder and less worn by the action of tide, although it was cracked across and much broken up in places by shoals. 10h. Reached a crack, found the clean edge of the ice 8 feet thick; marked the place. The coast is now less indented, and extremely low; the trend of it about S. by E., with a great and perplexing similarity between the small projecting points. The beach for the most part flat and sandy; the snow having melted off it above the floe-edge, I am enabled to detect, from the presence of weeds, shells, molluscs, &c., far above the spring tide mark, that a considerable sea-wash must have occurred during the autumn

In Driftwood Bay, the West
shore of Queen's Channel.

of 1852. Found one piece of drift pine, with the root end attached nearly 4 feet long, and from 6 inches to 4 inches in diameter.

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mander Sherard Osborn.

Midnight. The Top Knot hill bore \ominus S. 25° E. = N. 3° W. true.

The south point visible \ominus N. 25° W. S. 6° E.

Temperature +38°. Wind, S.; S. o. t.

Monday A.M. July 4th.—Blowing hard directly against us. Eider duck and tern might be shot in considerable numbers, I think, if we required them, and for mere sport I have no time. The crew have plenty to do, and I am busy searching coast line, walking up and down the slopes of the hill. The land is wonderfully saturated with moisture, except near the water courses, which serve to drain their neighbourhood. On every terrace there is a lake or pool of water, rich in algae, and forming the favourite feeding places of brent geese and king eider ducks; the common eider keeps more to sea. 5h. Landed and encamped, securing our hurricane house as well as possible for a gale, which gradually freshened up and blew during the day with great violence. It was a strange sight to see the mimic sea, which overspread the floe, and frozen pack, washing around the hummocks and breaking as if it was open water. Picked up a good deal of wood, very old, much worn by friction against ice or rocks, and so saturated with sea water as to refuse to light.

6h. A.M. Temperature +41°. Wind, S o. c. Freshening gale.

Course and distance, M.G. S. 8° E. 8 miles.

Heavy S.W. gale during the day; slackening towards evening.

6h. P.M. Temperature +37°. Wind, S.S.W.; 6. f.

I had now, properly speaking, only one day's provision left for my outward journey; but feeling the importance of reaching, if possible, the cairns erected by Dr. Goodsir, I determined to quit the boat and to make two expeditious marches along shore upon foot. Erected a cairn, and placed in cache all my provisions, except 4 days; placed this, with our blanket bags, upon the small sledge and started. 9h. The fog lifted, and I obtained the annexed rough bearings. As I reached the S. point of Driftwood Bay, we found the points of the land more salient, and numerous cracks obliged us occasionally to take to the land. At or near Rapid Point we came to the bed of a rapid nearly half a mile across; it had cut a broad lane out into the floe, pointing for the northern extremity of the land or island to the eastward, and I thought it best to try and cross it, and in the attempt learnt a lesson; for we all soused in up to our middles, found the very ground under our feet driving down to the sea, it being nothing but gravel and stones, and with some difficulty recovered *terra firma*. Making a long détour we eventually got round the river rapid, and had in so doing the amusement of frightening a half-grown bear who was watching some seals. Midnight. Temperature +35°; Wind, S.S.E.; 3. b. c. m.

Enter Foul Weather Bay, sight
Table Mount (query) Mac
Dougall's Wood Island.

9h. P.M. Observed the following true bearings by Admiral Beaufort's book, (compass useless):

Last Camp	-	-	-	-	-	N. 15° W.
Point Rapid	-	-	-	-	-	S. 15° E.
Long Island	-	-	-	-	-	S. 35° E.
Ditto	-	-	-	-	-	S. 25° E.

} 10' or 12'

Tuesday, July 5th.—A.M. A round, table-topped, and isolated hill showed over and beyond the farther side of the fine sound which now commenced to open to the westward. Deceived by the apparent distance, I at first struck across, but the gale freshened so fast, with a cutting sleet squall now and then, that I thought it best to edge in to the westward, and finish the sound, so as to be sure of not passing anything. The ice was now heavy and aged-looking, without being hummocky. At the seal holes it measured generally 7 feet, and they are always in the weakest part. The surface was covered with weed, shrimps, shells, and other sea-wreck, blanched from age; and in some places the weed had dug deep holes down into the ice of two and three feet deep, which holes must, I think, have been formed in former seasons. The quiescent state of the floe I accounted for by the position of this bay, which is situated in the *elbow* of Queen's Channel, like that of Alfred Bay, nearly opposite to it; and from having land, barring it from pressure to the eastward

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mander Sherard Osborn.

Searching Foul Weather Bay.

5h. Reached a convenient place, and encamped as best we could; the mode I have described in the next day's operations.

6h. 3m. A.M. Temperature S.S.E.; 6. c. m. t. Occasionally squalls of sleet; heavy rain and strong squalls throughout the day.

At 6h. P.M., temperature $+36^{\circ}$; Wind S.S.W.; 5h. Heavy rain. Too thick to do anything; held on for awhile to see if the weather would improve. All of us extremely wet and cramped. The hurricane house was rigged as follows:—Having chosen the driest spot I could find, the stones were nicely trimmed by hand, and our blankets laid side by side to show the ground they would occupy, taking care to place the feet to windward. A trench was then dug round, to act as a drain to the establishment; and after our meal was done, we got into our bags (nearly stripped to the buff, for all our clothes were wet), and hauled the water-proof cloth taut over, one man remaining outside to pile sand and stones round the edge of the cloth. One of the men was suffering from acute rheumatism, which almost paralysed his right side and arm. A slight cessation about midnight enabled us to finish the examination of this bay, finding nothing beyond satisfying myself of the continuity of the land around it. Midnight. Temperature? Raining heavily, with thick weather. Saw Table Hill occasionally between the squalls.



Noble Hill, Foul Weather Bay. The farthest land seen to the southward in Queen's Channel
July 6th, 1853.

Wednesday, July 6th. A.M.—The bay is in outline as follows: The beach is steep on the north shore, as well as the south; but the back land in the former recedes more with a series of intervening terraces, than it does in the latter. Water-courses are numerous, but not large, except at the bottom of the bay, where there is a flat valley between the hills, having a very tortuous course north-westerly. At one part of the south side, near the middle, there is a series of small cliffs, 50 or 60 feet high. Wringing wet were all the crew as they returned; some had fallen in with a large herd of deer, and many marmots had been picked up under stones—a trick we learned from the bears. The hurricane house was neither wind nor water-tight; but that was in accordance with the rule for such domiciles, and the men took it good naturedly. I was quite thrown down by a painful attack brought on by wet and exposure. Determined to hold on 24 hours, in hopes of a cessation in the rain and a break in the weather which would repay me for a walk to the Round or Table Hill; for it was to be our “turn again,” I could plainly see.

6h. A.M. Temperature $+39^{\circ}$. Wind, N.E.; 1. Rain and mist.

Course M.G. Round the bay, 15 miles.

6h. P.M.; Temperature $+36^{\circ}$. Wind calm; raining heavily.

A dense mist with heavy rain throughout the day; the bay is one great sheet of water. Breakfasted; all hands complaining of aching bones, and much done up from the incessant state of wet they have been in for the last 48 hours.

Midnight. Temperature $+35^{\circ}$. Wind, N.W.; 3. o. m. Sleet.

Detained by bad weather.

Return towards grand depot.

Thursday, July 7th, A.M.—It is now necessary that I should return directly the weather moderates, in order that I may keep my appointment of reaching Cape Lady Franklin on the 15th—eight days hence—in time to take Captain Richards across, his boat being unfit for risking the passage of Queen's Channel in.

4h. A.M. The rain ceased, and we immediately packed up and started back, the weather still as thick as possible; and all of us shivering from the cold wind acting upon our wet clothing. I regret much not being able to reach the Round-Topped Hill, which was about 11 miles south of my tent place; as, on my return to the ship, I was struck with the probability, from my relative position with respect to both Goodsir's and MacDougall's farthest, that it might have been the latter's Wood Island, whilst the

former must of a certainty have made a more northerly course than he supposed. Left a small cairn, the best I could form, using all the stones I could find in the neighbourhood, and depositing a record in an empty cocoa tin. 11h. 45m., A.M. Halted and encamped at boat station after a rapid march. The sun came out and we revelled in its warmth, taking off our saturated clothes and spreading them out to dry. I found the rain had quite washed down a cairn of earth formed here.

Noon, temperature - - - - - Sun + 51°
Shade + 44°

Wind, S.; s. c. m. t. Observed a meridian altitude. Walked 13 miles, N.E. and N.W.

The wood I had picked up and stacked served for fuel to-night, mixed with bear fat; the largest pieces were respectively 3 feet and 2 feet 6 inches long, and 5 inches, and 4 inches diameter. One fragment of oak and one of birch were picked up; specimens of all were preserved. Some very aged pieces were found 40 to 20 feet above the sea level, on ancient beaches, I suspect.

Observed with Glass Artificial Horizon. Weather not very favourable. Index error -1' 20".

Meridian Altitude \odot 73° 0' 30"

1 20 Cor. Dec. 22° 33' 42" N.

72 59 10

36 29 35 ϕ N. 22° W. = 158° W.

1 12 -

36 28 23

15 46 +

36 44 9

53 15 51

22 33 42

Latitude 75 49 33 North.

\odot Rt. Limb to N. \times of Long Island - - - - - 77° 58'.

N. \times of Long Island to S. \times of Foul Water Bay, 15 to 18 miles dis. 57° 50'.

From ditto to \times S. of Long Island, or main, 25 miles dis. 39° 16' 30".

Ditto to N. \times of Marmot Bay - - - - - 101° 45'.

Ditto to Top Knot hill - - - - - 103° 40'.

Note.—This station is about 8 miles due North of my cairn, and 13 miles North of the farthest point reached by my party in searching.

DAY TRAVELLING.

Friday, July 8th.—6h. A.M. Temperature + 44°. Wind, S.; 3. b. c. m. Marmot Bay station, west coast of the Queen's Channel.

Circumstances now rendered it advisable to adopt day travelling, and there is no longer any fear of people becoming snow blind. Strong frost during the night; $\frac{1}{4}$ of an inch of ice formed on the pools; visited a shoal *fleur d'eau*. A very clear morning; could, however, see nothing of Baillic Hamilton Island, and the high land is too far for me to go to it. Saw the high land of north shore of Queen's Channel, bearing N.E. by N. true, very indistinct. 10h. Lunched. I walked on with my instruments to repeat my observations at the cairn of the 2d July. Found it washed down; obtained a very fair meridian altitude, the mean of the latitude obtained by it, and that observed on July 2d., placed me in 76° N., which agrees very well with the latitude by account.

1h. 30m. P.M. The boat arrived; encamped. Saw during my walk to-day the spot whereon a deer had lately been destroyed by wolves; the blood was still fresh upon the bones, and scraps of skin had been left undevoured; I had probably frightened the brutes off, and yet had never seen them. Had a long walk after a fine buck and doe, but could not succeed in getting within shot of them. Employed erecting a good-sized cairn of earth and clay; walling it in with sod of turf and saxifrage. It commenced to snow soon after we arrived, and continued to do so up to midnight.

6h. P.M. Temperature + 38°. Wind, S.; 5. Snow.

Course and distance M. G. N. 10 miles.

Midnight + 36°. Wind, S.; 3. Fog.

Some bones of deer left by us in this spot had attracted the keen sight and smell of numerous silvery gulls of large size, and the brutes kept us awake all night fighting over the carrion. All we could do was to turn out and pelt them, for of powder and shot we could not afford to expend the few remaining charges for such a purpose; their cry was, I think, the most discordant bird noise I ever heard.

Noon. Observations by Glass. Artificial Horizon, and an Index Error of 1' 20" sub.

72	38	30	
	1	20	sub.
<hr/>			
72	37	10	
36	18	35	Cor. Dec. 22° 26' 5" N.
<hr/>			
	1	12	—
<hr/>			
36	17	23	
	15	46	+
<hr/>			
36	33	9	
53	26	51	
22	26	5	N.
<hr/>			
Latitude	75	52	56 N.

Saturday, July 9th.—6h. Temperature +37°. Wind, S.; 1. Dense fog.

5h. Breakfasted at 5h. 30m. Started, hauling out to the N.E., to try and get through the pack to Bear Island; heavy hummocks with deep holes of water prevented us, and gave much labour. Touched at another shoal formed off a ravine or watercourse in the land. Temperature steady at +37° during the day, but it felt cold and chilly unless we were dragging or exerting ourselves. —N.B. There was no sun visible at noon.

1h. p.m. Reached a crack off Bear Point, which led away N.E. considerably north of the island, and apparently a large body of water in Queen's Channel; the wish, however, to obtain some angles at Bear Point, should it clear up, induced me to haul in for it; and at 2h. 30m. p.m. I encamped, after crossing the mouth of a large ravine, which was discharging a fine body of water into the sea.

6h. Temperature +38°. Wind, S.S.E.; 4. o. c. m.

The fog lifted, and showed an extent of water in the offing across Reindeer Bay; the Cheyne Islands were in clear water, and the ice northward of us was now a perfect pack, either loose or tight according to circumstances. Picked up a piece of drift wood, a foot long and four inches in girth, half a mile from the sea and fifty feet above high-water mark of spring tides. Saw many deer feeding on the high ground; indeed I can safely say, that whenever I have looked landward, there was seldom five miles of coast without a herd of deer upon it.

Course M. G. 10 miles N. by E.

Sunday, July 10th.—5h. Breakfasted and started.

6h. Temperature +36°. Wind, N.E.; 4. Foggy. Dragging the boat over the broken ice (some of it very weak and treacherous), passed a place where a seal had been killed by a bear; launched into the water. The wind being now dead-in, and the ice moving rapidly with the tide, we had constantly to keep launching her across necks of ice, and where the water was a-clear, we had quite enough to do to make headway.

9h. The fog lifted, showing much water to the eastward and northward. About noon landed on the S. extremity of the Cheyne Islands, observing the water to be shoal within half a mile of the extreme, and much grounded ice round. The current was now running south two and a half miles per hour, and the water rising upon the beach; searched and found no traces of former visitors. The place was covered with eider ducks' nests, the numerous small but deep lakes of fresh water doubtless serving for the callow broods to exercise in. Procured 100 eggs; shot several terns and three ducks. Started for the Cent. Island; reached it; found a strong tide ripple between the islets, and signs of shoal water. Encamped here to notice the

Bear Point, west coast of the
Queen's Channel.

Searching the Cheyne Islands
in the Queen's Channel.

set of tide, and to allow a lane of water to open ahead. Found this island, like the others, low and flat, containing many pools of fresh water, and almost alive with cider ducks; used all the remainder of our shot and some stones, with which thirteen birds were procured, and picked up 154 eggs, making in all 254 eggs. About a moiety of these we subsequently found to be bad; but the rest were a great treat, though to any but a Polar appetite, I doubt not but they would have been uncommonly strong. The ducks I could not eat; the females were poor and lean, the drakes coarse and rank.

6h. p.m. Temperature +38°. Wind, N.E. by N.; 1. o. m. p.

Course and distance M. G. 5 E. and 5 miles N.

Heavy rain during the night. This island is the only one on which I found Esquimaux traces, or indeed saw any since leaving Northumberland Sound; it consisted of the remains of a cache, which I erected into a cairn. Observed tide to run south and flood until 3 p.m. north, and ebb until 9 p.m. On the 11th July, tide ran south and ebbed until 3h. 30m. A.M.

Monday, July 11th.—5h. Had a glorious breakfast, the men in a perfect state of ecstasy at the land of plenty they had now for the first time fallen into since leaving Stromness; started to the northward against the tide, which was still running.

6h. Temperature +57°. Wind, N.W.; 2. o. c. t. The tides puzzle me, but it is best to record them as they are found, and leave the rest to be decided hereafter. I have no faith in the direction of the flood as laid down by long-shore observation; it is only in the stream that its true direction can be decided. 8h. Reached North Cheyne Islet. Great number of terns breeding here. It is composed entirely of limestone, much broken up and barren, the bare and heated stones serving to hatch the eggs of these hardy little birds, who build no nest, but merely drop one or two eggs (never more) and keep constant watch over them without appearing to set upon them. The ice came rapidly down channel at 9 o'clock, just after we had started again and taken the lead; it was a wild sight, and only to be seen in the strong tideways of this channel. We just got on a large floe piece in time, when, with the noise of a charge of cavalry, the ice closed. We had plenty to do, and began working ahead and going in for the land, to prevent being swept down channel; but the recollection of that scene will not be easily effaced from my mind. The sullen booming of the floe pieces as they broke up under pressure, the up-heaving of huge masses, and the life-like vitality communicated to surrounding ice, said very plainly that the silent scene of a frozen sea was now going to be changed for the angry one of an Arctic autumn. 12h. 30m. The wind gradually lulled, and by certain well known signs to the southward a gale was fast brewing from that quarter. We made a hurried lunch, and after four hours' heavy dragging over moving pack, reached a narrow lead of water by the river. Favoured by a lead of water, we pulled rapidly along, passing through a space of water alive with kittiwakes, who must have a feeding and breeding place close here. The ice was closing rapidly in upon Point Pinnacle as we rounded it, and by 5 o'clock we were snug ashore and watching with no small satisfaction the havoc amongst the ice in the offing.

Reach Point Pinnacle in the
Queen's Channel.

6h. p.m. Temperature +30°. Wind, S.; 2. to 4. o. f.

Course and distance M. G. 5 miles W. 10 miles N.

10h. p.m. Wind shifted suddenly to the northward.

Tuesday, July 12th.—During the last night the ice came in with great violence upon the coast, breaking away and sweeping into the pack the lofty masses of floe piled up along shore, as well as large fragments of an embryo glacier which fringes the coast line. 5h. Breakfasted.

6h. A.M. Temperature +35°. Wind, N. by E.; 3. o. c. m.

The wind in the offing looks to be N.W. It was high water at 5h. 30m. A.M. Launched upon the pack, which was travelling southward with violence, alternately nipping and easing. It required all the skill and coolness of an experienced set of men to handle the boat in such a position. No less than three times had we to haul the boat upon the grounded ice, to prevent being crushed as the pack suddenly rushed in; at other times, when crossing over a drifting floe piece, heavy pressure round its edge

Reach the south side of Lonay
Island in the Queen's Channel.

Proceedings of Com-
mander Sherard Osborn.

would break it into fragments, obliging every nerve to be exerted to keep our craft from being caught between the upturning masses; in addition to which, we had to work against the stream and a strong breeze, in six hours making only $3\frac{1}{2}$ miles of northing. As we opened Water Sound the clear water showed out, but on reaching it we found a strong gale, against which it was barely possible to pull and track; whilst occasionally a field of ice would come sweeping down with terrific violence. At noon I was rounding a point against which one of the fields was *couch-wheeling*; some strain suddenly occurred at the far end, and although the floe piece was 4 feet thick, and the point whereon it pressed steep (fully an angle of 45°), I was astonished to see it run fairly up for many yards upon the beach, and then break up, and roll back fragment upon fragment, forming a wall of ice, outside which the floe (now broken off) passed along, and left a fringe of ice where a few minutes before there had been a clear coast line. Hauling gradually in, I examined Water Sound, and decided on passing inside of Joy Island (Loney) to-morrow. Seals were very numerous here, but exceedingly shy; they had all assumed their summer coats. The Greenlanders in my party said they were all bladder-noses and saddle-backs. Saw many deer feeding around this sound, and shot a Brent goose or two.

3h. Reached the Narrows, hauled up for the north shore, and encamped. Observed the skeleton of a large and old bear on the high ground.

6h. p.m. Temperature + 36° . Wind, N.W.; 6. to S. W.; o. m. g.

Course and distance M.G. Along shore, round East Water Sound, 12 miles. Draggd and pulled, 20 miles.

Searching the Narrows and East Water Sound, now Carey Harbour, and return to Cape Lady Franklin.

Wednesday, July 13th.—5h. Breakfasted and started. Passed through the Narrows, boat dragging along one shore, myself searching the other; the ice within the Narrows very ancient. Opened out West Water Sound, a fine sweeping harbour, in which a navy might ride; skirted it round from point to point, but found nothing to denote it being often open, or ever having been visited before. Noon. Passed from the old ice again, on to the thin ice of Queen's Channel. Sighted a cairn upon the crest of Loney Island, denoting it to have been visited by some one since my departure; but seeing immediately afterwards a signal up at the east hill of Cape Lady Franklin, denoting that Captain Richards had returned, I hastened to reach the grand depôt this day. Lunched, and proceeded. Found the ice much improved, nearly all the water having drained off through cracks in the floe. Observed that the water had made up to the Eider Islands, and thence N.E. for Crescent Island. 4h. reached the east extremity of Cape Lady Franklin; hurried on, and found my two men all safe—Simon Dix very much better. Captain Richards arrived here on the July; and on the inst. Mr. Loney came across, having visited Hungry, Barrow, and Loney Islands, for angles connected with the survey of this channel, and brought orders for his recall immediately. I found similar ones (*vide* Appendix, No. 2, page 25) from Captain Richards; and the sledge having arrived, I prepared to comply with all despatch, for I have no wish to be cruising about in the pack of this channel with a well fagged crew.

6h. p.m. Temperature + 40° . Wind, N.W.; 2. b. c. v.

Course and distance M.G. Narrows, W.N.W. $4\frac{1}{2}$ miles; East Water Sound, N.W., $3\frac{1}{2}$ miles; to Cape Lady Franklin, N.N.W. 12 miles.

Reach Spit Island and find the Ships have left winter quarters.

Thursday, July 14th.—We slept but little, for the men had much news to hear—none more pleasing than the arrival of letters up to a late date from England, per "Isabel" (Captain Inglefield), *via* Bechey Island, and of his gloriously successful voyage up Jones's Strait and Smith Sound at the head of Baffin's Bay. The safety of Mr. Kennedy I was also glad to hear of. 5h. a.m. Made our breakfast. Provisioned for ten days, as there is a possibility of a long cruise before me. Buried the depôt. Closed the depôt cylinder, and depositing it on the hill, secured it carefully. Noticed a record, in Sir E. Belcher's writing, that no officer of this squadron was to touch the provisions of this depôt; necessity had already compelled that step to be taken, and my present position I trust justified me in acting to the best of my judgment. I see likewise that

Mr. Loney was sent to look for Captain Richards and myself, and recall them immediately. To prevent any future visitor—Collinson, for instance—supposing that either of us had been at any time lost or missing, I endorsed the document with the news that we had both this day left for Northumberland Sound.

Proceedings of Com-
mander Sherard Osborn.

6h. A.M. Temperature + 42°. Wind, N.W.; 3. b. v.

10h. Started, everything in the boat, which was now filled with gear, except the buffalo robe; it was decayed, and so rotten that I condemned it. Found we had quite as much as we could move over the ice. Simon Dix is far from strong. After six hours' severe labour, launched into clear water, close to North Eider Island. A perfect calm, and fine lead of water ahead. Pulling in watches, and taking our meals between the spells. Passed Barrow Island at 7h. P.M., and at 11h. P.M., after some difficulty in pulling to windward to get clear of ice off the south extremity of Spit Island, we landed near Spit Point. Heartily fatigued, of course; but as I had not told the crew of the probability of the vessels having started, they were in high spirits at so successful a run, and talked confidently of being with their shipmates to-morrow. I ascended the hill, and after a long and careful examination of Northumberland Sound and the neighbourhood, decided that the ships had started. The land floe was still fast in Northumberland Sound, and the canal which had been cut distinctly visible. Returned, and sent Jos. Organ (captain of sledge) to look; he returned, and confirmed my opinion.

Course and distance M.G. 9 miles S.E.

” ” 22 miles N.N.E.

Friday, July 15th.—6h. A.M. Temperature + 41°. Wind, N.E.; 1. b. c. v.

Proceeded to the top of the island, accompanied by Joseph Organ; looked in every direction carefully, from Percy Mount to Village Point, without seeing them. Saw the cairn on Mount Beaufort and that of Loney Station alone standing, out of the many that have been erected. Returned to the boat, and started down channel; I should have gone round inside Spit Island, but that there was much ice there. 9h. A.M. After crossing a belt of pack we reached Cape Sir John Franklin (the ebb tide running). I ascended Percy Mount, and sent the boat round close inshore. Visited the cairn, and left a notice of my having passed in quest of the ships. Returned to the boat. 10h. Caught sight of two objects 15 or 20 miles distant, which looked like the vessels going to the south, under sail and steam. 1h. 30m. Reached Hungry Island, having pulled the whole way in a perfect calm; the wind was occasionally felt in cat's-paws, but not enough to serve us. Flood tide, made up to the northward, making but little headway, and the ice closing, hauled ashore to wait for turn of tide. Saw the vessels distinctly. Threw ourselves down on the gravel, and soon fell asleep. 5h. 30m. Roused out, and supped; touched at Long Island. Observed the vessels 6 miles distant, in loose pack. 10h. 15m. P.M. Reached the pack edge; commenced dragging and launching with much difficulty. Joined by a party of men from "Assistance," under Mr. Taylor, boatswain. 12h. or midnight. Reached the "Assistance;" cheered, &c. Found Sir Edward Belcher and all safe and sound, both in her and my own craft, the "Pioneer," to which I returned, as glad to see them all as they appeared to meet me. So ended my spring and summer journey; and although there is matter for congratulation that such lengthened operations as those of the Western Division have been, were attended with no casualties or deaths, still we have been unsuccessful in the object of our coming to these seas,—the discovery of Franklin, and, as far as we are concerned, all hope is now at an end; but I have yet one hope left, that either Captain M'Clintock or Meham may have been more fortunate. May God, in His infinite mercy, grant that it be so! Heaps of letters! I do not think I closed an eye this night.

Course and distance M.G. 25 miles S S.E.



Mount Joy.

Point Pleasure.

Water Island.

From S. Eider Islands.

Reach the "Assistance" and "Pioneer" 6 or 7 miles south of Long Island on the East Coast of the Queen's Channel.

LIST OF SPECIMENS OF FOSSILS, and of GEOLOGICAL SPECIMENS collected by
Commander SHERARD OSBORN, 1853.

No.	Nature.	Remarks.
1	- - -	Query. Fossil Wood. Found on Spit Island, July 1853.
1 B	Coal - - -	Found on S.W. shores of Queen's Channel, between lat. 76° N. and 75° 40' N.; sandstone plains and limestone hills.
2	Driftwood -	Small specimens of driftwood found on the S.W. shores of Queen's Channel, between lat. 76° 10' N. and 75° 40' N.
2 B	Fossil - - -	Found on a hill, close to Cape Lady Franklin; limestone prevailing; sandstone found in the low country; very abundant elsewhere.
2 C	Sea Coal - -	Specimen of coal found about the tidal mark in 76° N., west shore of the Queen's Channel.
3	Slate Coal -	Found in considerable quantities on the limestone ridges rising from sandstone plains in lat. 76° 25' N. on the west coast of the Queen's Channel.
3 B	Fossils - - -	Abounding on the high lands about the neighbourhood of Cape Lady Franklin, Queen's Channel.
4	Coal - - -	A specimen from an island in the Queen's Channel.
5	- - -	Specimen of calcareous deposit found upon limestone hills in lat. 76° 36' N. long. 98' W., Queen's Channel.
6	Fossil Shells -	Found near Cape Fortune; sandstone prevailing. (N.B.—The last encrinites seen going westward.)
7	Fossil - - -	Found upon "The Sisters," a hill rising 425 feet above the sea in lat. 76° 45' N., lon. 100° 20' W.; limestone prevailing.
8	Fossil Shell -	Found 100 feet above the sea, on north coast of Bathurst Land, near Mount Solitary, lat. 76° 35' N., lon. 104° nearly.
9	Fossil Shell and prevailing rock	Found near and about the base of Mount Solitary, Bathurst Land, May 1853.
10	Fossil - - -	Bone, found in a sandstone ravine, east coast of Byam Martin Island.
11	Fossil Wood -	Being portion of a fossil tree found in a ravine near a hill in lat. 76° 33', lon. 105° W., Byam Martin Channel; sandstone country.
12	Fossil Shells -	Found on the low ridges of limestone, 50 feet above the sea, forming the N.E. extreme of the Byam Martin Channel.
13	Fossil Shell -	Found near the Rendezvous Hill, east shore of Byam Martin Channel.
14	Shells - - -	The only fossils seen on the north coast of Melville Island between Hecla and Fury Gulf and the Byam Martin Channel; they were found at a low point near the Bay of Promise, where the pressure from the floe appeared to have turned up a substratum of limestone.
15	Specimens of the prevailing formation.	Eleven parcels of the prevailing formation, which, under different conditions, forms the remarkable mass of elevated land called for the present Cape Nor'-West, Melville Island; the summit of the cape had a stratum of limestone, perhaps 50 feet deep, overlying it.
16	Fossil Bone -	Broken off, the shoulder-bone perfect of a whale, found on an island off the north coast of Bathurst Land; the bones of the whale were about 50 feet above the sea.

(Signed) SHERARD OSBORN,
Commander H.M.S. "Pioneer," Nov. 7th, 1853.

The above Collection was delivered over to Captain Sir Edward Belcher, C.B., by
Commander Richards, at 2 P.M. on Nov. 7th, 1853. S. O.

GENERAL REMARKS upon the ICE and FLOES from Cape Lady Franklin to the Entrance of Byam Martin Channel; or from lat. $76^{\circ} 40' N.$, and long. $99^{\circ} 0' W.$ nearly, to lat. $76^{\circ} 30' N.$, and long. $105^{\circ} 0' W.$ nearly.

If a line be drawn with a pencil from Cape Lady Franklin westward, touching Ricard Island, along the north shore of the Osborn Group, and thence with a curve to the N.E. head of Byam Martin Channel, a very good idea of the line of demarcation between the old and young floes of the Arctic ocean will be formed.

Southward of such a line the ice exhibited signs of great age, its surface covered with hummocks, or knolls of ice more properly speaking, which, from their uniform rounded and polished appearance, had undoubtedly been formed by the action of repeated summer thaws, whilst, from the undisturbed look of the edge of the floe, whether within the islands, bays, or inlets, it was very evident that the said ice had not been forced in there, but was evidently formed in some bygone year, and had remained there ever since.

As to any person with our present knowledge of Arctic phenomena presuming to say whether such ice is of two, three, six, or a dozen years of age, I believe no approach to the truth could be arrived at, there being no distinctive mark to tell the age of one knoll from another, for its height, size, or colour, would depend much upon the neighbourhood in which it was formed, &c. All that can be said of a floe is that it is very old, or of one season; and to ice of the latter description we will now turn.

Bearing in mind the line first alluded to, *northward* of it in every direction, and for distances varying from 10 to 30 miles, packed ice was to be seen, and that portion of it that came under my own observation (*vide track*), as well as that which was sufficiently near for my glass to examine, was of one description, namely, *ice of one season*.

Hard, smooth, and close grained in places where it had been sheltered from pressure, it varied in thickness from 6 to 8 feet; in places which, from their cracking as early as the 15th of June 1853, I was able to see was acted upon by a strong tide, although nothing equal to the *race* of Queen's Channel.

These smooth belts, however, were rare; and in the offing, as far as eye or telescope could reach, a wildly-packed state of the floe ice was to be seen, denoting that during the severe autumnal and wintry gales that sea had been in motion—*open* I cannot conscientiously call it. None of this packed ice (and I measured much of it in the worst part of the Queen's Channel) ever exceeded 30 inches in thickness, which would, I think, agree with the average thickness of the floes in this latitude about the month of December; from which I infer that up to the end of that month this ice is constantly on the move at spring tides, or in heavy gales of wind.

GENERAL REMARKS upon the OCEANIC ICE North of Queen's Channel.

As early as the 3rd of May 1853, water made off Spit Island in the head of Queen's Channel; in May 1853 the North-east Division found the ice breaking down from weakness, and on the 12th of June 1853 I saw that the body of the ice northward was cracked, that those cracks had *opened* to 4 and 6 feet, which could only have been done by the floes being in motion; and strong signs of water, both in water fog and the flight of wild fowl, denoted the existence of water (open to a greater or smaller extent) in a northerly direction early in June.

The vitality in the ice of this region, at so early a date, the packed state of its surface, and the existence of open patches of water, were all *certainly* occasioned by one cause—that of the passage of a strong tidal wave in an east and west direction, which was rendered, from being pent up in narrow channels, a perfect millstream, the rise and fall of the spring tides being, withal, never more than 8 or 6 feet.

The theory of an uncongealable *ocean* has received from us no confirmatory testimony, for the route of our journeys in 1853, whether easterly or westerly, were undoubtedly along a coast *northward* of which there existed much land, either in the shape of islands or an extensive continuous continent deeply indented with channels and fiords.

In *Byam Martin Channel*, as far south as lat. 76° N., the ice puzzled me much; and I saw nothing to guide me with certainty in forming an opinion of the age of the ice within it.

My opinion, though perhaps merely a rough hypothesis, is this: That *late* last season, *Byam Martin* was *open*, if not through into Barrow's Strait, it was so at its upper or northern entrance: the ice in it was not packed, but appeared as if after a very backward season, in which there had been but little thaw; the floes had broken and parted, and become again re cemented after lanes and leads of water had made between the loose floe pieces.

Between this channel and my farthest west (the east extreme of Hecla and Fury Gulf), the following circumstances render any opinion upon the ice purely local, and leading to no fair inference of the state of the ice in the *offing*, or of the degree of open water in the proper season.

From long. 106° to $109\frac{1}{2}^{\circ}$ W. the north coast of Melville Island will be seen to be entirely sheltered from the prevailing current (from west to east) of this portion of the Arctic zone, owing to which current I mainly attribute the yearly or periodic clearances of these seas: at the same time, the great bay formed between Cape North-West and Point Dormett is a wide but extensive receptacle for the broken ice, pack, or floes, which in the autumn or early winter are so much acted upon by the heavy easterly and south-east gales of that season of the year. To all appearance, the ice last winter only existed along shore, except in Wetherall and Sherard Bays, and there, especially the former, the ice was very old; for in the *offing* there was an appearance of *packed ice*, but we only fell in with *it* in and about North-West Cape.

In May, Lieutenant Hamilton found water making along shore, off the north extreme of the east side of Hecla and Fury Gulf. I saw it in the same month off both the northern points of *Byam Martin Channel*, showing, at any rate, that the ice was not of any extraordinary strength, and that an open season, according to the average sum of Arctic ones, might be expected here quite as much as any other part yet visited of these high latitudes.

REMARKS UPON ICE TIDES AND DRIFT WITHIN THE QUEEN'S CHANNEL.

Strong tides rather than an early season, or a deep sea, are evidently the cause of this channel being so early broken up in the year, and so tardy in freezing over.

As early as the 22d March 1853, we found the ice in the fair-way of Queen's Channel excessively weak; and wherever the superincumbent weight of snow had forced the floe down, the tide was sure to have cut the latter away, leaving only dangerous and unsecure footing over the half-hardened surface of the snow. In many places we pushed our poles through into the rapid current of the channel; in others it broke through with our weight: and in one place there was a clear patch of water, fully an acre in extent.

That the main current, or stream of tide, sweeps alternately, like the course of a river, one coast and the other, is best shewn by the rapid disappearance of ice in one part of the channel, and its existence at the same time in a hard crystalline floe in others. The curvature of this stream, which alternately impinges upon one coast and the other until it strikes the N.E. extreme of this channel, and thence sweeps eastward, I have endeavoured to delineate in my annexed chart.

In the remarkably open season of 1852, a season which lasted to a late date, accompanied by heavy S.E. gales, and a proportionably high state of

temperature of air and water, in the months of October and November all the ice or floes situated in the main channels of this strait, as well as the neighbouring seas, were undoubtedly broken up; yet within many of the sounds, such as that of Sir R. Inglis, Barrow, Northumberland, Carey, and Foulweather, the floes remained undisturbed; whilst, upon many of the beaches, as witnessed by us in September 1852, on Hungry Island, and by the quantity of sea wreck found along the high-water mark in Driftwood Bay, there was a heavy sea running, unchecked by ice or other impediments.

The floe gives way earliest at the following points, as proved by the experience of Parry and Goodsir in 1851, and ourselves in 1853.

In the N.E. portion of the Queen's Channel, that is, off Spit, Pioneer and Crescent Islands; off Barrow, Parker, and Water Islands; thence southward, touching the east side of Cheyne Islands, down the coast of Dundas and Hamilton Islands, and along the Maury Channel, round Cape Philipps, to Cape De Haven: here, from some cause yet to be explained, the *early water ceases*.

However, so far, the reason is self-evident for the existence of water at so early a season; it is created by the strength of the tide acting upon the ice, after the temperature has risen so that the creation of new ice is no longer possible.

The TIDES.

Whether the tide sets from the direction of Barrow Straits for the flood, or down from the Northern Sea, is a question as yet, in my opinion, unsatisfactorily solved. Reference to my journal will show that upon the west shore the flood several times was seen to come from the N.W., whilst on the east shore it as decidedly came from the S.E. Wherever we had opportunities of testing the tide it was purely local; and there is always one great difficulty in the Arctic regions, in connection with tidal observations during the summer season, that the *surface-water (fresh)* is easily acted upon by the prevailing wind or by a coming breeze, for the current is always in advance of the wind, and that may often be against or across a strong gale.

There is another thing which should be borne in mind in reference to the tides of these seas, that there must be a major tide, which serves to carry off the superabundant waters, ice and floes, formed within their limits; otherwise, if the tides were of equal force, the accumulation would soon cause those much-talked of barriers to be as impenetrable as the most dismal minded Polar seer would wish. This major tide undoubtedly flows easterly and southerly, both in Queen's Channel and in the sea to the northward of it (*vide Travelling Journal of 1852*).

DOCUMENT left by SIR EDWARD BELCHER, C.B., on quitting the Queen's Channel.

"On the 18th day of August 1852, H.M.S. "Assistance," and tender, "Pioneer," under the direction of Captain Sir Edward Belcher, commanding the Arctic Searching Squadron, passed up this Channel and wintered in Northumberland Sound, lat. 76° 51' N.; long. 97° 0' W. He afterwards explored, and took possession of lands, up to North Cornwall, in lat. 77° 40' N. in the name of Her Most Gracious Majesty Victoria Queen of Great Britain and Ireland, &c. &c.

"In the spring of this year 1853, he pushed his parties to the S.W. up to Melville Island, and ascertained from a report from Captain Kellett, the safety of H.M.S. "Investigator" and crew at Banks Land.

"His own exploration, to the E. and N. E., carried him to the communication with Wellington Channel, 15° N.W. of Point Hogarth; the communication of Jones's Strait with the Polar Sea, and the addition of the Victoria Archipelago to Her Majesty's territories in the Polar regions.

"The "Assistance" will return to Cape Becher and Beechy Island at the

earliest possible chance after the return of the S.W. Division, hourly expected.

"One marine died of abscess of lungs, during the winter; otherwise the crew have continued healthy, and no casualties of note.

"EDWARD BELCHER, Captain,

"July, 5, 1853.

"Commanding Arctic Expedition."

[H. Briant, Printer. H.M.S. "Assistance."]

The Drift Wood.

The fragments of drift pine found by us in 1851 on Pioneer Island and some other places, as well as that picked up by my party in Driftwood Bay, were all *very, very* old, and much broken up. My carpenter, who is a smart intelligent man, had opportunities of examining the largest pieces found by any one in our expedition (some of them 4 feet long, and 4 and 5 inches diameter); his opinion was that it was American larch. One piece was the root end of a tree; the root as well as the branches had all been broken off, and the knots, from their smooth and rounded appearance, had, I think, been long rubbed against ice or rocks. As American pine, there were two routes by which it is quite possible it may have travelled into this remote region. The one was from the Labrador shore, whence, under the influence of autumnal gales and the great influx of the warm water of the Atlantic, it is within the bounds of probability that this wood may in time have been swept here. Or else, the great discharge of water and drift wood from the Mackenzie River may sweep a small portion round the north-west extremity of Melville Island; and this would eventually travel to where we found it with the ice and superabundant waters of the Polar sea, when struggling to reach the Atlantic Ocean by Jones's or Baffin's Straits.

That at some remote date wood actually existed and trees grew in this latitude has, I presume, been placed beyond all doubt by the discovery of fossil wood in Banks Land, by the officers of Her Majesty's Ship "Investigator," and by myself, on the northern coast of Bathurst Island (latitude $76^{\circ} 30' N.$); but that was at a period far anterior to the creation of such wood as we found upon the beaches of Queen's Channel.

I since learn that Lieutenant Meham found extensive petrified remains of forests upon the south shore of Prince Patrick's Island.

Copies of Report of Proceedings connected with the foregoing Journal.

Lieutenant OSBORN to Sir EDWARD BELCHER, C.B.

Off Cape Fortune, Lat. $76^{\circ} 30' N.$ Long. $102^{\circ} 30' W.$
June 5th, 1853.

Sir,

The accompanying documents will to-day pass into the hands of Mr. May, to be carried with all despatch to Northumberland Sound. They came into my possession under the following circumstances.

On the 17th May I parted company from Capt. Richards in latitude $76^{\circ} 40' N.$, and longitude $109^{\circ} 40' W.$ His sledge was then completed in provisions, and Capt. Richards and crew all well, contemplating a farther search of 200 miles to the westward.

On May 23d, whilst examining a deep bay near Byam Martin Channel, I was overtaken by Lieut. Hamilton of the "Resolute," accompanied by a small sledge and two men. He, it seems, met Capt. Richards the very day we parted company; and from a note I received, I believe Captain Richards has proceeded to the "Resolute," his farther progress westward becoming needless owing to Capt. McClintock having taken that route early in April.

From the "Resolute" Capt. Richards will return to Boat Beach, on the west side of Byam Martin Channel, by the southern coast.

Lieut. Hamilton and myself then proceeded as rapidly as possible to the rendezvous cairn. It was reached on the 27th May, and on the same day Lieut. Hamilton departed with your despatches for Capt. Kellett and the Admiralty.

From Capt. Richards on his return you will of course receive detailed accounts of the proceedings of Capt. Kellett's division. The following brief notes of information collected from Lieut. Hamilton may in the meantime, however, be interesting.

The "Resolute" reached Winter Harbour and established a depôt of provisions there in September 1852. They then went into winter quarters at Dealy Island, Bridport Inlet. During the autumn depôts of provisions for sledges were formed at Port Nias and in Liddon Gulph. The notice of Captain M'Clure having visited Winter Harbour, the report of the proceedings of H. M. S. "Investigator," and her probable position in the Bay of Mercy were likewise discovered. The winter passed with only the loss of two men, one in the "Intrepid" and one in the "Resolute." On March 10th Lieut. Pim and Dr. Donville started for the Bay of Mercy, and on April 4th Captain M'Clintock started for the north-west, *viâ* Hecla and Fury Gulf, and Lieut. Mechem to the west along the south shore of Melville Island. Lieut. Hamilton likewise proceeded to establish a depôt at Cape Mudge, in order that the search eastward from thence might be carried out.

On April 19th Lieut. Pim returned to the "Resolute," accompanied by Captain M'Clure. The "Investigator" had been unable to get out of the Bay of Mercy last year, and arrangements had been made for the major portion of the crew to desert the ship on the 15th April, Captain M'Clure intending to remain with some of the strongest hands for another year.

The necessity for the former measure was of course put a stop to by the fortunate arrival of the "Resolute" at Melville Island; and the invalids of the "Investigator" were, when Lieut. Hamilton left, daily expected at Dealy Island.

According to my original instructions from Capt. Richards, I was to have gone direct to Cape Lady Franklin, and thence examine to the eastward, leaving him to finish the search in this neighbourhood. Under present circumstances I deem it advisable, in the first place, to search the bights west of Cape Lady Franklin, in order that Capt. Richards may be enabled to make a direct course, and that you may be the sooner put in possession of the intelligence he will have brought from Captain Kellett.

I regret to say that as yet no traces of the missing ships have been met with

I remain, &c.
(Signed) SHERARD OSBORN,
Lieutenant, &c.

Report No. 2, being the sequel to the above, given in to Sir EDWARD BELCHER, C.B., per order contained in a Letter (D. 2).

Lieutenant OSBORN to Sir EDWARD BELCHER, C.B.

Sir,

H. M. S. "Pioneer," off Cape Osborn,
Sept. 26th, 1853.

My letter of the 5th June, forwarded with other documents by Lieut. May, will have put you in possession of all information I had to communicate up to that date.

Having desired Lieut. May to proceed with all despatch to Northumberland Sound, I divided my crew into two parties, and sent Joseph Organ, captain of the sledge, with one, to replenish a depôt of provisions for Capt. Richards under Cape Fortune, and to search a bay in its neighbourhood. I took my place as a dragging-hand with the other party, and proceeded to establish a small *cache* under the S. W. entrance of Deception Island.

This service was hardly completed when, with great rapidity, summer came in upon us, with its usual sequents of heavy travelling, deep water, and soft snow upon the floe. Continuing to follow up the close examination

of the shores within the Deception Group, it was not until the 13th June that we reached the West Sister.

From the summit of that hill, 400 feet above the sea, I obtained a good view to the northward. The packed ice (for no extensive floes were to be seen) was evidently formed of light ice of last season, and decaying fast, cracks very numerous, and a strong appearance of land extending to the westward of North Cornwall.

About this time a disease, which assumed, as far as I can form an idea, the appearance of scurvy, showed in my party, Simon Dix (R. M.) and myself being the sufferers. A little rest, and the fortunate procuring of some game, which varied as well as added to our fare, checked the disease with me, but in Dix's case he became perfectly unable to drag, and had to walk in after the sledge to Cape Lady Franklin, where we arrived on the 18th June.

On the 20th June, with the "Tender" sledge and two men, I proceeded to examine a sound to the south of Cape Lady Franklin, and to reconnoitre the ice in Queen's Channel. This service was completed by the evening of the 24th; and I saw, from the appearance of much water, and a moving pack in the channel, that a boat journey could now only be effected to the S. S. E.

The sick man being still too unwell to move, I determined to leave him at the depôt with the captain of my sledge, Joseph Organ, in charge, and to proceed myself with the whale boat and five remaining hands in the execution of my orders.

The reduction of the men occasioned a proportionate diminution in the number of days' provision we could carry; and I found that, although we went without tent and robes or spare gear, still, at the average weight of 260 lbs. per man, there could only be carried twenty days' provision.

If favoured by open water, however, there was ample reason to suppose we should be successful, and accordingly, all arrangements completed, we started on the 25th June down the Queen's Channel.

The strong tides and rapid motion of the pack, as well as the much decayed state of the fixed ice, where there was such, rendered our work extremely laborious. By the 7th day of July, being the twelfth day of my outward journey, I had searched the coast as far south as latitude $75^{\circ} 37' N.$, and into longitude $97^{\circ} 40' W.$, and it, with some islands visited, comprised a coast line of about 130 miles in extent, without finding any traces of the lost expedition, and my position was far within the limits of Dr. Goodsir's journey.

No cairns were to be found, but that I can easily account for, the coast being for the most part a low sandy shore, where materials for constructing cairns were difficult to procure. The frozen soil had to be used, and it easily crumbles away. Indeed, some of my own washed down in the course of a week.

The party were suffering more or less from constant wet and exposure, when I determined, as I had already exceeded my period for the outward journey by two days, to return.

Aided by some fair leads of water, I reached Cape Lady Franklin on the night of the 13th July 1853. I there found my two men, the sick man having improved much under an abundant issue of lime juice, and the frequent use of warm baths for his legs.

I was delighted to hear of Captain Richards' successful and rapid journey from Dealy Island to Cape Lady Franklin, and from that officer I received orders to return immediately (Enclosure No. 2), he having been recalled to Northumberland Sound.

Having complied with the instructions relative to securing the depôt, and completed provisions for ten days, I started with all my party equipment and the whale-boat on the 14th July for Northumberland Sound.

Reaching with heavy labour the water off the Eider Islands, we took advantage of a fine opening which led to the eastward, and, after thirteen hours work, landed on the west side of Spit Island.

Ascending that island, I saw the fast floe in Northumberland Sound, and the canal through which the ships had cut out, but could see nothing of them, either there or in any other direction. On the 15th July, after another careful search for the ships, I concluded they had started south, and accordingly proceeded to the other rendezvous mentioned in Captain Richards' orders, touching at Percy Mount to leave a record of my having passed.

A little before noon we observed the ships, but a contrary tide and a calm obliged me to hold on at Hungry Island for a few hours, after which I started, and, aided by a party sent from H. M. S. "Assistance," under Mr. Taylor (boatswain), I reached the vessels at midnight.

Such, Sir, is a brief account of my proceedings ; it only remains for me to call to your notice the unvarying good conduct and unflagging zeal of my crew.

During the long course of 97 days, and over a route which I roughly estimate at 935 miles, and including the journey in March to establish the depôt, makes a total of 104 days sledge service, and a journey exceeding a thousand miles, all of them behaved admirably ; but I beg especially to call to your notice Joseph Organ, captain of the sledge, and I. Q. M. James Hall, gunner's mate, and George Walker, carpenter's mate.

I remain, &c.

(Signed) SHERARD OSBORN, Commander,
Late in charge of H. M. Sledge "John Barrow."

ABSTRACT of the DAILY DISTANCES accomplished during 1853, by Sledge Parties under command of
SHERARD OSBORN, Commander H.M.S. "Pioneer."—ARCTIC REGIONS.

Nature of Journey.	Date.	Estimated distance travelled in straight lines.	Nos. of Hours travelled daily.	Nos. of Hours actually resting daily.	REMARKS.
Establishing the Depot.	1853.	Miles.	Hours.	Hours.	
	March 22	6½	6	14	
	" 23	5	9	12	
	" 24	10	9½	12	
	" 25	6½	9½	13	
	" 26	5	4½	16	
	" 27	7	5	12	
	" 28	15	10½	12	
	" 29	10½	9½	-	-	Return to "Pioneer."
	8 days	65½	63½	91	
In South-western Division of Sledges—to Melville Island.	April 10	6	5½	10	
	" 11	6	8	14	
	" 12	8	10	13	
	" 13	6	9½	14	
	" 14	6	9½	14	
	" 15	10	10½	12	
	" 16	3	3	10	
	" 17	7	10	12	Form the 1st cache. Mr. Grove leaves us here. Bad weather.
	" 18	7	9½	12	
	" 19	6	9½	12	
	" 20	8	10½	12	
	" 21	6½	10½	12	
	" 22	9	11	12	
	" 23	9	10½	12	
	" 24	6	8½	12	
	" 25	4	5	12	Form the 2d cache at Cape Fortune. Dr. Lyall leaves the division.
	" 26	6	8½	12	
	" 27	7	9½	12	
	" 28	8	10	12	
	" 29	8½	11	12	
	" 30	5½	8	12	Form the 3d cache. Byam Martin Channel. Mr. Herbert leaves the division.
	May 1	6	9½	12	
	" 2	6½	9½	12	
	" 3	7	10	12	
	" 4	8	10	12	
	" 5	7½	8½	12	
	" 6	1	1	12	
	" 7	8½	10	12	Form the 4th cache and boat station (Melville Island). Lieut. May leaves.
	" 8	8	10½	12	
	" 9	5½	7	12	
	" 10	7	9½	12	
	" 11	7	8½	12	
	" 12	8	10	8	Form the 5th cache. River Point Melville Island.
" 13	6½	8½	12		
" 14	10	10	12		
" 15	8	10	12		
" 16	6	6½	12		
" 17	13	9½	12	* Form the 6th cache, and part company from Captain Richards at Cape Nor.-West.	
" 18	13	10	12		
" 19	9	8	12		
" 20	11	9	12		
" 21	14	10	12		
" 22	12	9½	12		
" 23	11	9½	12		
" 24	12	9½	12		
" 25	11	10½	12		
" 26	6	8½	12		
" 27	12	11½	12		
" 28	8	6	12		
" 29	13	10½	12		
" 30	0	0	0	Detained by a gale of wind.	
" 31	13	9	12		
June 1	10	9½	12		
" 2	3	2	12	At Cape Fortune.	
" 3	12	12	12		
" 4	9	T	12		
" 5	9	+ 13	12		
" 6	3	+ 14	12		
" 7	0	+ 14	11	Walked 15 miles in 11 hours over the hills of West Deception Island.	
	59 days	455½ + 41	517	698	

Abstract of Daily Distances, &c.—continued.

Nature of Journey.	Estimated distance travelled in straight lines.	Nos. of Hours travelled daily.	Nos. of Hours actually resting daily.	Date.	REMARKS.
South-western Division of Sledges—Queen's Channel.	Miles.	Hours.	Hours.	1853.	
	10 + 7	10	12	June 8	
	8 + 18	8	15	" 9	
	7	10	12	" 10	
	10	9½	12	" 11	
	12	11	11	" 12	
	10	9	12	" 13	
	10	9	12	" 14	
	14	9	12	" 15	
	14	9	12	" 16	
	12	9	12	" 17	
	4	5	12	" 18	
	0	0	0	" 19	Reached Cape Lady Franklin and made this a day of rest.—Sunday.
	10	10	12	" 20	
	11	10	12	" 21	
	12	10	12	" 22	
	5	4	12	" 23	
	0	0	0	" 24	Arranging provisions, preparing boat and repairing gear.
	7½	10	12	" 25	
	10	10	12	" 26	
	26	12	12	" 27	
	7	9	12	" 28	
	8	9½	12	" 29	
	10	9½	12	" 30	
	7½	9	12	July 1	
	8	9	12	" 2	
	8	9	12	" 3	
	13	11	12	" 4	
	15	9	12	" 5	Examining Foul Water Bay.
	0	0	0	" 6	Detained by rain and bad weather.
	13	8	12	" 7	
	10	9	12	" 8	
8	9	12	" 9		
10	8	12	" 10		
15	11	12	" 11		
10	9	12	" 12		
20	11	12	" 13		
31	14	8	" 14		
25	15	0	" 15	Reach the "Pioneer" at midnight.	
Total -	18 + 418	333½	406	38 days.	
	922	850	1,104	97 days.	
Opening communication with Beechey Island, and carrying Despatches.*	7	11½	12	Sept. 11	
	3½	4	12	" 12	People repairing sledge and aiding Dr. Lyall.
	13	9¾	12	" 13	
	13	10	12	" 14	
	13	12	12	" 15	
	2½	1½	0	" 16	On board "North Star," Beechey Island.
	5	5	12	" 17	
	5	8½	12	" 18	
	5	6	12	" 19	
	10	10	12	" 20	
	15	10	12	" 21	
15	11	0	" 22		
Total -	106	108¼	120	12 days.	

TOTAL OF TRAVELLING, A.D. 1853.

Days.	Miles.	Hours March.	Hours at Rest.	REMARKS.
117	1,093	1,022¼	1,315	This I fully expect to see yet exceeded by 500 miles and 40 days.

* For detail of this journey, see Journal and Log No. 3.

Enclosure No. 22. of Sir Edward Belcher's Letter.

Proceedings of
Mr. Blair Grove.

Mr. J. B. GROVE, Mate, to Sir EDWARD BELCHER, Knight, C.B.,

Her Majesty's Ship "Assistance," Wellington Channel,
August 19th, 1853.

Sir,

I have the honour to enclose you the journal of Her Majesty's sledge "The Dauntless," from the 2d of May 1853 to the 20th June inclusive, and trust it will meet with your approbation.

I have, &c.

(Signed) JAS. BLAIR GROVE, Mate.

Sir EDWARD BELCHER, C.B., to Mr. J. B. GROVE, Mate, commanding Her Majesty's Sledge "Dauntless."

By Sir Edward Belcher, Kt., C.B. Captain of Her Majesty's Ship "Assistance," and in command of the Arctic Squadron.

1. Whereas I have thought fit to entrust you with the command of the sledge "Dauntless," and furnished you with a banner to be displayed thereon on particular occasions:

2. You will keep a very vigilant eye on your crew, and see that they are at all times in condition for immediate service, reporting to me from time to time any wants or comforts which may appear to you likely to keep them in that perfect good humour which is so important on this peculiar service.

3. Your general duties attach you to my division, but you will at all times hold yourself in readiness to move wherever necessity calls.

Relying confidently on your zeal and devotion to the cause in which all are so earnestly engaged, I sincerely pray that success may crown your efforts.

Given under my hand, on board Her Majesty's ship "Assistance" in Northumberland Sound, this 9th day of April 1853.

(Signed) EDWARD BELCHER,
Captain, &c.

Sir EDWARD BELCHER to Mr. J. B. GROVE, Mate, commanding Her Majesty's Sledge "Dauntless."

Princess Royal Island, June 7th, 1853.

Taking with you the sledge and tent and other articles left behind, you will proceed, under the orders of Mr. Allard, on the duty allotted, viz., the conveyance of the extra provisions towards the ship, &c. On your return you will prepare your journal of the late service, and deliver it to me on my return to the ship.

You will exchange Pond the carpenter for Bailey, and take with you Huggett in addition.

Wishing you a safe journey and escape from accident,

I am, &c.

(Signed) EDWARD BELCHER,
Captain commanding Expedition.

JOURNAL of the Proceedings of Her Majesty's Sledge "Dauntless," from
the 2d of May to the 20th June, both inclusive.

Proceedings
of Mr. Blair Grove.

6h. A.M. Her Majesty's sledge "Dauntless" left the ship in company with the sledges "Londsbrough," (Captain Sir E. Belcher, C.B.,) and "Enterprise," (Mr. Allard, Master,) taking the ice boat in tow, and proceeded on the north-western route. 10h. halted for lunch. 10h. 40m. proceeded, steering for Village Point. 6h. 10m. arrived on Village Point—pitched the tents. 7h. had pemmican and tea.

Monday, May 2d, 1853.
Wind, S.W.; 2. e. m.
Distance, 9 miles.
Hours travelled, 11h. 30m.
Rest, 12h. 30m.
Course, N.N.E.

Observed about $\frac{3}{4}$ of a mile of open water off the point, extending east and west, breadth about 200 yards.

5h. called the cook, breakfasted, packed, and started under sail at 8h. A.M. steering for Coffin Island. 10h. 30m. observed the tracks of a bear and two cubs, evidently very fresh, and also two foxes ditto, who apparently had been in company with Mrs. Bruin. 12h. halted for lunch, and proceeded at 12h. 30m. under sail, with a good even floe under us. 6h. arrived at and halted on Coffin Island. 8h. had pemmican and tea.

May 3d, Tuesday.
Wind, S.W.; 2. m.
Hours travelled, 9h. 30m.
Rest, 14h. 30m.
Course, E.
Distance, 9 miles.

5h. called the cook. 5h. 30m. sent two hands to build a cairn on top of the highest part of Coffin Island. 7h. 40m. started under sail, steering for Star Bluff. During the forenoon observed the tracks of several bears, foxes, and lemming. 12h. halted for lunch, and proceeded at 12h. 30m. 3h. 30m. passed an old encampment. Tracks of bears still numerous. 7h. 30m. halted and pitched. During the day up to 4h. P.M. the floe was rather heavy, after that very good. 8h. 30m. had pemmican and tea. Isaac Barnett complained very much of his right leg; put a flannel bandage on ditto.

May 4th, Wednesday.
Hours travelled, 11h. 30m.
Rest, 12h. 30m.
Wind, S.S.W.
Distance, 7 miles.
Course, E.

5h. called the cook. 8h. packed and started under sail, steering for Star Bluff. Sledges in tow, "Enterprise" leading. 9h. fell in with the old tracks of the depôt sledges. Observed numerous tracks of bears, foxes, and lemming; in particular the marks of four bears, two very large, and two cubs, evidently emigrating from the main to the south-west. 1h. halted for lunch. 1h. 40m. started as before, under sail. Sledges going considerably easier. 2h. 40m. cast off and proceeded in company, "Londsbrough" leading. Observed several patches of water on the floe, evidently denoting the state of the ice to be rotten. 3h. 10m. observed the "Londsbrough" break in; sent all our hands to assist in extricating her, which proved rather a difficult operation, in consequence of the bad state of the ice, the edges breaking whenever the horns of the sledge rested on it. Whilst Sir Edward was giving his orders and endeavouring to find a good place for the immersed sledge the ice broke in under him and he fell in. Observed a very strong tide running to the eastward. Unpacked the "Londsbrough" with the assistance of the boat. 3h. 50m. proceeded towards the land, pitched the tent close to Star Bluff. 5h. the other sledges and boat came up. "Londsbrough," as may be expected, thoroughly wet through. 6h. 10m. had pemmican and tea. C. Pond complaining of snow blindness bathed his eyes and kept a poultice or bag of tea leaves on them all night.

May 5th, Thursday.
Wind, S.W.; 2. h.e.
Hours travelled, 7h.
Rest, 17h.
Course, E. & S.
Distance, 4 miles.

J. Barnett still complained of his leg, which was much swollen.

6h. A.M. called the cook. 6h. 30m. sent two hands to bury and assist in erecting a cairn over some bread belonging to the "Londsbrough," and damaged by salt water. 7h. 10m. breakfasted. 9h. 15m. packed and started. Numerous tracks of bears on the floe. 1h. halted. 1h. 50m. started. 3h. passed Wall Point. 6h. 20m. pitched on the floe, about 2 miles from the depôt. 8h. had pemmican and tea.

May 6th, Friday.
Wind, S.W.
Course, E.S.E.
Distance, 8 miles.
Hours travelled, 10h. 30m.
Rest, 13h. 30m.

5h. called the cook. 7h. 15m. packed and started. 8h. 30m. made sail. 11h. reached the land, pitched, and had lunch. 13h. sent a party to dig the depôt out; completed provisions for 40 days. 2h. started under

May 7th, Saturday.
Wind, E.; 2. h.
Course, E.S.E., 7 miles.
Hours travelled, 9h. 10m.
Rest, 14h. 50m.

Proceedings
of Mr. Blair Grove.

May 8th, Sunday.

Wind, W. ; 3. h.c.
Course, E.S.E.
Distance, 7 miles.
Hours travelled, 7h. 15m.
Rest, 16h. 45m.

sail, steering for the extreme point of land. A large wolf was started close under the land, and kept company with us during the whole of this day. Observed several tracks of bears. 8h. 40m. pitched; had pemmican and tea at 10h. 30m. Mr. Taylor complaining of snow blindness, bathed his eyes and kept cold wet rags on all night. Several of the men also complaining.

Called the cook at 6; breakfasted and started at 8h. 15m. under sail. 10h. the captain and master went on a point of land with the boat, and three hands, to take observations. 12h. pitched; had lunch. 1h. proceeded towards the outer point of an island, sending back four men to assist in bringing the boat up. 4h. 30m. reached the land; employed building a cairn on point of ditto. 5h. 30m. had pemmican and tea. 8h. captain read prayers in his tent, sledge crews attending.

Men who were suffering from snow blindness felt considerably better this evening.

May 9th, Monday.

Wind, N.W. ; 2. e.v.
Course, E.S.E.
Distance, 9 miles.
Hours travelled, 9h. 30m.
Rest, 14h. 30m.

6h. called the cook. 7h. breakfasted; sent a party on hill to assist in burying a depôt of seven days belonging to the "Enterprise." Made a depôt of our boots. 8h. 10m. started, steering for a low point of land bearing S.E. by E. 12h. halted for lunch. 1h. proceeded under sail. 6h. found ourselves travelling over a long low piece of ground, evidently a sand bank. 6h. 50m. encamped on ditto. 8h. had pemmican and tea.

May 10th, Tuesday.

Wind, W. ; 3. h.m.
Course, E. by S.
Distance, 6 miles.
Hours travelled, 7h.
Rest, 17h.

5h. called the cook. 7h. 30m. started; thick foggy morning—no wind. 12h. halted for lunch, captain taking observations. Started at 2h. p.m. under sail. Reached the floe and pitched at 4h. 30m. p.m. 6h. had pemmican and tea. Travelling during the day excessively heavy, owing to our being on the land with only a thin coating of snow on top. Men not suffering from snowblindness so much as yesterday.

May 11th, Wednesday.

Wind, calm ; 0. h.c.
Course, E.S.E.
Distance, 8 miles.
Hours travelled, 9h. 30m.
Rest, 14h. 30m.

5h. called the cook. 6h. 10m. breakfasted. 7h. 30m. Captain Mr. Loney and six hands went on top of a high hill to take angles and build cairns. 12h. party remaining at the tents had lunch. 5h. 40m. had pemmican, the captain having returned to the tents at half-past 3, and determined to change the travelling from day to night. 6h. men retired to rest. 9h. 30m. packed the sledges and started, steering E.S.E. (true.) 2h. p.m. saw a very large bear with a cub approaching the sledges. Halted and waited for her to come up. When within about 300 yards of us observed the wolf sneaking towards the bear and cub. Immediately the bear saw or rather smelt the wolf she and the cub started off as hard as possible. Loosed the dogs and proceeded in chase. Unable to get within gun shot; however, the dogs and wolf brought her to bay at a considerable distance from us. 6h. 30m. a.m. halted and pitched. 7h. 30m. had tea. 5h. 20m. p.m. called the cook. 6h. breakfasted. Sledge crews employed burying a ten days' depôt for the sledges "Londsbrough" and "Dauntless." Covered ditto over with turf, &c., and put the boat on top, bottom up.

9h. struck the tents and proceeded. 12h. 30m. halted for lunch. 4h. 30m. stopped and pitched. 5h. 10m. had pemmican and tea.

May 12th, Thursday.

Course, E.S.E.
Distance, 8 miles.
Hours travelled, 7h.
Rest, 17h.

5h. called the cook. 7h. 30m. packed and started under sail, steering between the land and hummocks. 11h. 30m. halted and pitched. Midnight, had lunch. 3h. went with the captain and party on top of a high hill (since called Mount Separation), on which the Captain took angles, and built a couple of cairns; got a splendid view from here; on our right appeared a very deep bay running nearly due south, and evidently occupied by a very ancient floe. Saw a ptarmigan, but did not succeed in shooting it; first one we have observed this year. 7h. came down from the mount. 8h. had pemmican and tea.

May 13th, Friday.

4h. 45m. called the cook. 6h. had breakfast and received one day's provisions from the "Enterprise." 7h. 30m. started and parted company

with the "Enterprise," they giving us three hearty cheers, which we returned; the hummocks close in shore proved very heavy; found it requisite to double bank the sledges and proceed with one at a time. 10h. cleared the hummocks and proceeded steering for a point of land bearing E.S.E. 12h. 30m. lunched. 1h. started.

2h. made sail. 6h. 30m. halted and pitched. 7h. 40m. had pemmican and tea.

In consequence of Barnett's leg being still bad and much swollen, Sir Edward Belcher discharged him, and sent him back with the "Enterprise," receiving from her Richard Bex, R.M., in lieu.

4h. called the cook. 5h. breakfasted. 7h. had prayers in the captain's tent; employed erecting a snow pile. 8h. started. 1h. A.M. halted for lunch. 2h. started, observed a mirage, which threw up the east shore with great distinctness. 6h. halted. 7h. 30. had pemmican and tea. Saw numerous bear tracks during the night.

4h. called the cook. 6h. 40m. started, having erected a pile of snow on our late encampment. Midnight, halted for lunch. 1h. proceeded under sail. 6h. halted and pitched. 7h. 20m. had pemmican and tea. Tracks of bears still very numerous.

4h. called the cook. 5h. breakfasted; employed building a high snow mark on our late encampment. 7h. packed and started. Midnight, halted for lunch in sight and about 4 miles off what we suppose to be Jones's Sound. Hoisted our banner.

1h. started, steering for the south shore.

4h. entered the strait. The pressure here has been immense. Ice hove up in piles and hummocks, some fully as high as 30 or 40 feet.

The land appears to be very mountainous and precipitous close to the shore, the range of hills descending to the floe edge.

6h. encamped. 7h. 30m. had pemmican and tea.

4h. called the cook. 5h. breakfasted. 5h. 30m. sent two hands on top a small hill to build a cairn. 7h. the captain and men returned. 7h. 30m. packed and started, keeping close to the shore and inside the hummocks. 9h. saw a white hare; he was very wild, but succeeded in getting about 80 yards of him; fired at him with Eley's cartridge and killed him; his weight was about 8 lbs.; skin of no use, as he was changing his coat, consequently the fur quite worn. Midnight, halted for lunch. 12h. 38m. started, sledges going very heavy owing to the softness of the snow and numerous hummocks. Observed a heavy watery sky to the eastward and southward, evidently indicative of wind and open water. 3h. 30m. observed a large sheet of open water from the north land, and evidently to or near the opposite shore. 3h. 40m. pitched on the land; Mr. Loney and one man went to examine the state of the floe. 5h. party returned and reported the ice rotten and not fit for sledge travelling. 5h. 10m. had pemmican and tea. Blowing very fresh.

4h. called the cook. 5h. breakfasted, served out 80 rations of small stores to the "Londsbrough," including rum. 8h. 30m. left in company with Sir Edward Belcher and crew to assist them in carrying their tent, baggage, and five days provisions over the hills, they intending to make an overland journey, leaving our tent and cook behind.

Lunched at 12h. 30m., and built a cairn; built four cairns on various hills. 7h. 30m. pitched. 10h. 20m. had pemmican. 11h. 40m. had tea. Observed open water extending about 20 miles to the eastward, and beyond that floe, with numerous lanes of open water.

6h. called the cook. 9h. 30m. started; built two cairns before lunch. Midnight, lunched. 3h. reached the tent.

May 14th, Saturday.

Wind, W.; 2. m.
Distance, 5 miles.
Hours travelled, 4h.
Rest, 20h.
Wind, E.S.E.; 3. c.m.

May 15th, Sunday.

Distance, 8 miles.
Hours travelled, 11h 30m.
Rest, 12h. 30m.
Wind, E.S.E.; 2. h.

May 17th, Tuesday.

Course, E.S.E.
Distance, 9.5 miles.
Hours travelled, 9h.
Rest, 5h.

May 18th, Wednesday.

Wind, calm, a.b.
Course, E.S.E.
Distance, 12 miles.
Hours travelled, 10h. 20m.
Rest, 13h. 40m.

May 19th, Thursday.

Wind, E.; 4. to 6. o.c.
Course, E.S.E.
Distance, 9 miles.
Hours travelled, 10h.
Rest, 14h.
Wind, E.; 3. c.m.

May 20th Friday.

Wind, E.; 5. to 7. c.o.m.

Distance, 6 miles.
Hours travelled, 7h. 40m.
Rest, 16h. 20m.
Wind, Easterly : 1. b.e.

Had coffee. 3h. 30m. packed and started, steering for Thursday's encampment; road very heavy, obliged to double bank the sledges. 7h. sent the "Dauntless" crew to assist the "Londsbrough" to go round a point of land distant about 2 miles, self and cook spread the tent. 10h. men returned. 10h. 20m. had pemmican and tea.

May 21st, Saturday.

Distance, 7 miles.
Hours travelled, 10h.
Rest, 14h.

6h. 15m. called the cook. 7h. 30m. breakfasted. 8h. 40m. started. 10h. reached the captain's encampment. 11h. 30h. joined company. 1h. halted for lunch. 2h. 30. pitched. 3h. sent four hands with pickaxe and shovel to the captain, who went on top of a hill to observe and build a cairn. 6h. 20m. had pemmican and tea.

May 22d, Sunday.

Wind, W. : 2. b.e.m.
Distance, 2.5 miles.
Hours travelled, 9h. 30m.
Rest, 14h. 30m.
Wind, W. : 2. com.
Distance, 4 miles.
Hours travelled, 4h. 20m.
Rest, 19h. 40m.
Wind, N.N.W. : 1. o.m.

4h. called the cook. 5h. 20. breakfasted. 6h. struck the tent and packed. 6h. 5m. had divine service in the captain's tent. 6h. 40m. started. 12h. lunched. 4h. passed Thursday's encampment. 5h. 40m. stopped and pitched. 7h. 10m. had pemmican and tea.

4h. 10m. called the cook. 6h. 38m. packed and started. 11h. "Londsbrough" close up to us, received orders to go on to Sunday's 15th cairn and hoist a flag on ditto and keep 40 minutes ahead.

May 23d, Monday.

Course, N.N.W.
Distance, 10 miles.
Hours travelled, 10h.
Rest 14h.
Wind, calm ; o.b.e.

12h. 40m. lunched. 2h. 40m. reached the cairn and hoisted the flag. 3h. 10m. joined and kept company. 5h. 45m. pitched. 7h. 30h. had pemmican and tea.

4h. called the cook. 6h. packed the sledge and started; orders as yesterday to keep 40 minutes ahead. 6h. 20m. reached our old encampment and proceeded, following in the old track. 12h. 40m. lunched. 1h. proceeded under sail. 3h. 40m. observed the jack at the captain's sledge, communicated, received orders to proceed to the edge of the hummocks and remain there till "Londsbrough" joined us. 6h. 40m. had pemmican and tea.

May 24th, Tuesday.

Course, W.N.W.
Distance, 12 miles.
Hours travelled, 10h. 30m.
Rest, 14h. 30m.
Wind, Northerly; 3. com.

6h. called the cook. 7h. breakfasted. Midnight, lunched. 2h. 50m. observed the "Londsbrough." 3h. packed the sledge and struck the tent. 3h. 10m. sent our men to assist in getting the "Londsbrough" over the hummocks. 6h. men returned with orders for our sledge to proceed to the edge of the hummocks and then encamped. 7h. 10m. reached ditto and pitched. 9h. had pemmican and tea.

May 25th, Wednesday.

Course, W.N.W.
Distance 14. miles.
Hours travelled, 12m. 20m.
Rest, 11h. 40m.

2h. 30m. p.m. called the cook. 3h. 30m. breakfasted; packed and started at 4 p.m. 4h. 45m. reached the captain's encampment; received orders from Sir Edward Belcher to proceed with my sledge's crew on to Mount Separation, and build a cairn on top of it 7 feet high. 5h. 20m. proceeded on top of the hill and built a cairn according to orders.

9h. 30m. regained our sledge and proceeded, following the tracks of the "Londsbrough;" made sail; blowing very fresh from the westward; heavy snow drift; sledge going excessively fast; obliged to keep the drag ropes well astern to check her way.

Midnight, halted for lunch. 1h. started again under sail, blowing a gale of wind; snow drift very heavy; sledge not able to carry her sail in ditto. 4h. made sail. 5h. 20m. arrived at the captain's encampment. 5h. 30m. pitched. 6h. 30m. had pemmican and tea; wind moderating a little.

May 27, Friday.

Course, S.
Distance, 12 miles.
Hours travelled, 7h. 45m.
Rest, 16h. 15m.
Wind, W.N.W. : 2. b. e.

4h. 10m. called the cook. 5h. 50m. breakfasted; employed building a snow cairn and putting a reef in our sail. 7h. packed and struck the tent. 7h. 30m. started under sail, receiving orders to go over to the N.E. shore and erect a cairn on the point. 9h. 40m. reached the point and built a cairn; saw and shot a ptarmigan. 11h. 40m. lunched; wind lulled a little. 12h. 30m. started under sail; wind west; heavy fall of snow. 1h. 40m. reached the captain's sledge; returned again to the other shore to build another cairn on a point of land considerably higher up. 5h. 10m. reached the land; built the cairn according to orders. 7h. pitched. 8h. 40h. had pemmican and tea.

4h. called the cook; packed and started at 6; reached the captain's encampment on the other side of the bay at 8h. 30m. 10h. received orders to proceed on top of a hill and there build a cairn. 11h. 20m. lunched on top of ditto. 2h. 30m. finished the cairn and returned to our sledge on the ice, and proceeded to overtake the "Londsborough." 7h. pitched. 8h. 30m. had pemmican and tea.

May 28th, Saturday.
Wind, W.N.W.; 2. b.c.
Distance, 10 miles.
Hours travelled, 10h. 40m.
Rest, 13h. 20m.
Wind, N.W.; 2. to 5. c. o.

4h. called the cook. 5h. breakfasted. 6h. had divine service in the captain's tent. 7h. 10m. proceeded to the hills on our right (or rather right-hand side of the bay) and erected a cairn; on our road discovered a large lake of apparently fresh water, the ice on it being perfectly so; went on top of another hill to the westward and southward of the first and erected another cairn; observed Dundas Island and open water on the near side of it, evidently extending to or near the mainland. 7h. returned to the tents. 7h. 20m. had pemmican and tea.

May 29th, Sunday.
Distance, 8 miles.
Hours travelled, 10h. 30m.
Rest, 13h. 30m.
Winds, N.W.; 4. b.c.m.

4h. called the cook. 5h. 10m. breakfasted; started off for a range of hills considerably to the northward of where we built the cairns yesterday; built a cairn on one of them; got a fine view of the bay we had come up, and likewise saw all yesterday's cairns. 11h. 10m. lunched; after lunch proceeded to another hill, remarkable for its peculiar nipple, and erected a small cairn on top of it; left our staff and a hunting flag on it, the cairn being a small one, owing to the scarcity of stones. 4h. met Sir Edward Belcher and party close to the tents. 5h. had pemmican and tea. Wind during the day was very fresh on the hills, and accompanied with heavy mists up to midnight, when it cleared up; found some fresh water close to the tents.

May 30th, Monday.
Distance, 15 miles.
Hours travelled, 5h.
Building cairns, 7h.
Rest, 12h.

4h. called the cook. 5h. breakfasted. 6h. started, receiving orders to go on a hill and build a cairn. 10h. 30m. arrived on top of the hill and erected the cairn; on our way up observed a small pile of stones, evidently the work of human hands; searched under and all round, but found no records. 12h. 35m. reached the sledges; lunched. 1h. 30m. proceeded in company with the "Londsborough." 7h. encamped. 8h. 30m. had pemmican and tea.

May 31, Tuesday.
Wind, North-westerly; 3. to 5. b.c.o.
Distance, 12 miles.
Hours travelled, 4h.
Cairn building, 7h.
Rest, 13h.

4h. 30m. called the cook. 6h. breakfasted; blowing very fresh; sent four hands to build a snow pile. 8h. packed and started. 9h. 20m. observed a large bear approaching the sledges, halted, captain fired at him, went in chase, but Mr. Bruin managed to escape, having wisely taken to the land and went over the hills. 11h. 50m. proceeded. 2h. 40m. reached the point; had lunch. 3h. 20m. captain's sledge arrived. Employed building a cairn on top of the hill. Observed a bear and cub, went in chase with the dogs, but did not succeed in getting within shot. 6h. pitched; had pemmican and tea.

June 1st, Wednesday.
Wind, calm; o.b.c.
Distance, 7 miles.
Hours travelled, 10h.
Rest, 14h.
Wind, North-westerly; 2. b.c.o.

4h. called the cook. 5h. breakfasted. 6h. 10m. started, steering for Separation Point; saw a flock of geese flying high over head. 11h. 15m. lunched. 12h. captain came up; proceeded. 2h. 30m. pitched. 3h. 40m. had pemmican and tea.

June 2d, Thursday.
Wind, N.N.E.; 2. b.c.o.
Distance, 5 miles.
Hours travelled, 6h.
Rest, 13h.
Wind, South-easterly; 4. b.c.m.

4h. called the cook. 5h. started under sail. 11h. 30m. reached the boat depôt, received four casks on the sledge. Midnight, lunched. 2h. proceeded, having erected a cairn where the depôt was. 7h. halted and pitched. 8h. 30m. had pemmican and tea.

June 3d, Friday.
Distance, 10 miles.
Hours travelled, 7h. 20m.
Rest, 16h. 30m.
Wind, Southerly.

4h. called the cook. 5h. 10m. breakfasted; heavy fall of hail during the day. 6h. started, taking the boat in tow, made sail. Midnight, lunched. 12h. 30m. observed on top of the boat depôt hill four men. 1h. proceeded; in consequence of the wind failing found it necessary to take the sledge on and then return for the boat. 5h. observed the "Londsborough." 6h. observed her pitch. 6h. 15m. boat came up to the sledge; pitched. 8h. had pemmican and tea.

June 4th, Saturday.
Distance, 17 miles.
Hours travelled, 10h. 30m.
Rest, 13h. 30m.

4. called the cook. 5h. 20m. breakfasted; performed divine service. 6h. 30m. packed and started. 7h. 20m. observed two men on depôt hill. 8h. observed a party of men proceeding towards us; hoisted our banner. 10h. party met us, consisting of Dr. Lyall, Mr. Allard, and twelve men, six

June 5th, Sunday.
Wind, calm; o.b.c.
Distance, 8 miles.
Hours travelled, 11h.
Rest, 13h.

Proceedings
of Mr. Blair Grove.

June 6th, Monday.

Wind, calm; 0. com.
Distance, 9 miles.
Hours travelled, 6h.
Rest, 1sh.

of whom assisted to drag our sledge. Midnight, halted for lunch. 2h. pitched on Princess Royal Island; went on top of the hill to erect a cairn. 5h. returned to the tents, had pemmican and tea; received our letters from England, they having been brought from the ship by Dr. Lyall.

5h. called the cook. 6h. breakfasted; sent hands on the hill to build a cairn.

11h. completed the "Londsbrough" with provisions for thirty days. 12h. lunched. Heavy fall of snow.

5h. 20m. had supper and tea.

5h. 30m. The "Lady Franklin" and "Enterprise" arrived from the other end of the island, and pitched alongside of us.

5h. called the cook. 6h. breakfasted. 6h. 30m. received my orders from Sir Edward Belcher to proceed towards the ship, and assist the "Enterprise" in carrying in the depôts. 7h. The ice-boat with the "Londsbrough's" crew and "Lady Franklin" started under sail, receiving three cheers from us, which they returned.

8h. got under weigh in company with the "Enterprise," and proceeded towards the west end of the island. 12h. pitched; had lunch.

1h. 10m. sent all hands back to bring the "Londsbrough" up; lashed our sledge afresh.

5h. 20m. party returned; had supper and tea; received, before parting company with the "Londsbrough," Alex. Baillie, sick, and gave C. Pond in lieu, and W. Huggett for passage to the ship.

5h. called the cook. 6h. breakfasted; sent a shooting party over to the main.

10h. observed two men and a dog on the floe coming towards the island; party returned; lunched. 1h. sent another shooting party out. 2h. 10m. two men and the dog arrived with orders from Sir Edward Belcher for Mr. Allard. 3h. 30m. party returned, having seen no game on the main, but recent tracks of deer; they, however, shot two fine teal, while crossing the floe.

June 8th, Wednesday.

Wind, North-westerly; 4. to 5.
b.e.m.
Distance gone over, 6 miles.
Hours travelled, 5h.
Rest, 19h.

5h. called the cook. 6h. breakfasted; employed stowing the "Londsbrough" with 23 days' provisions for twenty men, and 20 days' for two men who are to take charge of the sledge, provisions, tent, &c.

9h. proceeded towards a point of land on the main inside the island. 10h. arrived on ditto; pitched the tent, and stowed the provisions inside of it, leaving the two men in charge. When on this point, discovered very faint remains of an Esquimaux hut, consisting of a double row of large stones, and the traces of the door facing the south; found a piece of wood.

11h. 10m. returned to the tents and lunched. 12h. 30m. packed and proceeded under sail, steering for the grand depôt, going over the land. 4h. 40m. halted and pitched. 6h. had pemmican and tea. Observed two lanes of water off the island.

June 10th, Friday.

Wind, S.E.; 2. b.e.
Distance made good, 4.5 miles.
Distance travelled, 7 miles.
Hours travelled, 5h.
Rest, 19h.

5h. called the cook. 6h. breakfasted, packed, and started at 7h.; floe very soft.

9h. Whilst walking ahead of my sledge, floe gave way, went slap in; fortunately Mr. Allard was not far off; assisted me out; stopped the sledge, and shifted.

10h. Beams (captain of the sledge) went in, got him shifted, and proceeded, steering close in shore. 11h. 30m. reached the land floe. Midnight, lunched. 1h. proceeded.

4h. halted and pitched.

Large sheet of open water close to us, extending from the hummocks to about halfway across to Table Island, about a distance of six miles; strong current running south, strength between 4 or 5 miles per hour.

5h. called the cook. 7h. started; Wind, North-westerly.

Midnight, halted for lunch. 1h. started under sail. Observed numerous lanes of open water in mid-channel. Observed the traces of a musk ox, evidently very fresh. 4h. halted and pitched.

June 11th, Saturday.

Wind, S.W.; 2. b.e.
Distance, 8 miles.
Hours travelled, 8h.
Rest, 16h.

5h. called the cook. 6h. breakfasted. 7h. started on our return to Depot Point, to shift the "Londsbrough's" depôt, according to orders. Midnight; arrived at the Point, and lunched; unpacked the sledges, and pitched the tents. 1h. repaired on top of the Point, and dug the depôt up; loaded the sledges, and rebuilt the cairn. 4h. 30m. returned to the tents. 6h. had supper and tea.

June 12th, Sunday.
Wind, North-westerly; 3. c. o.
Distance, 8.5 miles.
Hours travelled, 8h.
Rest, 16h.

Observed the current setting strongly to the N.W.

5h. called the cook. 6h. breakfasted. 7h. started, steering for Wall Cliff. 12h. arrived at ditto, had lunch, pitched the tents. 1h. took a party on top of the Wall Cliff, to build a cairn; built ditto on the same spot that Captain Richards had built a small one during the autumn. 4h. returned to the tent.

June 13th, Monday.
Wind, North-westerly; 1. b. c.
Calm, o.b.e.
Distance, 7.5 miles.
Hours travelled, 4h. 30m.
Rest, 19h. 30m.

6h. had supper and tea.

5h. called the cook. 6h. breakfasted. 7h. started with a depôt for "Londsbrough" and "Lady Franklin," steering for Star Cliff; floe very wet and rotten, very wet feet in consequence. 11h. 40m. arrived at the point, lunched; after lunch, buried the depôt, consisting of 100 rations.

June 14th, Tuesday.
Wind, W.; 6. b. c.
Distance, 7.5 miles.
Hours travelled, 5h.
Rest, 19h.

2h. started, returning to Bluff Point.

4h. 30m. arrived on ditto, and pitched. 6h. 10m. had supper and tea.

Richard Bex (R. M.,) complaining of severe pain in his right testicle, and also that it was much swollen; gave him an opening pill—pil. colocynth. c.—and kept wet rags applied to the parts during the night; made a bandage of a handkerchief, and slung them.

5h. called the cook. 6h. breakfasted. 7h. took 13 hands on top of the hill to enlarge the cairn; rest of hands employed digging up the provisions. Midnight; returned from the hill; lunched, and started at 1h. A.M. Very unpleasant weather, accompanied with heavy snow and sleet. Richard Bex still complaining; made him walk alongside the sledge.

June 15th, Wednesday.
Wind, W.; 5. b. c. 2.
Distance, 6.5 miles.
Hours travelled, 6h. 30m.
Rest, 17h. 30m.

pitched on the land; unstowed the sledge, and relashed. Gave Bex two . . . sap. c. opio.

5h. called the cook. 6h. breakfasted. Bex still complaining. 7h. started. 12h. lunched. 1h. started. 4h. pitched. 6h. had supper and tea. Very heavy work during the day, owing to the softness of the snow, and obliged in consequence to skirt the bays.

June 16th, Thursday.
Wind, W.; 5. to 6. com. q. s.
Distance, 3 miles.
Hours travelled, 3h.
Rest, 15h.
Cairn building, 6h.

5h. called the cook. 6h. breakfasted. 7h. packed and started. 11h. 30m. reached the N.E. extreme; pitched the tents, had lunch; after lunch, went on top of the hill to build a cairn in sight of Coffin, Table, and Exmouth Islands; also repaired the old cairn on the N.E. extreme.

June 17th, Friday.
Wind, South-westerly, 2. com.
Distance, 9 miles.
Hours travelled, 8h.
Rest, 16h.

5h. had supper and tea; during the forenoon the weather was very thick and drizzly, but cleared up about noon; towards the evening came on wet again.

5h. called the cook. 6h. breakfasted. 7h. started. 9h. 30m. found the floe so very bad, the top cake of ice and snow breaking in, and nothing remaining on top of the thick ice except sludge and water about 2½ or 3 feet in depth; sledges breaking in. 10h. 30m. obliged to shift, the drag ropes not being able to turn the sledges, and retrace our way back.

June 18th, Saturday.
Wind, South-westerly; 3. com. f.
Distance, 4 miles.
Hours travelled, 4h. 30m.
Cairn building, 5h.
Rest, 14h. 30m.

11h. 30m. reached pretty good ice. 12h. lunched; in consequence of the men being thoroughly wet up above their knees, only gave them a quarter of an hour to lunch. 12h. 15m. started; obliged to go the round of the bay so as to avoid the bad ice. 4h. pitched. 5h. 30m. had supper and tea.

5h. called the cook. 6h. breakfasted. 7h. started, keeping the rounds of the bay, steering for Village Point. 10h. 30m. arrived at Village Point, buried a depôt for the "Londsbrough."

June 19th, Sunday.
Northerly; 1. b. c.
Distance, 9 miles.
Hours travelled, 8h.
Rest, 16h.

11h. started, having previously had lunch.

June 20th. Monday.

Wind, Northerly: 1. com.
 Distance, 8 miles.
 Distance, 4 miles.
 Hours travelled, 9h. 40m.
 Rest, 9h.

2h. pitched; had supper and tea.
 11h. called the cook; had breakfast. 11h. 30m. started, steering for the ships. 4h. 30m. observed the mastheads. 3h. 20m. reached the ships.

Name.	Rank.	Ship.	Remarks.
Mr. J. B. Grove	Mate	"Assistance."	
Joseph Beams	Captain of Sledge	"	
Thomas Bond	Q. M.	"	
Isaac Barnett	Capt. of M. T.	"	
Christopher Pond	Carpenter's Crew	"	
James Macartney	A. B.	"	
Mr. William Taylor	Boatswain	"	Volunteer.
Robert Urquhart	R. M.	"	

Constant weights	-	-	-	-	lbs.
Provisions and packages	-	-	-	-	707
Total weights	-	-	-	-	1,050
Weight per man	-	-	-	-	1,757
					251

Enclosure No. 23. of Sir Edward Belcher's Letter.

Lieutenant WALTER W. MAY to SIR EDWARD BELCHER.

Sir,

Her Majesty's Ship "Assistance," August 20, 1853.

I have the honour to transmit to you herewith the Journal of the proceedings of H.M. Sledge "Reliance," late under my command, whilst employed under the orders of Commander Richards in the search to the southward and westward, between the 10th of April and the 13th of June 1853.

I have, &c.

(Signed) WALTER W. MAY, Lieutenant.

Proceedings
of Lieutenant May.

JOURNAL of Proceedings of H.M. Sledge "Reliance," in charge of Lieutenant W. W. May, attached to the S.W. division, under the command of Commander G. H. Richards.

Name.	Rank.	Ship.	Remarks.
Mr. W. W. May	Lieutenant	"Assistance."	
Benjamin Young	Ice Quarter-master	"Pioneer."	
George Edey		"	
Robert McCormack	R. M.	"	
George Green	R. M.	"	
R. Robinson	A. B.	"	
— Harris	"	"	
— Sennate	"	"	
Thomas Marshal	Captain, Forecastle	"Assistance"	Received from sledge "Lady Franklin."

Abstract of Weights.

Constant Weights	-	-	-	-	lbs.
Provisions with packages (30 days)	-	-	-	-	600
Boat	-	-	-	-	675
Weight per man	-	-	-	-	300
Daily decrease of weight	-	-	-	-	225
					22½

Sir EDWARD BELCHER, Kt., C.B., Captain of H.M.S. "Assistance," and in command of the Arctic Squadron, to Lieutenant W. W. MAY.

1. Whereas you have been entrusted with the command of the sledge "Reliance," victualled for 30 days, and in every respect complete for the intended duty:

2. You will place yourself under the orders of Commander Richards, of this ship, or of Lieutenant Osborn, should he become separated, and obey any instructions given to you by either of them.

3. Upon your quitting Commander Richards, on your return to the depôt and ship, you will receive from him either definite distinct orders for your guidance, or you will obey the exact tenor of the following:—

4. You are upon a duty which calls for your *undivided attention*, and from the moment of quitting his command, you are to use your utmost exertion to reach the ship, in order that other equally important duty shall be accelerated.

5. When sporting becomes necessary for the actual sustenance of your party, it may be countenanced; but our time is now too valuable to lose an hour. I must therefore strictly enjoin you not to deviate from the spirit of this order, by moving right or left in quest of animals, or adding unnecessary weight to the sledge.

6. You will, in conformity with my general order, keep a strict daily journal, under the form issued; and, within a reasonable period after your return to the ship, deliver the same to me, duly signed.

7. Should you fall in with any superior officer belonging to this squadron, you will show him these orders, and he is hereby strictly enjoined not to interfere with you or your route, nor in any manner retard the service on which you are specially engaged.

8. Wishing you health, good weather, and success, I commit you to the care of Him who careth for us all.

Given under my hand, on board Her Majesty's Ship "Assistance,"
Northumberland Sound, this 9th day of April 1853.

(Signed) EDWARD BELCHER, Captain.

4h. P.M. left the ship with 6 sledges under the command of Captain Richards. Officers, Lieutenant Osborn, May, Dr. Lyall, Messrs. Herbert and Grove, mates, "Reliance," carrying a boat to be deposited on the east shore of Melville Island. Sail set; 8h. 30m. encamped at the N.E. end of Spit Island. Made 6 miles.

8h. started under sail, following our old tracks through the hummocks. 12h. lunched. 4h. 30m. encamped.

7h. 30m. started. Rough travelling during the forenoon. Sail set. 12h. lunched. 4h. encamped near the heavy hummocks which were passed over on our last trip to Cape Lady Franklin.

7h. started, and dragged the sledges to where we entered the hummocks on our last journey across. Double banked the three small sledges, and proceeded. In crossing this ridge of hummocks, the left runner of our sledge broke short off in the after horn, and also carried away two stanchions. Unloaded sledge, and commenced repairing ditto, by putting in two new stanchions, and securing the broken runner with strong lashings, making her quite as good as before the accident occurred. But Captain Richards wishing to try the sledge, ordered the boat to be placed for the present on the "Dauntless;" in the meanwhile the rest of the crews having dragged the three other sledges over the hummocks, lunched, and proceeded onwards. The "John Barrow" carried away two stanchions and strained the left runner.

1h. having lunched, we again proceeded; found the sledge to stand uncommonly well.

4h. 30m. encamped.



Cone Island

Two Sisters.

7h. started; going over a tolerably good floe, weather thick, with drift land not in sight.

11h. 30m. lunched. Set the sails. Carried away spare pike. Towards the evening the weather cleared up, and we again saw land.

4h. encamped; Cape Lady Franklin about two miles distant.

7h. 10m. started; good floe; passed Cape Lady Franklin, going about

II.

N n

April 10th, Sunday.

First Journey.

Wind, N.; 3. c. s.

Time travelling, 4h. 30m.

Encamped, 8h. 30m.

Distance, 6 miles.

Time encamped, 11h. 30m.

April 11th, Monday.

Second Journey.

Travelled, 8h. 30m. N.E.; 3. c. 4.

Encamped, 4h. 30m.

Made 7 miles.

Time encamped, 15h.

April 12th, Tuesday.

Third Journey.

N.W.; 3. c. m.

Travelling, 8h. 30m.

Encamped, 4h.

Made 8 miles.

April 13th, Wednesday.

Fourth Journey.

Time encamped, 15h.

Time travelled, 9h. 30m.

N.W.; 1. c.

4h. 30m. encamped.

Made 6½ miles.

Time encamped, 14h. 30m.

April 14th, Thursday.

Fifth Journey.

7h. started.

Wind, W.; 3. to 4. o.c.

Time travelled, 9h.

4h. encamped.

Made 7½ miles.

Time encamped, 15h. 10m.

April 15th, Friday.

Fifth Journey.
Southerly; 3, 4, o.c.n.
Temp. 18°.
Time travelled, 9h. 20m.
South-easterly.
4h. 30m. encamped.
Made 9½ miles.
Encamped, 15h. 30m.

April 16th, Saturday.

Sixth Journey.
Temp. 8°.
Wind, W.N.W.
Temp. 18°.
Time travelled, 4h.
12h. encamped.
Made 3½ miles.

April 17th, Sunday.

Seventh Journey.
8h. started.
Wind, N.W.; 1, 2, 3, b.c.n.
Time encamped, 20h. (bad weather).
Building depôt, 3 to 4 hours.
4h. 45m. encamped.
Time travelled, 8h. 45m.
Distance, 7½ miles.

April 18th, Monday.

Time encamped, 14h. 45m.
Eighth Journey.
7h. 30m. started.
North-westerly; 3, to 4, b.c.
Time travelled, 8h.
5h. encamped.
Distance, 7 miles.
Time encamped, 14h. 30m.

April 19th, Tuesday.

Ninth Journey.
7h. 30m. started.
North-westerly; 2, b.c.
Time travelled, 9h. 45m.
5h. 15m. encamped.
Distance, 8 miles.
Time encamped, 13h. 30m.

April 20th, Wednesday.

Tenth Journey.
W.N.W.; 2, b.c.
Temp. 22°.
Time travelled, 10h. 15m.
5h. encamped.
Made 8 miles.
Time encamped, 14h. 15m.

April 21st, Thursday.

Eleventh Journey.
Calm, b.c. 3.
5h. encamped.
Made 8½ miles.
Time travelled, 9h. 45m.

April 22d, Friday.

Twelfth Journey.
Time encamped, 14h. 30m.
Calm, b.c.
Noon, 2h.
Light air from northward.
Time travelled, 9h. 30m.
5h. encamped.
Made 7½ miles.
Time encamped, 14h.

April 23d, Saturday.

Thirteenth Journey.
7h. started.

west. The land here was low, with the exception of a few hills, but the weather coming on thick, prevented our distinguishing objects at any great distance.

11h. 15m. lunched. During the afternoon the wind being favourable, we set the sails, and found them of great assistance.

4h. 30m. encamped.

8h. started. Strong wind from the westward, with the thermometer low; weather thick; land just visible through the haze.

11h. 30m. finding it too severe for travelling with safety, we encamped within about 30 yards of a point of land against which there was an immense ridge of hummocks thrown up, about 30 to 40 feet above the level of the floe. The land was of a sandstone construction, and covered with numerous large stones. After lunch, we buried the depôt brought out by the sledge "Dauntless," which consisted of five days' provisions for the rest of the sledges. This was deposited in a hollow cairn, built round with large stones.

8h. started. The "Dauntless" returned to the ship. Five deer were seen this morning, also two in the forenoon. Shifted the boat to our sledge. Good floe; sledges going well. The land appeared to trend north and west for about four miles; we then rounded a point and turned more to the westward.

12h. lunched.

4h. 45m. encamped, having crossed a deep bay or inlet which ran about south.

7h. 30m. started. The cape we were encamped off was named for the present Sandstone Point. Floe very good; wind sharp from N.W. After clearing Sandstone Point, we came in sight of two hills, which, from their similarity to each other, were called the Two Sisters.

11h. 30m. the weather being very severe, we encamped for lunch.

1h. down tents and proceeded. Observed an inlet or strait running about S.W.

5h. 30m. encamped near the land. Mr. Herbert and myself landed and saw three deer. The land continued to be of sandstone formation, with high hills at a distance, from which gentle slopes or planes of about two or three miles in breadth extended towards the sea, evidently well calculated to sustain game of every description. Stones sharp and irregular.

7h. 30m. started. A small island could be seen to the northward. Following the trend of the land about west true.

11h. 50m. lunched. Captain Richards obtained an observation of the sun.

5h. 15m. encamped. Land could be seen about 30 miles to the southward.

6h. 45m. started. Heavy floe. Captain Richards went to the summit of a hill to get a view of the distant land.

12h. lunched.

5h. encamped.

There appears to be a passage to the south, making the nearest land to us an island.

7h. 15m. started; heavy floe; making for a bluff about S.W.

11h. 45m. lunched.

5h. encamped.

7h. 30m. started, making for the bluff, distant about 16 miles S.W. by W.

We could see clearly to-day the South land. There is a remarkable bluff on eastern side, near which appears a channel running to the S.E. This bluff is about 18 miles from the point we are now making for, between which is a deep bay with several smaller bays in it. The land is low in most parts, with the exception of high land to the southward.

11h. 30m. lunched.

During the afternoon the sledges ran heavily, being obstructed by thick snow and hummocks; in crossing some of these, the sledge "Success" carried away all her side lashings. She was unloaded and relashed.

5h. encamped.

7h. started; set sail; weather thick.

11h. lunched. Sledges went uncommonly well this afternoon, the sail being of great assistance.

5h. encamped.

George Harris, having had repeated attacks of cramp in the stomach, will return to the ship with the sledge Lady Franklin.

7h. started, weather very thick, strong wind from N.W.

11h. 45m. lunched.

4h. 30m. encamped on the shore. The weather continued so thick, that none of the land around us could be seen. Buried the depôt brought by the "Lady Franklin."

This point was named Cape Fortune.

We remained at our encampment until noon, to get observations of the sun for latitude and longitude, and finish burying the depôt. I went in pursuit of game, and succeeded in shooting a hare. Saw six deer, but they were too wild to get within gun shot. Dr. Lyall and party started on their return for the ship.

12h. lunched.

12h. 15m. down tent, and proceeded along the land to the N.W., on a ledge of smooth ice inside the hummocks.

5h. encamped; weather clearing.

The ice here appeared to be very old, having that dirty bluish look about it; hummocks numerous but small; land low, and covered with snow.

7h. 15m. started, going along the land about N.W.; land very low; weather thick, with strong N.W. wind. Several deer were seen.

11h. 30m. lunched.

4h. encamped.

7h. 30m. started; we rounded a long low point, and then kept in shore again along the land ledge; none of the land about us could be seen for the mist.

11h. 30m. stopped for lunch.

4h. 30m. encamped.

7h. 15m. started; going along the land about N.W. Land very low.

11h. 30m. lunched; during the afternoon we altered our course, following the direction of the land about W.S.W.

4h. 45m. encamped.

7h. started, good floe; following the trend of the land, making our course for the first three miles W.S.W., three miles S.W.S., and lastly, three miles S. 11h. 30m. lunched.

6h. encamped on a low spit, extending about two miles out from the land. Buried the depôt brought by the "Success." We could see land away to the S.W., about 35 to 40 miles distant.

7h. 30m. started; parted company with the sledge "Success," commencing their return journey for the ships.

8h. having arrived at the N.W. extreme of this land, we stopped the sledges, and erected a cairn on a prominent point, leaving despatches for Captain Kellet, this being the spot previously arranged upon, where, if possible, our travelling parties should meet. Shot a ptarmigan.

11h. 30m. lunched.

5h. encamped; the land to the S.W. could be distinctly seen.

7h. started, steering south; floe rather heavy.

11h. 30m. lunched.

5h. encamped; the land from the depôt ran to the S.E., forming a deep bay; it then trended away to the S.W., bringing it about S. by W. from our encampment.

7h. started; going about S.W.; weather very thick; no land to be seen to S.W.

11h. 30m. lunched.

5h. encamped.

6h. started; good floe; weather cloudy; going S.W.

10h. 40m. lunched.

3h. 45m. encamped; weather clearing; land could be seen S.W., about 25 miles distant.

7h. started; thick weather, going S.W., floe heavy, light wind from eastward; sails set.

11h. 20m. lunched; land to the eastward and southward could be seen.

2h. weather clearing; observed the land ahead.

6h. encamped about two miles from the shore.

Wind, N.W.; 3. 4. c.m.

Time travelled, 10h.

5h. encamped.

Made 9 miles.

Time encamped, 14h.

April 24th, Sunday.

Fourteenth Journey.

N.W. 5. 6.

Temp. 2°.

Time travelled, 9h. 30m.

4h. encamped.

Made 8 miles.

Time encamped, 19h. 30m.

April 25th, Monday.

Fifteenth Journey.

Temp. 10°.

Wind, N.W.; 2. c.m.

Detained for observations and

building depôt cairn, 4h.

— 4°.

Time travelled, 5h.

5h. encamped.

Made 4 miles.

Time encamped, 14h. 15m.

April 26th, Tuesday.

7h. 15m. started.

Wind, N.W.

Sixteenth Journey.

Time travelled, 9h. 45m.

4h. encamped.

Made 6½ miles.

Time encamped, 15h. 30m.

April 27th, Wednesday.

Seventeenth Journey.

Temp. + 5°.

Wind, N.W.; 3. to 4. b. c. m.

Time travelled, 9h.

4h. 30m. encamped.

Made 7 miles.

April 28th, Thursday.

Time encamped, 14h. 45m.

Eighteenth Journey.

Wind, N.W.; 3. b. c. m.

Time travelled, 9h. 30m.

4h. 45m. encamped.

Made 7½ miles.

April 29th, Friday.

Time encamped, 14h. 15m.

Nineteenth Journey.

Northerly; 2. 3. b. c.

Temp. + 8° + 11°.

Time travelled, 11h.

6h. encamped.

Made 9 miles.

April 30th, Saturday.

Twentieth Journey.

7h. 30m. started.

Calm; b. c. 3.

Time encamped, 13h. 30m.

Northerly; 2. b. c.

Time travelled, 6h.

Building cairn, 3h. m.

5h. encamped.

Made 5 miles.

Time encamped, 14h.

May 1st, Sunday.

Time encamped, 14h.

Twenty-first Journey.

7h. started.

+ 2°, + 8°.

Calm, m.

Time travelled, 10h.

Noon, + 16°.

5h. encamped.

Made 7 miles.

Time encamped, 14h.

May 2d, Monday.

Twenty-second Journey.

Time travelled, 10h.

Temp. + 6°.

Wind, southerly.

5h. encamped.

Made 6 miles.

Time encamped, 18h.

May 3d, Tuesday.

Twenty-third Journey.

+ 5°. Southerly; 2. c. m.

Time travelled, 9h. 45m.

3h. 45m. encamped.

Made 7½ miles.

May 4th, Wednesday.

Twenty-fourth Journey.

Time travelled, 15h. 15m.

Temp. + 10°.

Wind, N.W.

Time travelled, 11h.

6h. encamped.

Made 8½ miles.

MEMORANDUM: — GEORGE HENRY RICHARDS to MR. MAY, Sledge
"Reliance."

May 6th, 1853.

MEMO.—Circumstances having rendered it expedient to divert you from your original orders, and to detain the "Reliance" on shore for a longer period than was at first contemplated, you will observe the following instructions for your future guidance.

Re-crossing the Byam Martin Channel, you will provision yourself from the depôt at Point Success, and from thence pass on to Cape Fortune. Having supplied yourself also from this depôt, you will proceed inside the Deception Group (should the weather be clear), and passing along the coast line at a convenient distance, call at the Deception Point depôt for your provisions there, taking only sufficient to enable you to reach the grand depôt at Cape Lady Franklin. Having reached this cape, you will re-provision the "Reliance" for 35 days, and return to Cape Fortune direct. At the depôt at Cape Fortune, you will deposit 15 days' provisions for 8 men; and having performed this service, you will return to the ship in Northumberland Sound.

Should, however, the ice in the Queen's Channel have broken up, so as to render your crossing it without a boat hazardous, you will return to the grand depôt, where you will await further orders from Lieutenant Osborne or myself. The former may be expected at that depôt en route to the eastward, about the 20th of June. The service you are about to undertake is an important one to us, and the necessity of yourself and crew being on board the ship at the commencement of the summer operations is equally so to her. I may therefore enjoin you to use every dispatch in the performance of this duty, and you are not to devote any time to the examination of coast which may in the *slightest* degree retard your progress. You will be careful to secure the different depôts as you supply yourself with provisions, and at every cairn you visit, you will leave a brief record of your proceedings for my information, stating the time of your leaving such cairn and the particular direction you are about to take, especially at _____, where you will leave any information you may possess on the state of the ice in Queen's Channel.

Dated at the west shore of Byam Martin's Channel, lat. 76° N.; lon. 106°—20.

(Signed) GEO. HENRY RICHARDS.

Time encamped, 13h.

May 5th, Thursday.

Twenty-fifth Journey.

Temp. +1° +5°.

Noon +8°. Easterly.

Time travelled, 10h.

5h. encamped.

Made 8½ miles.

May 6th, Friday.

Calm: 5°; b.e.

Noon, in temp. +60°.

Twenty-sixth Journey.

Time encamped, 14h. 10m.

Time travelled, 1h. 20m.

—10°.

Midnight, 12h.

Time travelled, 8h.

4h. encamped.

Made 11 miles.

Time encamped, 14h. 10m.

May 7th, Saturday.

Twenty-seventh Journey.

Calm. 1°. Midnight. —10°.

Time travelled, 8h. 30m.

3h. 40m. encamped.

Made 12 miles.

Time encamped, 15h. 20m.

May 8th, Sunday.

Twenty-eighth Journey.

Time travelled, 8h. 30m.

+4° Westerly, 2. b.f.

3h. encamped.

7h., started; thick weather; going S.W.; floes heavy; light wind from eastward. Sails set.

11h. 20m., stopped for lunch; land to the S.E., could be seen.

2h. weather clearing; observed the land ahead.

5h. encamped about 2 miles from the shore.

7h. 10m. left our encampment, and proceeded to the shore.

8h. 30m. encamped on Melville Island. Deposited our depôt (which consisted of 10 days' provisions for 16 men), with the boat; received one day's provisions from sledge "Sir Edward."

As we *intended* to commence night travelling our men retired to rest until the evening. The land here *was* high, of a sandstone formation, covered with snow; hardly any signs of vegetation to be seen. The few patches of stones uncovered appear to have been much washed by the rush of water from the surrounding hills.

8 P.M. packed the sledge and started, leaving the advancing parties encamped.

12h. 40m. stopped for lunch.

1h. proceeded.

4h. encamped; land ahead, about S.S.W.

6h. 10m. started, following our old sledge tracks back; weather very fine. A herd of 6 to 8 deer in crossing the strait had followed the old sledge tracks for several miles.

11h. 10m. lunched.

3h. 40m. encamped; weather misty.

6h. 30m. started, making for the depôt cairn; light wind from the westward; sail set.

11h. lunched; cairn. N. ¼ E. Weather thick.

3h. encamped. Thick fog.

7h. started. Sail set. Thick fog.

10. weather clearing. Down sail.

12h. 15m. encamped at the depôt left by sledge "Success." Provisioned our sledge for 7 days, with the exception of bread, tea, sugar, chocolate, and of those articles 4 days.

8h. started, following the trend of the land towards Cape Fortune depôt. Sail set.

11h. 30m. lunched. Passed a cairn erected by sledge "Success."

4h. encamped.

7h. 50m. started. Weather thick. Following the old sledge tracks.

9h. 30m. passed a small cairn erected by sledge "Success."

12h. 30m. lunched.

4h. 40m. encamped; Cape Fortune S.E.

7h. 40m. started, fine clear day, making for Cape Fortune.

12h. 30m. lunched; shot a deer. 4h. 30m. encamped at the depôt.

The land here is of a sandstone formation, covered in every direction with moss and sassafrage. It abounds in deer and ptarmigan. The stones appear much washed and rounded by the running of water from the surrounding hills. Shot some ptarmigan.

We dug up the depôt and took our provisions, securing the remainder as before, and at 12h. proceeded, making for the S.W. bluff of Deception Island.

3h. 30m. lunched.

6h. 30m. encamped.

7h. started, fine clear day, making for the S.W. bluff; observed a cairn erected on its summit.

There appears to be a passage to the S.E. of the Deception Group to Cape Lady Franklin, through which, after having made the S.W. bluff, I intend proceeding. I also observed another deep inlet or strait about S. by E. $\frac{1}{4}$ E. (see sketch). Floe heavy, owing to a recent fall of snow.

11h. 30m. lunched.

3h. 45m. encamped.

7h. 40m. started, strong wind from south. Sail set, heavy floe; passing to the southward of the S.W. bluff.

11h. 30m. lunched.

4h. 45m. encamped about 1 mile south of the bluff.

The land about here is high, with a good earthy soil, and covered with moss and other wild flowers, such as sassafrage, &c., but at S.W. bluff there was nothing but a mass of huge rocks, which had been thrown by an avalanche from the cliffs above. The floe appeared old, with numerous large hummocks pressed against the shore.

7h. 30m. started, making for a bluff on the N.E. side of the strait; after about two hours travelling we opened an inlet or strait trending to the N.E., but the weather was so thick that I could not distinguish a passage through.

11h. 30m. lunched.

4h. 20m. encamped on the east side of the strait. The land about here was particularly barren. There was not a sign of a living creature except a few ptarmigan.

Land on S.W. side high, and covered with snow.

9h. started, heavy old floe. Following the land to the S.E. (towards what appears to be an outlet).

1h. 30m. lunched. Passed a remarkable looking island, about 4 miles from the east shore (see sketch).

5h. 40m. encamped.

At this part of the strait, the distance across was from 10 to 12 miles. Several deep bays were to be seen on the east shore, and on the west an inlet running about west.

7h. 20m. started, thick weather; making for a bluff, about S.E. by E. The land still continued high with perpendicular cliffs; weather so thick that I could not distinguish the trend of the strait. Floe soft and heavy.

11h. 50m. lunched.

4h. encamped.

The weather having cleared during the morning, I could see the land to the S.E. There evidently appeared no outlet in that direction. Though the strait or bay (20 miles distant) took an easterly turn, and having only

Made 12 miles.
Time encamped, 1 ih.

May 9th. Monday.

Twenty-ninth Journey.

Wind N.W.; 3. 4. o.m.q.s.

Time travelled, 5h. 15m.

Working at depôt, 4h.

Temp. + 14°.

12h. 15m. encamped.

Made 8 miles.

Time encamped, 19h. 15m.

May 10th. Tuesday.

Thirtieth Journey.

Wind, North-westerly; 3. c.m.

Time travelled, 8h.

+ 4° - 1° + 5°.

Made 12 miles.

Time encamped, 15h. 50m.

May 11th. Wednesday.

Thirty-first Journey.

Wind, North-westerly.

+ 10°. + 5° Midnight.

Time travelled, 9h.

4h. 40m. encamped.

Made 11 miles.

May 12th. Thursday.

Thirty-second Journey.

Temp. - 7°. Calm.

Time encamped, 15h.

Temp. - 10°.

Time travelled, 8h. 50m.

4h. 30m. encamped.

Made 10 miles.

May 13th. Friday.

Thirty-third Journey.

Time encamped, 19h. 30m.

Temp. - 2°. Calm; 2. b.c.

Time working at depôt, 4h.

Time travelled, 6h. 30m.

6h. 30m. encamped.

Made 7 miles.

May 14th. Saturday.

Thirty-fourth Journey.

Time encamped, 12h. 30m.

+ 14°. Calm.

Midnight, - 11°.

Time travelled, 8h. 45m.

3h. 45m. encamped.

Made 11 miles.

May 15th. Sunday.

Thirty-fifth Journey.

Wind, S.; 4. 5. c.m.q.

Time encamped, 15h. 55.

Time travelled, 9h. 5m.

4h. 40m. encamped.

Made 11 miles.

May 16th. Monday.

Thirty-sixth Journey.

Time encamped, 14h. 45m.

Easterly; 2. 3. o.c.m.

Temp. + 16°.

Time travelled, 9h. 10m.

4h. 20m. encamped.

Made 9½ miles.

May 17th. Tuesday.

Thirty-seventh Journey.

Time encamped, 16h. 20m.

Temp. + 16°.

Wind, N.E.; o.c.m.

Midnight { Calm, o.f.

Temp. + 18°.

5h. 40m. encamped.

Time travelled, 8h. 40m.

Made 9 miles.

May 18th. Wednesday.

Thirty-eighth Journey.

Time encamped, 13h. 40m.

Temp. + 26°.

3. 4. o.f.d.; South-easterly.

4h. encamped.

Time travelled, 8h. 40m.

Made 10 miles.

May 19th. Thursday.

Thirty-ninth Journey.

Time encamped, 16h. 45m.

E.S.E.; 5. 6. o.c.q.m.

Time travelled, 2h. 25m.
5h. 10m. encamped.
Made 15 miles.

May 20th, Friday.
Fortieth Journey.

Time encamped, 14h. 25m.
S.E.; 2. h.c. Calm.
Temp. +26°.
Time travelled, 8h. 40m.
4h. 15m. encamped.
Made 8 miles.

May 21st, Saturday.

Forty-first Journey.
Time encamped, 14h. 45m.
S.W. Wind; 5. 6. o.f.
Time travelled, 8h. 30m.
5h. 10m. encamped.
Made 9 miles.

May 22d, Sunday.

S.W.; 4 5. Thick Fog.
Encamped.

May 23d, Monday.

Forty-second Journey.
Time encamped, 40h.
Calm. 5 a.
Time travelled, 9h.

May 24th, Tuesday.

Forty-third Journey.
Time encamped 5h. 30m.
Calm. 5 a.
Time travelled, 6h.
6h. encamped.
Made 18 miles.

May 25th, Wednesday.

Time at work at the depôt, 4h.
Time encamped, 25h. 40m.
Northward; 1. 5. o.c.
+18°.
4h. 10m. encamped.
Time travelled, 8h. 30m.
Made 15 miles.

May 26th, Thursday.

Forty-fourth Journey.
Time encamped, 16h. 20m.
Temp. +29°.
Wind, N.W.; 5. 6. 7. e.g.
Travelled 5 miles.
Time employed in getting provisions, 8h.
30m. returned to tent.

May 27th, Friday.

Time encamped, 16h.
N.W.; 7. to 9. o.g. +29°.
Encamped.

May 28th, Saturday.

Forty-fifth Journey.
No. hours detained by bad weather, 24h.
Northerly; 2. h.c. +17° +30°.
o.c.m. +30°.
Time travelled, 8h. 45m.
5h. encamped.
Made 8 miles.

May 29th, Sunday.

Forty-sixth Journey.
Time encamped, 15h. 10m.
Temp. +20° +22°.
N.W.; 2. o.m.f.s.
1h. 30m. encamped.
No. hours travelled, 5h. 20m.
Made 6 miles.
Hours employed at depôt, 4h.

May 30th, Monday.

Forty-seventh Journey.
Time encamped, 17h. 40m.
Temp. +21°.
N.W.; 3. to 4. o.f.s.g.
Snow drifting.
4h. 40m. encamped.

2½ days provisions left on my sledge, I considered it best to put back and try the passage east of S.W. bluff (Deception Island).

7h. 45m. started, having erected a small cairn on an island to show our position. Sail set; strong wind from S.E.

12h. 30m. lunched.

5h. 10m. encamped.

7h. 35m. started, following the land along to the N.E.

12h. 10m. lunched; having passed the north extreme point of this inlet, we come in sight of the other passage, bearing about N.E.

4h. 15m. encamped; provisions nearly out.

7h. started, making towards the small outlet, to the N.E.; strong wind from the S.W.; heavy floe.

11h. 30m. lunched.

A thick fog continued during the rest of to-day's march, and on reaching the land at 3h. 30m. encamped.

The weather being too thick to proceed, I left the sledge accompanied by one man, to endeavour to find out our present position. We followed the land along to the N.E. about 5 miles, when it turned abruptly round to the north, where I found the old sledge tracks, but the fog continued so dense that I could not distinguish whether we were to the eastward or westward of the depôt. Shot two ptarmigan and returned to our tent.

The weather having cleared up, I found that we were at the back of the Two Sisters hills, and about 16 miles from the Deception depôt.

7h. 30m. started, making for a passage between South Deception Island and the Two Sisters. Floe heavy.

5h. 30m. pitched the tent to give the men a rest; went to the summit of a hill, and from there saw a passage between North and South Deception Islands, between which were the Sisters and another island.

11h. having left in a hollow cairn all our unnecessary articles of clothing, we proceeded for the depôt. Passed Sandstone Point, where I saw a cairn erected by sledge "Lady Franklin."

6h. encamped at the depôt; found that bears had broken into it, and consumed all the fuel, bacon, and destroyed a quantity of bread; the gutta percha cases were torn up, and parts of them to be found 300 yards from the spot.

A.M. After breakfast the sledge's crew dug up the remainder of the depôt; took our proportion of provisions, and rebuilt the cairn.

7h. 40m. started, strong wind from the northward. Good floe. Sail set.
12h. lunched.

4h. 10m. encamped about a quarter of a mile distant from Cape Lady Franklin, and 2 miles from the depôt.

8h. 30m., left the tent with the sledge and 6 men to get provisions from the depôt. Found every thing in a state of security, with the exception of two oars broken, and a part of a case of sterine destroyed. This had been done previous to the arrival of the sledge "Lady Franklin," with a note to that effect in the cylinder. After taking the necessary provisions we secured the depôt as before, and at 4h. 30m. returned to our tent. The wind blew strong from the N.W. all day.

Blowing a strong gale from the N.W. all night, with heavy snow drift; remained in the tent.

A.M., weather clearing; went on shore and shot a deer.

8h. 15m. started: good floe; sail set. Making for a passage inside the Deception group.

1h. lunched.

5h. encamped.

8h. 10m. started; wind from N.W.; floe heavy. Making towards a point bearing about W.N., which appears to be the southern and easternmost point of South Deception Islands.


1h. 30m. encamped.

Sent the sledge crew to bury a depôt, which will make good the provisions destroyed at the Deception depôt by bears.

8h. 10m. started, rounded the point, going about W.N.W. I went to the summit of a hill and erected a small cairn to show the position of the depôt. Weather very thick.

12h. 30m. lunched; weather clearing; saw the Two Sisters hills.

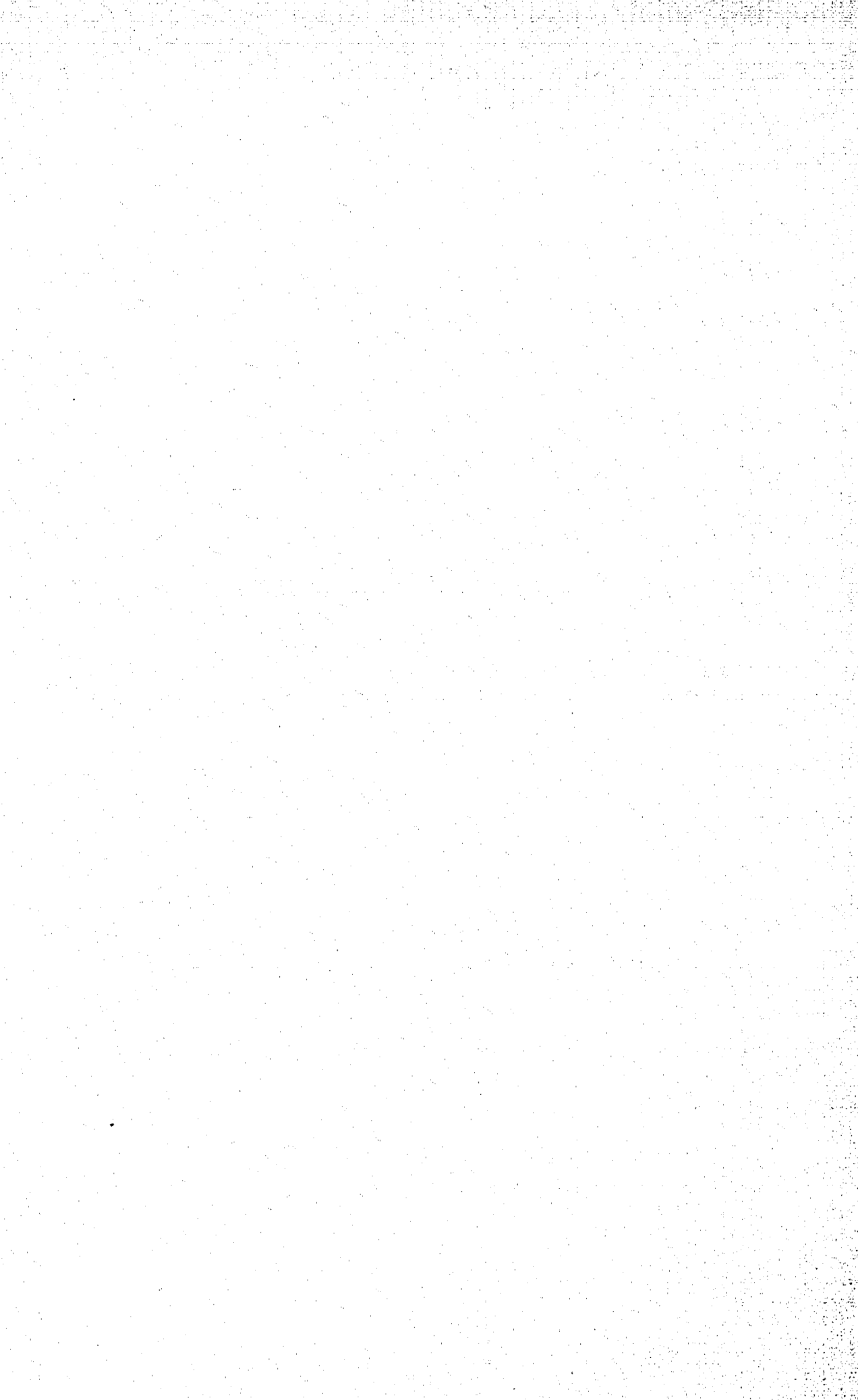
4h. 40m. encamped 2 miles S.E. of the Sisters.



S.W. BLUFF E.N.E.

C. FORTUNE S.W. BY W.

SOLITARY MT. W. BY N.



Having now examined the southern shore of the Deception Islands, and finding the floe so bad that it was with much difficulty the men could move the sledge, I determined on going between the islands and following our outward route towards Cape Fortune.

Made 8 miles.
Time travelled, 8h. 30m.

7h. 30m. started, and proceeded in that direction.

11h. 30m. lunched; saw a bear, which B. Young, captain of the sledge, wounded.

4h. 5m. encamped.

Saw, for the first time, a flock of ducks, going to the N.W.; also obtained water from a small lake.

Found on this part of the island numerous pieces of an inferior coal, which appears to have been washed down the ravines from the surrounding hills. Several deer were seen here.

7h. 10. started, following the trend of the land to the westward.

11h. 30m. lunched.

5h. 35m. encamped. Deposited a four day depôt for our return.

We found here enough coal to make a fire, and cooked our provisions with it.

8h. started, going about S.W.W. along the land. Weather very thick.

12h. 30m. lunched; weather cleared up towards the morning. Cape Fortune, S.W.W. $\frac{1}{2}$ W.

4h. 25m. encamped.

8h. 25m. started. Thick weather with snow all night. Floe heavy; sail set; wind from the S.E.

12h. 55m. lunched. Towards the morning the mist cleared off, and we could again see Cape Fortune.

5h. 45m. encamped.

6h. 40. started; fine clear day; wind N.E. making for Cape Fortune; sail set.

11h. 30m. lunched. Observed a travelling party south; communicated with them, which proved to be Lieutenant Osborn, on his return from Melville Island, searching the inlets between Capes Fortune and Lady Franklin.

He had left Captain Richards on the north shore of Melville Island, and since then, met with Lieut. Hamilton (and party) of "Resolute." She had wintered at Bridport Inlet, Melville Island, and found documents left by Captain McClure (Winter Harbour), stating that the "Investigator" was ice-bound on the North Shore of Banks' Land, now called Baring Island.

3h. encamped with sledge, "John Barrow," Lieut. Osborn; took the depôt of provisions from my sledge, giving me the despatches from "Resolute;" to make the best of my way back to the ship.

8h. started. Parted company with the sledge "John Barrow," making for the S.W. bluff. Wind from S.W.; sail set.

12h. 30m., lunched. A bear disturbed us during our lunch; shot him, obtained fat for fuel. Thick fog came on towards the morning.

5h. encamped.

8h. started; weather thick; following the land along to the eastward; saw some deer.

2h. lunched.

4h. 30m. encamped.

6h. 30m. started, going along the land towards the depôt. Thomas Marshall shot a deer. Numerous flocks of Brent geese were feeding on a low marsh at the foot of the mountains; it extended over a space of about four miles, and appeared to be their breeding place. This was close to our depôt, where we found the coals, and is the best spot for game of every description I have yet seen. Shot also to-day a hare, three Brent geese, and some ptarmigan. 1h. 30m., arrived at the depôt, took our provisions and proceeded.

5h. encamped.

7h. 30m. started; light wind from S.W.; sail set. Passed the S.E. point of North Deception Island.

12h. lunched.

4h. 30m. encamped about two miles east of the Two Sisters (on the shore). Sent the sledge to pick up the things left on that island.

8h. 30m. started, going along the land towards the Deception depôt.

May 31st, Tuesday.

Forty-eighth Journey.
Time encamped, 13h. 30m.
North-westerly; 3. o.e.
Temp. +20°.
4h. 5m. encamped.
Time travelled, 8h. 35m.
Made 8 miles.

June 1st, Wednesday.

Forty-ninth Journey.
Time encamped, 15h. 5m.
Wind, W.; o.e.m.
Temp. +26°.
5h. 35m. encamped.
Time travelled, 9h. 25m.
Made 9 miles.

June 2d, Thursday.

Fiftieth Journey.
Time encamped, 14h. 25m.
S.; 3. o.e.m.s.
4h. 55m. encamped.
Time travelled, 8h. 55m.
Made 8½ miles.

June 3d, Friday.

Fifty-first Journey.
Time encamped, 15h. 30m.
Temp. +26°.
Wind, S.E.; 3. 4. o.m.s.
5h. 45m. encamped.
Time travelled, 9h. 20m.
Made 8½ miles.

June 4th, Saturday.

Fifty-second Journey.
Time encamped, 12h. 55m.
N.E.; 3. b. c.
Temp. +26°.
3h. encamped.
Time travelled, 8h. 20m.
Made 8 miles.

June 5th, Sunday.

Fifty-third Journey.
Time encamped, 17h.
S.W.; o. c. 3. 4. 5. o. c. f. s.
5h. encamped.
Time travelled, 9h.
Made 10 miles.

June 6th, Monday.

Fifty-fourth Journey.
Time encamped, 15h.
N.; 4. o. m. s.
Temp. +34°.
4h. 30m. encamped.
Time travelled, 8h. 30m.
Made 11 miles.

June 7th, Tuesday.

Fifty-fifth Journey.
Time encamped, 14h.
b. c. m. calm.
+24°.
+18°.
Foggy; N.W.
5h. encamped.
Time travelled, 10h. 30m.
Made 12 miles.

June 8th, Wednesday.

Fifty-sixth Journey.
Time encamped, 14h. 30m.
S.W.; 2. 3. b. c. m. +25°.
Westerly; 4.
4h. 30m. encamped.
Time travelled, 9h.
Made 10 miles.

June 9th, Thursday.

Fifty-seventh Journey.
Time encamped, 16h.
N.W.: 3. o. f. s.
Temp. + 32°.
5h. encamped.
Time travelled, 9h.
Made 10 miles.

June 10th, Friday.

Fifty-eighth Journey.
Time encamped, 14h.
Wind, N.N.E.: 2, 3. o. c.
Temp. + 27°.
4h. 30m. encamped.
Made 11 miles.
Time travelled, 9h.

June 11th, Saturday.

Fifty-ninth Journey.
Time encamped, 14h. 30m.
N.W.: 3. o. c.
Temp. + 28°.
4h. 30m. encamped.
Time travelled, 9½h.
Made 13 miles.

June 12th, Sunday.

Sixtieth Journey.
Time encamped, 14h. 30m.
Calm; b. c.
Temp. + 30°.
4h. 30m. encamped.
Time travelled, 9h. 30m.
Made 11 miles.
Arrived on board with two men 4h. 30m. P.M.
Party reached Spit Island in safety 10h. P.M. of the 14th.

1h. lunched, passed the depôt; weather thick, with snow.

5h. 30m. encamped.

7h. 30m. started; the wind being favourable and floe good, we struck across from this point for the ship, leaving Cape Lady Franklin about seven miles S.W. of us.

Passed over two miles of hummocks; during the rest of the day we had a good floe; weather overcast. Land to be seen distinctly ahead, also high land N.N.W. (true). 12h. lunched.

4h. 30m. encamped. Cairn on Mount Britannia, N. 29 E. I could also see the two cairns on Spit Island.

7h. started; good floe; making for Spit Island; weather rather thick.

12h. lunched. 4h. 30m. encamped.

7h. started, making for Spit Island.

12h. lunched; going through heavy hummocks.

3h. having got within four miles of the N.E. end of the island, we came to a lead of water, extending nearly up to Pioneer Island, and to the S.W. as far as could be seen from the floe.

4h. 30m. encamped at the edge of the floe. Fitted the square boat for crossing the lead, but after trying her in the water, I found that she had, with so little weight as three men in her, an inclination to turn inside out.

I therefore hauled her on the ice, and with two men proceeded to the ship by going about 15 miles round, near Pioneer Island. The ice was very hummocky and rotten, and we frequently went through, but succeeded at 4h. 30m. P.M. in reaching the ships.

A shooting party who were about to leave for Spit Island volunteered to go round the south side and bring the party in. But on their arrival there, finding the ice closely packed against the western shore, they were not able to reach our tent by water.

A party therefore left the ship with a light boat, which was launched across the ice between Spit Island and Mount Beaufort, and conveyed the men and gear in safety to Spit Island, and from thence, by boat, to the ships.

Number of days out	-	-	33
Number of days home	-	-	29
Total number of hours travelled	-	-	517·40
" " encamped for rest	-	-	908·35
" " determined by weather	-	-	51·50
" " building cairns, making depôts	-	-	49
Estimated distance travelled	-	-	600 miles
Mean rate of travelling daily	-	-	10 "



Pioneer Island.

(continued.)



Mount Britannia.

Spit Island.

John Barrow Island.

Enclosure No. 24. of Sir Edward Belcher's Letter.

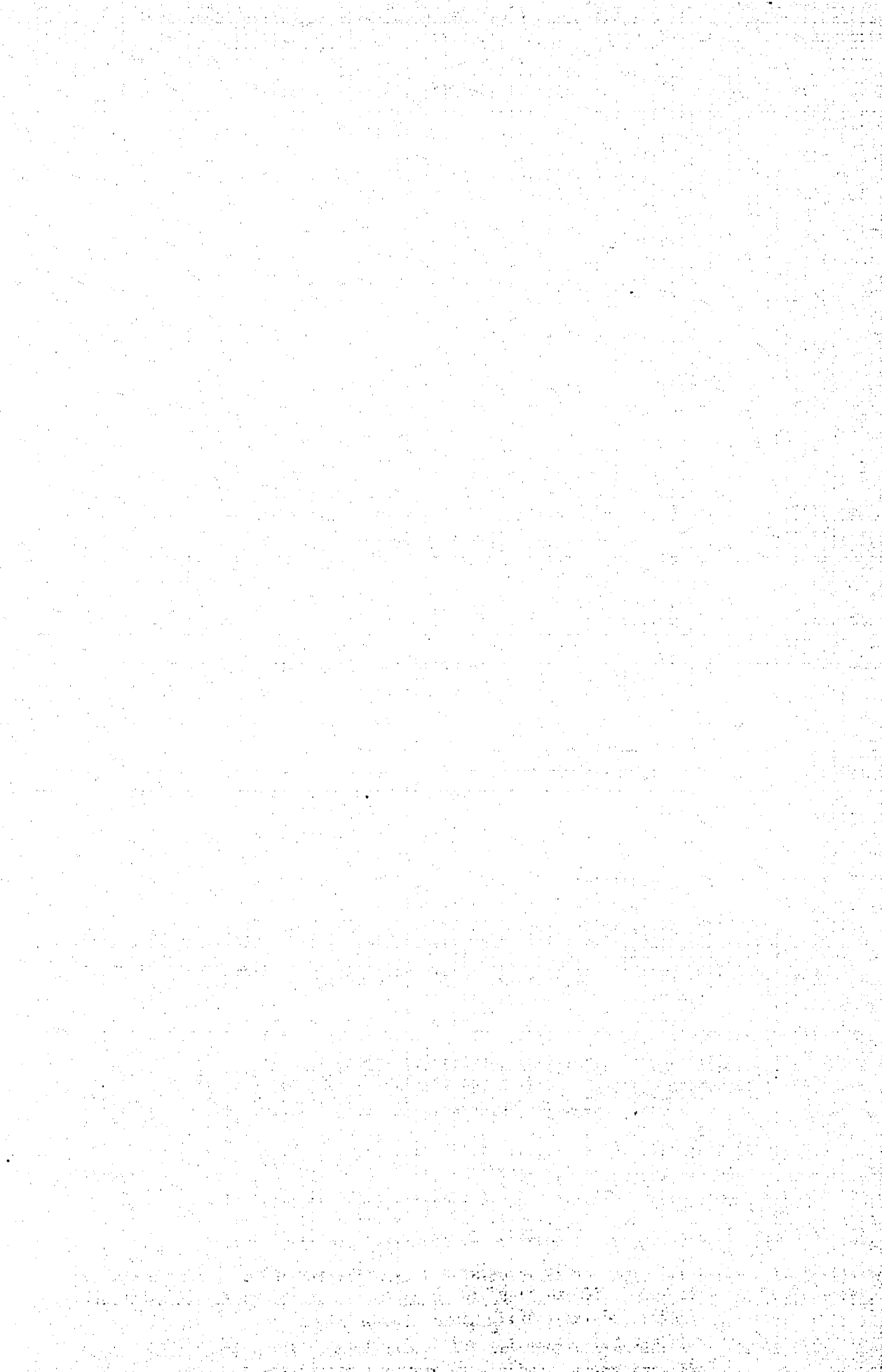
Mr. Shellabear's Journal.

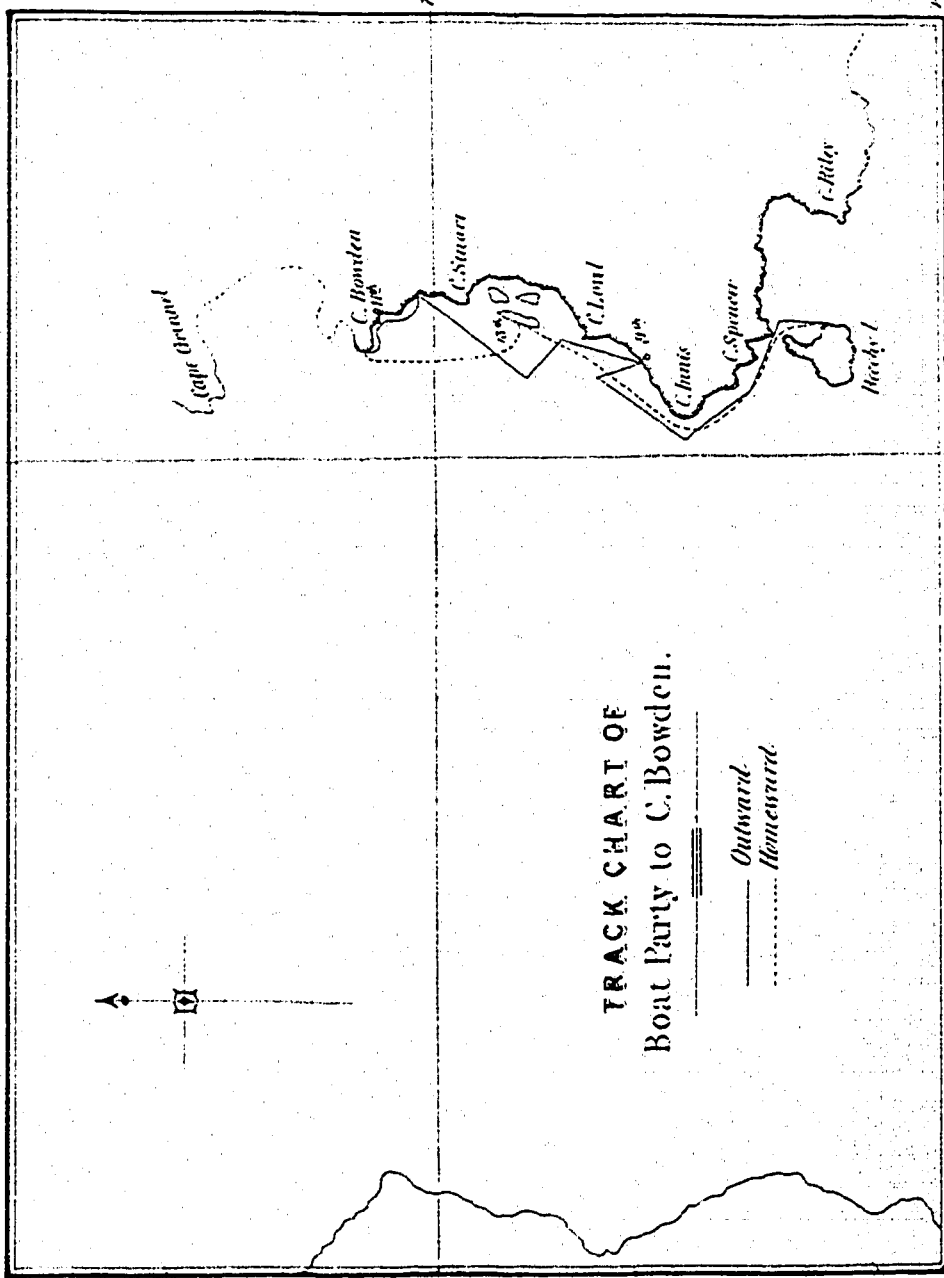
JOURNAL of the PROCEEDINGS of Mr. W. B. SHELLABEAR, Second Master, H.M.S. "North Star," in charge of a Boat Party to place Depôts on the Eastern Shore of Wellington Channel, &c.

Wednesday, September 8th.—4h. 30m. P.M. left the ship with seven days' provisions, under sail, running round the north end of Beechey Island. 5h. 30m. observed Dr. M'Cormick and party at Cape Spencer; landed and communicated with him; found his party all well. 5h. 40m. made sail and proceeded onwards. 6h. 10m. rounded Cape Innis, wind light and variable. 6h. 30m. a breeze sprung up from the N.N.W., which

Wind, E.N.E.; 3. c.

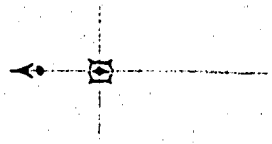
Wind, Easterly; 4. 5. c. q.





**TRACK CHART OF
Boat Party to C. Bowden.**

——— *Outward*
- - - - *Homeward*



26

11. 10

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27

gradually freshened, and a short sea running, found we could not make any way against it, so bore up, and ran about a mile to leeward for a low beach, about 3 or 4 miles north of Cape Innes; hauled the boat up and encamped. During the night it continued to blow hard from the northward.

Thursday, September 9th.—6h. A.M., had breakfast; got everything ready for a start in the event of a change in the weather; continuing to blow hard from the northward. Were prevented from tracking to windward by the shallowness of the water; the surf was breaking to the northward of us to about 50 yards from the shore, and in some places to a much greater distance.

Detained during the day, as I found from experience that nothing could be done pulling against such a breeze and nasty short sea. 4h. P.M., towards low water there was a heavy surf on the beach. A fox was seen here. Towards evening there was rather less wind, but the surf continued. During the night the wind died away, but freshened up again in the morning.

Friday, September 10th.—6h. A.M., had breakfast; stowed boat, launched her, and started, pulling for Cape Bowden, keeping in with the land; a short cross sea running occasionally, shipping a little water, which immediately froze. 11h. A.M., rowed bottom at about three miles from the land; kept more out to sea; at the distance of four miles from the land, we could see the bottom distinctly, there not being more than two fathoms water, and the surf breaking heavily in shore of us.

Noon.—Rounded the shoal, and pulled in for the land. 1h. P.M., landed in a small bay, melted snow, and had dinner. 1h. 30m. P.M., launched the boat, pulling round in shore for Cape Bowden. The sea here became heavier, and we were obliged to keep her stem on to it. 7h., pulled in for a small bay about two miles from extreme of Cape Bowden. Encamped; but the beach was so steep that we could not haul the boat up beyond the high-water mark, and were obliged to tend her as the tide rose, until high water, about eleven o'clock, when the tide falling, left her in a place of safety; surf still breaking heavily on Cape Bowden.

Saturday, September 11th.—During the night the sea had gone down, and the water was covered with young ice. 6h., stowed boat, and endeavoured to pull out of the bay; found the young ice so thick as to render that impracticable. Poled the boat in shore again, and commenced tracking round towards the point: after three hours' tracking we had gone about two hundred yards. Feeling the impossibility of going on under the circumstances, I landed, and walking up to the highest ridge, had a good view of the water to the northward and westward, and as far as I could see, it was covered with young ice, not sufficiently thick, two miles off the land, to impede a boat; but in shore, it was all pressed up, and looked quite white. I therefore determined to land the depôt where I was, and proceed without delay to the ship, feeling sure that another night's calm would render it necessary for me to leave the boat. I then picked out a suitable spot, and set the party to dig a hole; seeing some ptarmigan a little distance off, I went after them and shot four. The ground was very hard, and we could not get down very deep, but by 2h. P.M., I thought it sufficiently deep for our purpose; placed the depôts in it, and raised a large heap of gravel and stones over it, with a bamboo placed upright in the centre, and a preserved meat tin lashed to the top of it.

Mr. Shellabear's
Journal.

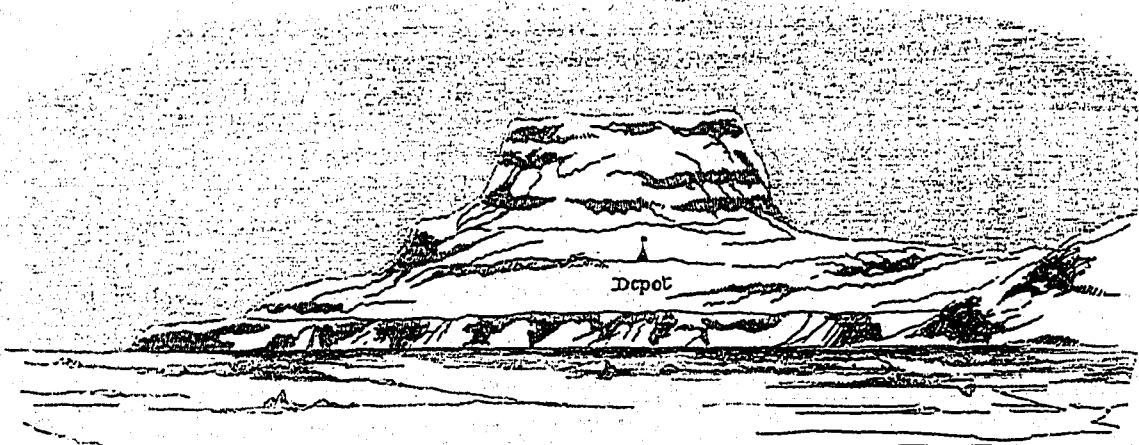
N.N.W.; 4. 6. b. c.
N.N.E.; b. b. c. q.
Snow drift.

Wind, Northerly; 6. b. c. q.
h. m. s. ° ' ''
3 10 0 31 20 32
0 11 8 0 26 20
0 12 16 0 33 0
Temp. +22.
At noon, mer. alt. 40° 6' 30".
N.; 4. b. c. q.
Temp. +19.

Calm. o. c.

N.N.W.; 4. c. q.

Thermometer +18.
N.N.W.; 3. c. q.
N.N.W.; 1. c. q.



Mr. Shellabear's
Journal.

Calm, a. e.

S.: 4. e. m. q.

S.S.W.: 6. e. m.
Ther. 24°.

S.S.W.: 1. e. m.
Ther. 28°.

4h. p.m., had dinner, and proceeded tracking round to the point to get clear of the young ice that was packed up in shore. 5h. left the point, pulling through the young ice. After getting a mile from the land, the young ice was thinner, and we made much better way. Pulling for Cape Innis, keeping off the land, found the young ice was making very fast. 6h. a breeze sprang up from the southward. The young ice off the shoal was so thick, that we could not force the blades of the oars through it, and had to alter our course considerably to keep clear of it; it, however, became narrower near Lovell Point, and we succeeded in getting the boat in shore, and landed on the low island at 9h. p.m. Encamped, and hauled the boat up. During the night the wind freshened, and Sunday 12th we were again delayed by the wind, which continued blowing hard all day; died away by the morning of the 13th, Monday 7h. a.m., when we stowed boat and proceeded onwards for Cape Innis, pulling. 1h. p.m. landed a little to the northward of Point Innis, had dinner. 1h. 30m. proceeded onwards round the cape, and passing to the northward of Beechey Island, 6h., arrived alongside.

Enclosure No. 25. of Sir Edward Belcher's Letter.

Commander W. J. P. PULLEN to Mr. SHELLABEAR, Second Master of Her Majesty's Ship "North Star."

By W. J. P. Pullen, Esquire, Commander of Her Majesty's Ship "North Star."

Sir,

It is my direction that you proceed with the whale boat, crew of five men, and a week's provisions, to Point Hogarth, keeping the Eastern shores on board, and a good look out for anything passing. I charge you with despatches from England for Sir E. Belcher; therefore use all speed consistent with safety to yourself and crew to reach that point, as it is Sir Edward's principal rendezvous; and you were with me last July when we parted from them. Circumstances will guide you, and what you may find at Point Hogarth, how to proceed; however, I trust you will meet him long before you get there.

The men of the late Lieutenant Bellot's party report that at or near Cape Grinnell is the place where they were driven off, and where the remains of provisions, &c. are. You will, therefore, if you reach that far, and it will not cause *serious* delay, take them into the boat.

You are perfectly aware of all the caches and their contents in the Wellington Channel, therefore you will not be short of provisions; and by the 3d of September, at the latest, I shall expect your return, should you not meet the "Assistance;" therefore take every advantage of pushing on. Wishing you God's speed and a safe return,

Given under my hand on board the "North Star," Beechey Island, this 26th August 1853.

(Signed) W. J. P. PULLEN,
Commander.

The day having passed which Sir Edward Belcher had named to be here or communicate with this ship from the Wellington Channel:

It is therefore my direction that you proceed in a whale boat on another attempt to communicate with him, carrying out, as far as it is possible, the orders on the other side hereof. From the place in which we left him with his ships on the 27th July, and there having been so much open water in the Wellington Channel since, I consider he cannot be far off, unless some serious accident has happened. You will, therefore, use your best discretion in carrying my orders of the 26th ultimo into effect, only bearing in mind that the season is far advanced.

Given under my hand on board the "North Star," Beechey Island, 2d September 1853.

(Signed) W. J. P. PULLEN,
Commander.

Mr. W. B. SHELLABEAR, Second Master, to Commander PULLEN, Her Majesty's Ship "North Star."

Mr. Shellabear's
Journal.

Her Majesty's Ship "North Star," Erebus Bay.
September 12th, 1853.

Sir,

Enclosed is a copy of the Journal of my proceedings, in the endeavour to carry out your orders of the 2d ultimo. The strait being so full of ice, and my progress for four days so slow, I did not consider I should have been justified in delaying my return, especially as from the state of the weather latterly I had reason to believe that the season for boating had passed. On the fourth day I endeavoured to reach the provisions, &c., left near Cape Grimmel; fortunately I was not able to do so; had I been able, it would only have been to leave the boat with them.

A look out was kept for the ships passing down whenever the weather was clear, but as we had only two clear days while away, it was very possible they might have passed us without our seeing them.

I have, &c.

(Signed) W. B. SHELLABEAR, Second Master.

JOURNAL of the Proceedings of a Boat Party along the Eastern Shores of the Wellington Channel, on an attempt to communicate with Sir EDWARD BELCHER, C.B., under command of Mr. W. B. SHELLABEAR, Second Master.

Friday, September 2d.—10 A.M. left the ship, equipped with a whale boat, five men, and a week's provisions. A party assisted to drag the boat over the neck of ice that separated us from the water to the southward of the island. After stowing the boat, Commander read prayers, and we shoved off. There was a fresh breeze from the N.W., and after rounding the S.W. Cape of Beechey Island, a strong current setting right down the Channel, so that our progress was slow. The breeze gradually died away, and at 3 P.M. we were abreast of the low point off Cape Spencer. Here we landed and lunched. There was a quantity of loose ice in the channel, which was driving very fast to the southward, about 2½ miles an hour. After rounding Point Innis, I was obliged to keep close in shore to keep clear of the ice, which became thicker and heavier. At about two miles from the low point in the centre of the bay, I picked up a piece of wood, which the men recognized as part of a bucket rack which had belonged to the "Breadalbane." Continued pulling in shore round the bay until about 8 P.M., when we landed and encamped on the low point, and hauled the boat up. It was now foggy, and being on low ground, I could not see far; but to seaward there was a heavy pack driving to the southward. Calm O. f. s.

Saturday, 3d.—Wind N.N.W.; 2. c. m. The ice to seaward looked heavier than last evening, but fortunately owing to the shoalness of the water, it did not come close in shore. The pack was driving to the southward about two miles an hour. By keeping along the land and inside the grounded ice, we managed to get along as far as Point Stuart, but there, were effectually stopped a little after noon by the ice, which pressed heavily along the north side of the point. Leaving the boat in a safe place, I walked back on the high land to get a view to the northward. In the bay, between us and Cape Bowden, there was a little open water. To seaward as far as I could see, a heavy pack extended, with a lane of water here and there, the whole driving to the southward. There had been a pressure on Point Stuart, the pressed up ice being in some places 40 feet high, and most of it had been thrown up this year. As there appeared no chance of getting on for the present, I returned to the boat, and pulled back for a short distance, and hauled her up. Late in the evening, I could see from the high land a large space of open water to the northward.

Sunday 4th.—There was a space of open water to the northward this morning, but it was noon before the ice round the point was slack enough to enable us to work the boat through it, which we did with much difficulty, as the ice was heavy and driving fast to the southward. After clearing the point, there was open water as far N. as Cape Bowden, and as far as we could see to the westward.

Wind, light and variable;
1. h. c. m.

Mr. Shellabear's
Journal.

About a mile to the southward of Cape Bowden, I saw something sticking out of a hummocky piece of ice, which turned out to be part of the stern post of a boat, with a copper gudgeon on it, so firmly imbedded in the ice, that we had to clear it with the pickaxe. The men immediately said it was part of one of the "Breadalbanes," from its being built of teak, and painted white inside; and as there was no government mark on any part of it, I saw no reason to doubt that they were right, though I could not account for its being so far north after the succession of north-westerly winds we have lately had. On reaching Cape Bowden, I landed and walked up the high part of the ridge. There was water in the bay to the northward, but the ice ground heavily on the point as it drove south. After lunch the neck appeared narrower, the ice being chiefly kept off by a heavy but smooth floe. Intending to launch the boat over this, I pulled round to it, but found the pressure so heavy, and the neck getting broader every minute, that I again pulled back to wait for a better opportunity. I walked up to the ridge immediately on landing, and there saw that the floe piece over which I had intended to launch the boat, was broken up, and the pack close in shore grinding right in on the point. A light breeze springing up from the westward soon after drove the pack close in shore, barring at once our advance and retreat. The ice in shore then remained stationary, but out in the channel it continued to drive to the southward. Encamped, and visited the depôt. I found the rum tin I had left there in the spring, lying outside the cairn empty, with the cork out and lock gone, and there was a hole in it near the neck, that appeared to have been made with the corner of a shovel. In the bread case, that was open, there was a quantity of damaged bread, but as the bad and good were frozen together, I did not attempt to separate them. The other bread case appeared tight, and the two cases of pemmican had not been touched. One tin of soup had burst; this I used in lieu of part of a tin of our preserved meat which was bad.

W.N.W.; 1. h. c.

Monday 5th.—The ice remained close in to the point until the afternoon, when it began to ease off. After much difficulty in getting the boat over the grounded ice, we rounded the point and pulled to the northward through loose ice, occasionally launching the boat over neck.

On reaching the small cape to the northward of Cape Bowden, I landed, and found Griffin Bay quite full of heavy ice. There appeared no chance of its clearing for some time, and as this was the fourth day from the ship, and we had made so little progress, our position looking no better, I pulled back to Cape Bowden, with the intention if it cleared off into the northward to pull over to Cape Grinnell the next day, and bring the things left there by the late Lieutenant Bellot's party, and if it cleared to the southward, of pulling back to the ship. On our arrival at Cape Bowden, encamped, and as the night was clear and the ice loose to the westward, kept a look out during the night for the "Assistance."

Northerly; 2. h. c.

Tuesday, 6th.—The weather this morning was again hazy, with a little snow. The ice during the night had become closely packed in shore, leaving us no alternative but to remain where we were. The ice in the bay remained stationary all day, and that in the stream moved very slowly to the southward. I resolved, if there was no prospect of a move to-morrow, to haul the boat up and walk back to the ship. Towards evening it began to snow rather heavily.

Wind, N.W.; 4. 9. f.

Wednesday, 7th.—During the night it blew a gale, with very heavy squalls and snow. The hill sheltered us a little, but we were obliged to back the tent ropes with bags of shingle. This morning the ice in the channel was driving to the southward, three or four miles an hour, leaving a large pool of water to the northward. I therefore remained here, thinking the strait would be sufficiently clear to enable me to get the boat down by to-morrow morning. It continued to blow hard and snow all day.

N.N.W.; 7. 9. m. s.

Thursday, 8th.—This morning the breeze continued, but the squalls were not so heavy; and as there appeared to be no chance of the ice clearing away, I hauled the boat up, and prepared to walk back to the ship. Before starting, I walked up on the high land to see if there was any probability of the ice clearing off. There was a large pool of water to the south-west of us, which appeared to extend to the southward, to within three or four

miles of Point Innis, but it ended there at a distance of five or six miles from the land, where the ice appeared to have been brought up. There was a heavy pack driving down from the northward.

After placing all the stores (an account of which is annexed) in the boat, we left for the ship, each carrying his blanket bag, spare clothes, and some bacon and biscuit, trusting to the streams on our route for water. Fortunately we had the wind at our backs, and were therefore not much inconvenienced by the heavy squalls of snow. All the shallow streams were frozen through, but we found some water in the deep pools inside the low point, and stopped a few minutes to lunch. The fresh water ice was about six inches thick.

N.W. : 5. s. s. q. 2

When we arrived at the back of the hill of Point Ennis, one of the men (Hawkins) began to show symptoms of fatigue, and was finally obliged to take off his pack, which was, however, carried for him as far as the hill of Spencer ridge, and there left by the side of the ravine.

I had been very anxious to get a sight of the ship, as, from the heavy gale we had had from the north-west, I was afraid she might be driven out by the ice, and was therefore much pleased when we could see her from the top of the hill, lying in nearly the same position we had left her. Soon after this it became dark, and the remainder of our journey was very wearisome. When we arrived at the foot of the hill, in order to hasten our arrival on board, we left our packs behind, making a heap of them in a conspicuous place. We arrived on the beach about midnight, and then, to our great annoyance, could find no place where we could get on the floe. After firing my gun, and hailing several times, in hopes they might hear us from the ship, and send a boat, we were obliged to reconcile ourselves to our lot, and wait till daylight. We sat down in the most sheltered place we could find, but it was too cold to remain in that position long, and we had to spend the two hours walking up and down. As soon as day broke, we walked more towards the island, and then were fortunate enough to find a place to pass over. One of the men (Hodge), on getting up, was so stiff that he could not walk, and I was obliged to send Seymour back to endeavour to bring him along after us, and hasten to the ship for assistance.

We arrived on board safely at a little before three, when three men and a boat were immediately sent after the two men, but it was five before they arrived on board; Hodge in a very exhausted state.

A LIST of STORES, &c. left at Cape Bowden.

	No.		No.
Whale boat	1	Boat stove Tin (complete)	1
Oars	6	Shovel	1
Crutches (iron)	7	Pickaxe	1
Boat hook	1	Hammer	1
" staff	1	Spirit Tins, 2 gals.	2
Mast	1	Bags (Seaman's)	3
Yard	1	Hand Lead	1
Traveller	1	" Line	1
Sail	1	Waterproof Blankets	2
Tent	1	Small Axe	1
Pikes	4	Lever Knife	1
Tent Bottom	1		

Enclosure No. 26. of Capt. Sir Edward Belcher's Letter.

Lieutenant CHEYNE to Sir EDWARD BELCHER, C.B.

Her Majesty's Ship "Assistance," frozen in near Cape Osborne.
Friday, September 23d, 1853.

Sir,

I beg, according to your instructions, to forward the following report of my proceedings from the 19th to the 22d instant.

On the 19th, at 4h. P.M., having received your orders, I left the ship with a party of six men and a runner sledge, carrying forty-nine rations, or seven days' provisions for seven men. At 7 $\frac{1}{2}$ h. we arrived at the base of Cape Osborne, and I returned with three men to the hill in sight of the ship for

Proceedings of
Lieutenant Cheyne.

Monday, 19th.

Proceedings of
Lieutenant Cheyne.

the purpose of building a cairn, but as it was 8 o'clock before we arrived there, we only had time to mark the spot by a few stones, as it was getting dark, so we returned to the tent; I issued tea to the party. We none of us slept that night owing to the cold, having no blanket covering with us and no supper before turning in, the party having been victualled on board for the night.

Tuesday, 20th.

At 8h. 30m. A.M. moved the tent on about 200 yards and repitched, according to my orders of not losing sight of Mr. Allard's station for the day. As there was no floe outside of us to walk out upon, I took two men and walked about four miles down the coast, going up to the summit of a high cape, from where I could see down to Cape Grinnell; Lieutenant Osborne was not in sight, so we returned to the tent, where we found Mr. Allard waiting for our return. In the afternoon Mr. Allard returned to the ship. I shot nothing, and only saw one flock of ptarmigan flying to the southward. Built a large cairn on this point. The water outside of us is covered with bay ice, and all moving in a body to the southward, but beyond Cape Osborne there is a close block for about four miles further down, at which place the open water commences, running to the southward as far as I could see.

Wednesday, 21st

At 9h. 30m. A.M. we started, waiting until this time for the purpose of seeing the hill party; directly they rose the hill and I saw no signal, we proceeded. We lunched at noon at a low point at the north extreme of a small harbour, where I built a cairn and left a record. This harbour appears shoal, and is open to the pack from the south-west, yet I think a ship might find a safe corner in it in case of need. At 5h. P.M. I met Lieutenant Osborne and party returning, bringing a mail from England, &c., &c. We pitched together at a point where the unfortunate French officer met his death. At 8h. P.M. I fired a maroon and rocket, according to orders.

Thursday, 22d.

At 7h. 30m. A.M. we started in concert, I having divided weights with "Commander" Osborne (his promotion I heard of last night). At 1h. P.M. we sighted the look-out party, when I immediately made the concerted signal. At 1h. 30m. Mr. Herbert joined us, and we proceeded on return together. At 5h. 45m. P.M. we arrived alongside with the sledges, after a long day's journey. Since being away I have seen nothing but two flocks of ptarmigan flying to the southward; we saw numerous tracks of wolves and hares, but saw none.

Hoping that this small service has met with your approbation,

I am, &c.

(Signed) JOHN. P. CHEYNE, Lieutenant.

The travelling is bad and good alternately, but quite safe for light sledges.

Enclosure No. 27. of Sir Edward Belcher's Letter.

SIR EDWARD BELCHER C.B., to MR. BLAIR GROVE, Mate, H.M.S. "Assistance."

By Sir E. Belcher, Kt., C.B. Captain of H.M.S. "Assistance," and in command of the Arctic Squadron.

1. Having selected you to accompany Lieutenant Cheyne to Beechey Island, and to take the command of the sledge on its return:
2. You will convey back from thence any packages which you think will not unnecessarily distress your men; also the moderate luggage of Mr. Toms, assistant surgeon of this ship.
3. In pursuance of my general orders, that no officer is to interfere with the command or arrangements of any sledge, you will of course be entirely responsible for the due execution of the service entrusted to you, and will return to the ship with all despatch, bringing any letters which Commander Pullen, if present, may detain you for.
4. If you should meet him, you will show him these orders, and take his directions as to any delay at the "North Star;" but on no account are you to delay at this late period of the season.
5. Trusting to the experience I have already had during your journies

under my own eye, I feel that I need say no more than God speed you, and return you and crew without accident.

Given under my hand, on board Her Majesty's Ship "Assistance," this first day of October 1853.

(Signed) E. BELCHER,
Captain commanding Expedition.

Proceedings of
Mr. Blair Grove.

JOURNAL of the PROCEEDINGS of Her Majesty's Sledge the "Dauntless" from Beechey Island to the "Assistance."

Proceedings of
Mr. Blair Grove.

8h. 50m. A.M. left the "North Star" in company with Mr. Jenkins (mate), and nine men, to assist in taking us round Cape Spencer; found the floe very heavy, and considerably sunk by the weight of snow-drift during the late gale. The ice in Venison Bay had not been affected by the gale.

October 13, Thursday.

1h. P.M. halted for lunch, having rounded Cape Spencer.

Wind, E.S.E.; 4. com.
Distance, 8 miles.

2h. In dragging the sledge over some of the heavy hummocks, all the lashings of the post runner carried away; unstowed, and relashed the sledge again, with rope and spunyarn.

3h. P.M. packed the sledge, parted company with Mr. Jenkins, and proceeded.

4h. 30m. pitched on the land.

5h. A.M. called the cook. Breakfasted; packed and started at 6h. 50m.: proceeding along the shore.

October 14th, Friday.

In consequence of open water, obliged to unpack the sledge, and take the gear overland, a distance of about two miles.

11h. 30m. Having got over all the traps and sledge, repacked, and started, taking the side of the hill.

Noon, lunched. 12h. 30m. took the floe, and proceeded. 5h. pitched on the land. Observed the loose ice and floe pieces in mid-channel setting strongly down to the sea. At 5h. P.M. little ice to be seen in mid-channel.

Wind, N.E.; 2. b. c.
Distance, 7 miles.

5h. called the cook. Breakfasted, packed, and started at 6h. 50m.

Observed a lane of water extending from Point Innis to Cape Bowden, and the open water of last night completely filled up by pack.

October 15th, Saturday.

Wind, Easterly; 1. b. c.
Distance, 9 miles.

Noon, lunched; and pitched at 4h. P.M. on the land.

5h. 20m. called the cook. Breakfasted, and packed the sledge; started at 7h. 30m.

October 16th, Sunday.

Doubled Cape Bowden at 9h. A.M., leaving a paper in the cylinder there, as having left the "North Star" on Thursday, and arrived so far all well.

In consequence of the ice being much broken up during the late gale, and water made along the land, obliged to take the land, and cut a road over the glacier on Cape False Bowden; Griffin's Bay much filled with open water and pack; obliged to keep the rounds of the bay.

Wind, S.E.; 3. b. c. m.

Distance, 9 miles.

3h. 40m. rounded Cape Grinnel, and pitched at 4h. 30m. at the boat.

Called the cook at 5h. 30m. Packed and started at 7h. 15.; found the ice pretty good close in shore.

October 17th, Monday.

Noon, lunched; and encamped at 4h. P.M. three miles to the S.E. of Bellot Point.

Distance, 9 miles.

5h. called the cook; breakfasted, and packed the sledge. In consequence of its being a gloomy morning, obliged to wait till 8h. before I could see a good road.

October 18th, Tuesday.

8h. proceeded along shore. On arriving at one of the headlands, found the floe completely gone, and young ice formed in its place. Unpacked the sledge, and proceeded over the young ice with half a load; reached the land with our second load at 12h. 15m. Packed the sledge again, and lunched.

Wind, S.E.; 3. com.

Distance, 7 miles.

12h. 50m. proceeded along shore about one mile, when again compelled to take to the young ice, with half a load, a distance of about three miles; reached the point at 4h. P.M. with our second load. Met here Commander Pullen and Mr. Loney. Pitched.

Wind, S.S.E.; 1. b. c. m.

Called the cook at 6 A.M. Packed the sledge, gave Commander Pullen a case of pemmican; parted company with him at 8h. 15m., Mr. Loney and self remaining with the sledge to see him safe across the young ice. 9h. started, steering for Cape Osborne.

October 19th, Wednesday.
Distance, 5 miles.

Lunched at noon, and pitched under Cape Osborne at 4h. P.M.

Called the cook at 6h. Packed, and started at 8h. A.M. in company with Mr. Loney. 9h. 20m. sighted the mastheads of the ships, and were met by a party at 10h. 20m. A.M. to assist us.

October 20th, Thursday.
Distance, 4 miles.

11h. arrived on board H.M.S. "Assistance."

Enclosure No. 28. of Sir Edward Belcher's Letter.

Proceedings
of Mr. Shellabear.

Mr. W. B. SHELLABEAR TO Commander PULLEN, H.M.S. "North Star."

Her Majesty's Ship "North Star," Erebus Bay,
14th October 1853.

Sir,

I herewith forward a copy of the journal of my proceedings with a sledge party up the eastern shores of the Wellington Channel, to communicate with Sir Edward Belcher, and a copy of my letter to him whilst on board H.M.S. "Assistance." In consequence of bad weather, we remained on board three days, and left on Monday, October 3rd, to return to the "North Star." We were supplied with a week's provisions from the "Assistance," the rum being made up from that we brought from Lieutenant Bellot's provisions.

I returned in company with Mr. Cheyne and party, and we arrived on board on Monday, the 10th, at noon.

I have, &c.

(Signed) W. B. SHELLABEAR, Second Master.

SUMMARY of Distances travelled.

April and May (first journey) 1853.

	Miles.
Distance from ship in Erebus Bay towards Cape Beecher by floe travelling (see track) - - - }	96
Returning - - - - - }	82
	<u>178</u>

Distance in a straight line, 155 miles.

August 1853.

Journey towards Cape Bowden overland, in search of distressed party - - - }	19
Returning - - - - - }	17
	<u>36</u>

September and October 1853.

Journey along the eastern shore of Wellington Channel to H. M. S. "Assistance," in lat. 75° 31' N. - - - - - }	52
Returning - - - - - }	52
	<u>104</u>

By boat in September 1852.

To Cape Bowden - - - - -	22
Returning - - - - -	22
	<u>44</u>
By boat along the eastern shores of Wellington Channel, in search of H. M. S. "Assistance" - }	28*
Returning on foot - - - - -	20
	<u>48</u>

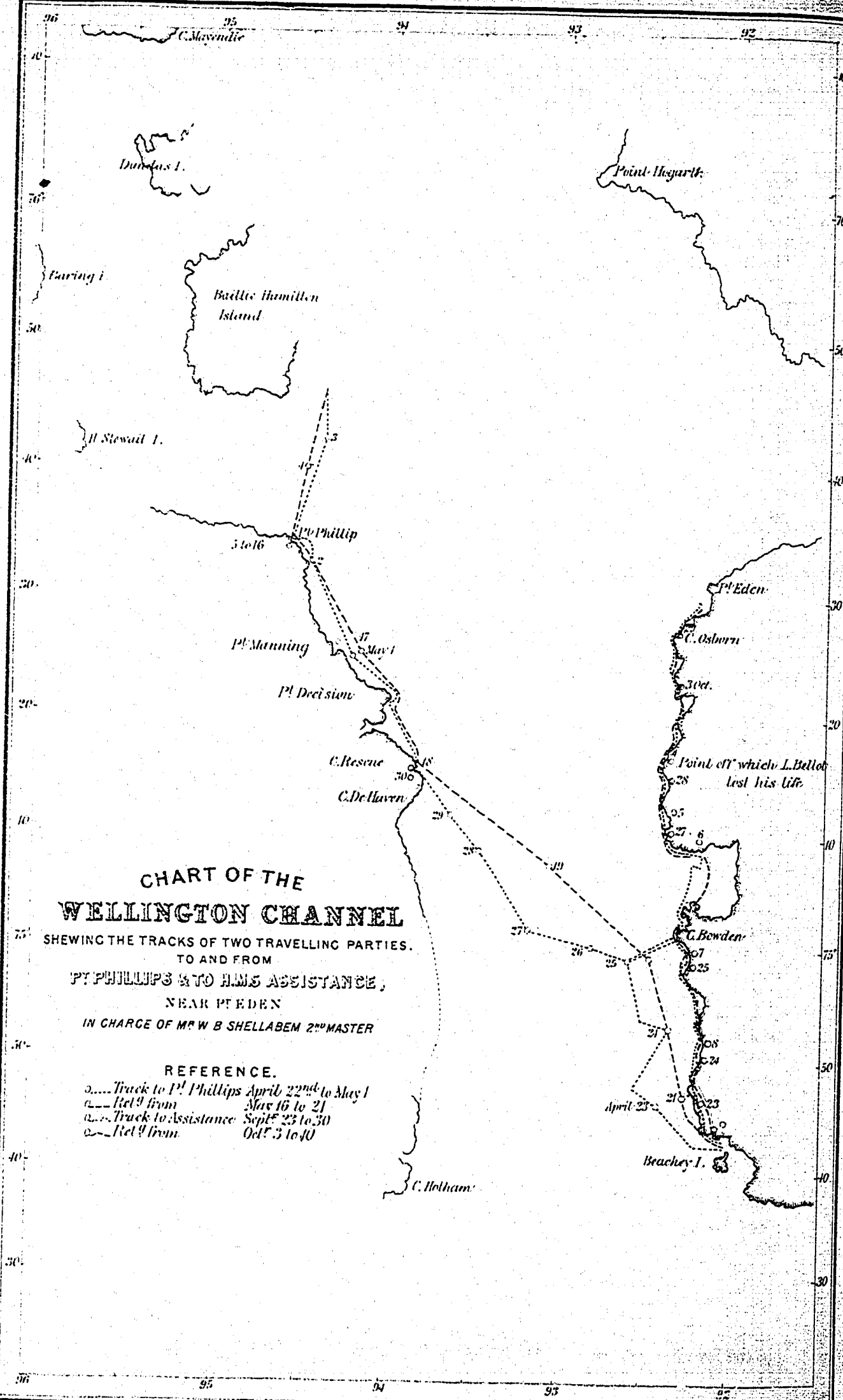
* Ice making, obliged to abandon the boat.

Distances travelled in Wellington Channel.

In April and May - - - - -	178
August - - - - -	36
September--returning after leaving boat - - -	20
September and October - - - - -	104
	<u>338</u>
By boat - - - - -	50

(Signed) W. B. SHELLABEAR, Second Master.





**CHART OF THE
WELLINGTON CHANNEL**

SHOWING THE TRACKS OF TWO TRAVELLING PARTIES.
TO AND FROM
PT PHILLIPS & TO H.M.S. ASSISTANCE,
NEAR PT EDEN
IN CHARGE OF MR W B SHELLABEM 2ND MASTER

REFERENCE.

- o*.....Track to Pt Phillip April 22nd to May 1
- o*.....Retⁿ from May 16 to 21
- o*.....Track to Assistance Sept^r 23 to 30
- o*.....Retⁿ from Oct^r 3 to 10

JOURNAL of the PROCEEDINGS of a Sledge Party from Her Majesty's Ship "North Star," in Erebus and Terror Bay, to Her Majesty's Ship "Assistance," five miles North of Cape Osborne, and returning to "North Star" in charge of Mr. W. B. SHELLABEAR, Second Master

Proceedings
of Mr. Shellabear.

Friday, September 23d, 1853.—9h. 30m. A.M. left the ship with a week's provisions, a fatigue party accompanying us as far as Cape Spencer, round which cape we had to carry all the gear on our backs, as there was not room for the sledge between the cliff and water. By about 3h. P.M. we got the things on the low land, packed the sledge and went on dragging over gravel. While they were loading the sledge I walked up the hill to look at the ice, and while there shot eleven ptarmigan, and shortly after three more. There was open water and loose ice as far as I could see to the westward, about 4 or 5 miles, but the water was covered with sludge and young ice. Continued dragging round the low point until sunset, when we encamped just to the southward of Point Innis.

Wind, Southerly; 1. f. s.

Saturday, 24th.—At daylight turned out and packed the sledge. Until we came to within a short distance of the point had pretty good travelling on the young ice, only a little hummocky. Had to drag over the point on the gravel, to do which we were obliged to unload and take half over at a time. After clearing the point went along on the glacier for about two miles, and then came to the fast ice. Continued travelling on it close in shore until dusk, and encamped about three miles southward of the low point.

Weather foggy, with snow. Young ice and hummocks filling the bay between Points Stewart and Innis. To the westward there was a lane of water, partly covered with young ice.

Wind, Southerly; 2. b. c. m. s.

Sunday, 25th.—Got under weigh at daylight, and went on along the land. The travelling made very heavy by the quantity of snow lately fallen. Passed Point Stewart about 5h. P.M., and encamped a little after sunset about three miles from Cape Bowden. The ice in the strait had closed in with the shore, but there was a pool of water here and there.

South-easterly; 4. b. q. m.

Monday, 26th.—Packed and went on round the bay at daylight. Towards Cape Bowden the ice was very heavy, and we had much difficulty in getting along. We were obliged to land and drag the sledge round Cape Bowden, inside the hummocky and pressed-up ice. I found here that Commander Osborne had taken the boat on. From the high part of the ridge I had a good view and there appeared to be nothing to prevent a ship coming down as far as I could see from North to South, but, from the quantity of young ice, a boat could have made no progress. The bay to the northward was full of fast ice. Went on, keeping close along shore. About 5h. P.M. arrived at the small cape to the northward of Cape Bowden, when it being too late to cross Griffin Bay, I encamped.

Calm; o. b. c. m.

Tuesday, 27th.—Went on across Griffin Bay, found the ice in the northern part of it broken up, and I was obliged to strike right in shore for some distance. About 2h. P.M. arrived at Cape Grinnell. The travelling across the bay was heavy, and the soft snow made it dangerous near the shore, as it covered up all the cracks, and we had several heavy falls. Just round the cape we saw the boat left by Commander Osborne. Encamped on the second cape to the northward of Griffin Bay.

Wind, Easterly; 1. b. c. q.

Wednesday, 28th.—At daylight packed sledge and went on round the capes to the northward. Travelling heavy and dangerous. Wind blowing off shore, occasionally heavy squalls. Round these four capes we were obliged to keep on the beach on the grounded ice, but could occasionally cut off a little of the bays, as they were all full of fast ice. On the fourth cape, I had been led to suppose from the men's description, Lieutenant Bellôt's things were left, and lunched and remained there some time in an unsuccessful search for them. The ice in the Strait continued to appear quite loose, but seemed rather thicker to the northward. After lunch went on along the beach, and encamped at sunset about two miles from a long low point.

Lieut. Bellôt's effects.

Thursday, 29th.—Under weigh soon after daylight, and went along shore on the young ice. On reaching the point found the things left by

Wind, Easterly; 4. 5. b. c. q. s.

Lieutenant Bellôt. As I was very anxious to get on I did not wait to take an exact account of them, as my orders were only to do so on my return. I, therefore, only looked to the provisions. I could find but one tin of preserved meats, some tea and sugar, and about half a seaman's bag of biscuit. The rum and spirits of wine I brought on with me, as we were short of fuel; and I was apprehensive from the winds we had had that the "Assistance" might be driven off. From this low point we had three or four miles of good travelling, and I had great hopes of reaching the "Assistance" this day. Near Cape Osborne, however, we came to such heavy ice that I was obliged to give up that hope; and we could only reach the large cairn under Cape Osborne, where we encamped a little before dark. From Cape Osborne to the westward there was water and ice as far as I could see, but to the northward nothing but ice. The line of heavy ice appeared to extend from a mile west of the round bluff, about 2 miles north of Cape Osborn, in a N.N. westerly direction.

Friday, 30th.—At daylight packed sledge and went on along the land. About 9h. saw the mast-heads of the ships. Soon afterwards a party met us from the "Assistance," and helped us on with the sledge. We arrived alongside a little after twelve. To-day, Saturday, and Sunday the sledge's crew were victualled on board "Assistance."

Saturday, October 1st, 1853.—I was ordered to prepare my report for Sir Edward Belcher, and remained on board during the day doing so. Sent it in the evening. 3h. p.m. Mr. Cheyne and party left for "North Star."

Sunday, 2d.—Blowing hard during the night from the N.E. and continued during the forenoon. Detained on board in consequence. Attended divisions and Divine Service on board "Assistance." Towards the afternoon the breeze moderated, but the weather being still unsettled we remained on board.

Monday, 3d.—The breeze having moderated, packed sledge, taking seven days' provisions from "Assistance." Dr. Ricards accompanied me to join "North Star" as Acting Surgeon, and Lloyd (A.B.), who had previously come up with Commander Osborn. As we had to take Dr. Ricards' clothes, the sledge was nearly as heavily loaded as when we came up. I received from Sir E. Belcher three letters and a parcel for Commander Pullen, and at 10h. a.m. left the ship.

A little after 1 p.m. lunched at the cairn under Cape Osborne. We found much of the young ice had been broken up, and the hummocks driven off, but the high tides and low temperature had made the beach hard and good for travelling, except in a few places, where the ice was forced right up to the cliffs; here Mr. Cheyne had had to cut roads, which we took advantage of. Continued dragging close in shore. At about half-past four we perceived a sledge ahead, which proved to be Mr. Cheyne's, and we came up with her just in time to assist each other by double banking over a heavy place, a sloping beach covered with soft snow. It was dark before we encamped, on the point where Mr. Cheyne had crected a cairn on a previous occasion, about 5 miles from Cape Osborne. Here we encamped, and went on from this day in company.

Tuesday, 4th.—At daylight had breakfast, and went on across a deep bay. Weather foggy, with snow, and a stiff breeze blowing in our faces. The weather continuing bad, and being nearly blinded by the snow driving in our eyes, had an early lunch, intending to encamp at the point where Lieutenant Bellôt's things were left. Our progress was slow, and we did not arrive there until a little after three, though the distance is not more than 5 or 6 miles. Encamped on the point.

Wednesday, 5th.—After breakfast took an account of the things left on the point, which is enclosed. Started a little after 8, and went on along shore, dragging generally on the beach. The ice was pressed close in shore, but had been much broken up since I passed before. Encamped on the third cape northward of Griffin Bay. Mr. Cheyne and party in company.

Thursday, 6th.—Daylight breakfasted, and went on for Cape Grinnell. The ice in these bays had remained fast, but it was in some places so

Wind, N.E.; 2. c. m.

N.E.; 3. c. q. s.

s. 9.

N.W.; 7. c. q.

N.W.; 4. c. m.

Northerly; 1. c.

S.; 6. s. f. q.

Southerly; 6. f. q.

Wind, South-easterly; 3. c. m.

hummocky and so much soft snow that we generally found it better to go round on the beach. Lunched at the boat left by Commander Osborn, and went along the land round Cape Grinnell. Just after rounding the Cape some ptarmigan were seen, and Messrs. Cheyne and Grove went after them, and shot seven, which were equally divided between the two tents for supper. Arriving at the point for crossing Griffin Bay a little before three, we considered it too late to do so this evening, and encamped on the point.

N.E.; l. h. c.

Friday, 7th.—Called the cooks this morning before daybreak, in order to make an early start, but it was half-past seven before we were fairly off. Took a good sweep into the bay to avoid the hummocks. At 10h. 30m. arrived at the small cape northward of Cape Bowden. Went on across the bay, and at noon lunched under the cliff. After lunch went on along the beach, and on the grounded ice for the Cape, and inside the heavy hummocks on it. The ice outside had been all broken up, and there were several lanes of water among it. It appeared stationary. On arriving at the depôt, I took from it all the light travelling gear, and went on along the beach till 4h. 39m., when we encamped on a small point about two miles from Cape Bowden.

Southerly; l. c. m.

Saturday, 8th.—Daylight, had breakfast, and went on inside the hummocks on Point Stewart. After clearing the point had a good floe for a long distance. About 1h. p.m. we observed a party on the low point. As they were coming towards us we stopped the sledges for lunch, and Dr. Ricards and myself went to meet the party, which proved to be that of Commander Pullen, who was proceeding to the "Assistance." Delivered Sir Edward Belcher's letters, and remained in company about a quarter of an hour. Had leave from Commander to take from a cache he had left, some pemmican and chocolate, as the travelling was bad towards the ship, and we were likely to be longer than we expected getting there.

Calm; o. c.

On arriving at the low point each sledge took half a case of pemmican, two tins of chocolate, and some tallow. At 5h. encamped about 5 miles from Point Innis.

Sunday, 9th.—Breakfasted at daylight; packed, and went on along the land. The first two miles good floe, but afterwards very heavy, sometimes dragging on the ice and sometimes on the glacier. At 12h. 30m. lunched on the glacier, after which Dr. Ricards and Mr. Grove left for the ship. At 1h. p.m. went on up the glacier and over the point, double banking the sledges. Continued dragging round the beach until 5h. p.m. when we encamped on the low point off Cape Spencer.

N.E.; G. 3. b. c. q.

Monday, 10th.—Got under weigh at daylight, and went on round the point. The young ice round Cape Spencer being strong enough to bear the sledges, we got round without any difficulty; and about 10h. 30m. were met by Mr. Osborne, with a party of eight men, to assist us in with the sledges. We arrived alongside a little after noon.

List of Stores, &c. now remaining at Lieutenant Bellôt's Point:—

Stores at Bellôt Point.

Blanket bags	-	-	5 in number.
Bags, seaman's,	-	-	2 "
Pickaxe	-	-	1 "
Shovel	-	-	1 "
Paddle for I. R. boat	-	-	1 "
Preserved meat	-	-	1 4lb. tin.
Concentrated soup	-	-	2 tins.
Biscuit, about	-	-	48 lbs., some damaged.
Cooking apparatus	-	-	1; no lamps.

A quantity of old clothes, which we placed in a blanket bag.

Things taken from Bellôt Point on the outward journey:—

Spirits of wine, about	-	-	2 quarts	} in 2 spirit cans.
Rum	-	-	1 gall.	

Things taken returning to the Ship:—

1 gun, powder flask, and shot pouch; 1 skin frock, and 1 india-rubber coat, belonging to the late Lieutenant Bellôt. 1 knapsack of clothes, belonging to Johnson. Lient. Bellôts effects.

Proceedings
of Mr. Shellabear.

Things brought from Cape Bowden to the Ship:—

Black tent cloths	-	-	2	in number.
White ditto	-	-	1	"
Spirit cans	-	-	2	"
Small axe	-	-	1	"

W. B. SHELLABEAR, Second Master.

Enclosure No. 29. of Sir Edward Belcher's Letter.

Proceedings of
Mr. Loney.

SIR EDWARD BELCHER, Knight C.B., to Mr. J. B. LONEY, Master, Her Majesty's Ship "Assistance."

By Captain Sir Edward Belcher, C.B., &c., Commanding Arctic Squadron.

You are hereby directed to proceed with the "Hamilton" sledge boat and sledge belonging thereto, with my gig's crew, and accompany Commander Pullen until he considers himself safely past the two first bluffs beyond this.

There you will await the arrival of Mr. Grove with his sledge from the "North Star," and aid him in a similar manner, bringing on the whole party to the ship.

If any heavy packages should incommode the travelling, you will deposit them in some safe place until they can be sent for, after the firm ice has formed; but under present circumstances I will not have the sledge crews delayed by any extra weights which can safely be left behind. If the water should make still further, you will be aided by one of the cutters to tow you as far as practicable with her safe return.

Given under my hand, on board Her Majesty's Ship "Assistance," this 16th day of October 1853.

(Signed) EDWARD BELCHER, Captain.

JOURNAL of the "Hamilton" Sledge Boat sent to the assistance of Commander Pullen and Mr. Grove.

Landed from the ship at 30m. P.M.; placed the boat on the sledge and proceeded with Commander Pullen at 1h.; passed Cape Osborne at 3h., and pitched for the night close to the southward of it at 3h. 30m. P.M.; found the water close up with the land.

Proceeded at 8h. 30m. A.M.; passed over the young ice as opportunity offered, but travelled principally over the land, road very bad; at 3h. 30m. Mr. Groves with his sledge and party joined us. Pitched for the night at 3h. 30m., about 9 miles from the ship; the road was so bad the last mile of this journey that we were obliged to leave the boat behind.

Commander Pullen proceeded to the southward at 8h. 30m.; having seen him safely across a bay about 1 mile deep and $\frac{1}{2}$ a mile in width, we commenced our return to the ship with Mr. Grove; obliged still to travel over the land; at 4h. pitched for the night, about 4 miles distant from the ship.

Proceeded at 8h. A.M.; found the ice strong enough to bear safely, and arrived on board the ship at 12h., assisted by a party from the ship for the last mile.

(Signed) JOHN F. LONEY, Master.

Enclosure No. 30. of Sir Edward Belcher's Letter.

Commander Pullen's
Proceedings.

JOURNEY along the Eastern Shores of Wellington Channel to Her Majesty's Ship "Assistance" and back, between 4th and 22d. October 1853.

October 4th.
Leave for the "Assistance."

I left the ship at half-past 8h. A.M., with a light breeze from W.S.W.; got through Union Bay with much difficulty; when off Cape Spencer saw a large space of smooth floe, where we hoped our pace would be greatly

improved. This was covered with much drift snow, so that we did not know of its treacherous nature until the sledge and several of the men were scrambling in the water. An old floe piece luckily being close to, all got out again and on it safe, with nothing more than a good wetting, not only of themselves but much of the provisions, clothes, &c. This we could not dry again, and not being more than three miles from the ship, I returned to her with the view of replacing our supplies, getting clothes dried, and resuming the journey on the following day.

Wednesday was a thick misty day, with a light southerly wind, and as it was running too much a risk to attempt the ice about Cape Spencer yet, I determined on going over the ridge. I therefore left the ship at half-past 8, taking with me two officers and ten men, besides the dogs and regular crew, to assist in getting up the steep and almost perpendicular ascent to the summit of the ridge. We got pretty well to the foot of it, although there was a great deal of bare gravel to get over, when the most difficult part commenced. Stand upright or walk we could not; it was a complete climbing adventure, and what was more, the best place we could find to get on; fortunately there was a great quantity of snow on the gravel. We were three hours at the least at regular standing-pulls, and had only accomplished two thirds of the way up when we were obliged to encamp. I say standing-pulls, but it was not, it was a sitting pull, for every man was obliged to take that position to prevent himself going head foremost to the very bottom. We mustered 18 men, 2 officers, and self; 8 were the regular crew, besides the dogs, now of no service whatever. The weight was not so very heavy, for we carried only a week's provisions, which, together with tent, gear, &c., bedding, spare clothes (a change), bale of blankets, bag of looms, and two boxes, weighed not more than 1,600 pounds; the bale of blankets we were obliged to drop, and it was only by many feats that we got up that far at last. As it was necessary that the men returning to the ship should have daylight, I sent them off in time, with orders to return in the morning, when we got fairly over the ridge by noon of the next day.

The height of this ridge averages at least 600 feet, and very steep too on either side. I should be sorry to have that part of the journey to go over again. If the deep valley partly through which we went was clear the whole way, it would save no less than three miles of the distance to Cape Bowden.

The extra men I took on so far as the beach, a quarter of the way between Cape Spencer and Point Innis, before sending them back; and that night I encamped about a mile on the S.E. side of the Point.

The ice about this point was in a very similar state to what I found it on the 18th of last month. I therefore kept further back on the high land, thus avoiding part of the glacier; but having so much gravel to drag over we could only take half a load at a time, which made it slow and tedious. It was, however, accomplished, when getting on a good floe we made up for it.

At Point Lovell I deposited some extra provisions we had, when shortly after leaving it I met Mr. Shellabear returning from the "Assistance;" he was accompanied by Lieutenant Cheyne and Mr. Grove, mate, both of the senior officer's ship, the latter in charge of the sledge party taking the former gentleman's things to "North Star," sent by Sir Edward for service. Mr. Ricards, also of "Pioneer," (assistant surgeon,) was appointed surgeon vice M'Cornick, gone home in "Phoenix," and Mr. Toms, assistant surgeon, at present in "North Star," by this latter arrangement was to return to his own ship, the "Assistance," with Mr. Grove.

Scrawling a few lines to the commanding officer of "North Star" to have these orders carried out, we parted company. The next morning I passed Cape Bowden, traversed Griffin Bay, keeping well into its bight, in consequence of the heavy ice; passed the low point off which poor Bellôt was drowned; and on Monday evening on the southern shores of a deep bay 7 or 8 miles to the southward of Cape Osborne.

We had now been just six days from the ship, and being victualled only for that time, besides what we had cached at Point Lovell, we had barely enough remaining for to-morrow. All this we should have avoided had

Commander Pullen's
Proceedings.

Break through the ice.

Return to the ship.

October 5th.

Leave and take another route.

Difficulties of road.

October 6th.

Get over the ridge.

October 7th.

Ice about Point Innis.

October 8th.

Cache.
Meet Mr. Shellabear, second
master, and the officers, &c.

October 10th.

we not deposited the provisions on the road; but who could foresee our having such a route to travel over; if it had been anything decent we should have been at the "Assistance" to night, and at any rate, if we get no worse road, early to-morrow morning.

It was blowing a fresh breeze from E.S.E. when we stopped to encamp, which by midnight had increased to a moderate gale. The next morning it was blowing a strong gale from the S.E., with such a dense snow drift that at times I could not see more than 100 feet in any direction. However I had taken a good view of the opposite shores of the bay last evening, and finding that the onward sledge tracks were not obliterated, and having only provision enough for the day, I decided on pushing on.

The tent was immediately struck, sledge packed, and we started, travelling for the first mile over a good level floe, and no difficulty in following the track. As we drew out in the middle of the bay, from somewhat under the shelter of the high land on the Southern shores, we felt the full force of the gale, and getting soon after among the heavy hummocky ice, where much drift was accumulated, the track was entirely effaced. The northern shores could not be seen, when after travelling about amongst the snow drift and heavy ice, not able to face the bitter blast, hardly stand up against it, and labouring to no purpose, I resolved on pitching the tent. The smoothest part at hand was accordingly selected, but it was not until the tent had been frequently torn from the grasp of the men that they succeeded in getting it up in a sort of way. At any rate it was a shelter; all were glad to get under, and the gale strengthening drove the snow about in such fearful quantities, and accumulating about our frail covering, that I began to think we should find ourselves closed in a sort of living tomb. A boarding pike at one end broke through, and down came the tent, together with the space within so gradually contracting that throughout the whole of the twenty hours thus imprisoned, we were continually backing the snow off as it encroached, to keep room sufficient to lie down in. Stand we could not, or could we get the tent up again and keep it so, and what was worse the thought of the ice breaking away was constantly presenting itself to my mind. when another calamity, nay worse than that of the 17th of August, would have certainly been our lot, but no earthly power could have aided us. A circumstance that might have happened if the wind had only held to the E.S.E. instead of S.E., for I could at times feel a trembling of the ice from the sea surging underneath. The anxiety of this night was almost unbearable; but, God be thanked, it had an end,—the daylight came, and at 8 o'clock the gale had so moderated that we were able to get out and look about us, when there could be no doubt of who was our protector that terrible night.

The tent was down altogether in a very short time, and we made the best of our way to the shore, from which we could more fully see how critical had been our position. All the smooth ice we had passed over yesterday was gone, replaced by an angry and troubled sea, which washed the very bases of the cliffs and shore we left behind us yesterday morning, and not more than a hundred yards from where our tent stood the ice was all broken away, and the sea lashing the outer parts of that remaining with such unabated fury that it was heaving and surging, evincing evident proofs of a rapid disruption.

We could not get more than half-a-mile this day, for the gale was yet fresh, and so much drift that I was compelled to encamp, however, the next day it moderated, we moved on, occasionally passing along sloping banks of hard packed snow on the sea face of some steep cliffs, a few having their bases so washed with water from the ice driving away in the gale that their was no alternative. Cape Osborne stopped us completely, for it was so smooth and slippery over its steep glacier facing, that I and one man, even with boarding pikes, had great difficulty in getting over it; the sledge was therefore halted. the men desired to encamp, and I went on, when after a walk of 3 miles I got sight of the "Assistance" and "Pioneer." They must have seen me much about the same time, for when arriving nearly abreast, a boat was waiting, and at 4h. 30m. P.M. of the 13th I was safely on board.

Reporting myself to Sir Edward Belcher, I told him where I had left

Gale and snow drift.

Uncomfortable position.

Gale breaks.

October 12th.

Reach the "Assistance."

my party, and that they were in want of provisions, when a boat was sent for them immediately, for there was open water all along the shore to where I had left them; and about 11h. the same night they arrived.

I now learnt that the "Assistance" had not made much of a move towards Beechey Island after I left them in July last. When the gale of the 17th August, which broke up the ice, drove them to the N.W., they had been placed in a perilous position, which they happily escaped, and got safely into a small harbour east of Cape Majendie, and named it Port Refuge. This they were not able to leave until the 31st of August, by cutting out; but with a fair prospect of soon being at Beechey Island, being the next day (1st Sept.) in open water, under all sail, and running 7 knots. Ice, though, is met with when you least expect it, and so it was with them, for in the evening of the very same day they received a final check, and not much more than a distance of 50 miles from that place on which their hopes were centred.

A few days after the ice opened out, but it would only allow them to warp closer in towards the land, when something dark was discovered on the ice, reported from the crow's nest as a coal bag and officer's cap, which on closer inspection turned out to be poor Bellôt's india rubber-boat, &c.

Lieut. Bellôt's boat, &c.

They knew nothing then of the sad story attending it, and many therefore were the conjectures as to the cause of its being where they found it, and in such a condition; time only could unravel the mystery; and strange, too, for near about this tell-tale of something ominous, were they obliged to secure again to the heavy grounded masses of ice, in 6 fathoms water, 3 miles N.E. of Cape Osborne, and about 100 yards off shore.

An instantaneous move from this, with so much open water, they might possibly get into the bay to the southward of Cape Osborne, which I represented to Sir Edward; but the next morning it was not practicable, so much ice had made during the night; and on looking round this, their present position, although very open, I considered could hardly be bettered without running great risk, unless you could make sure of getting fairly into Griffin or Union Bays. This I also reported by letter, at the senior officer's request, and as he had not his despatches or orders ready for me, I remained until Monday.

As it was now pretty evident that no ship could get to Beechey Island this season, either from this or from the westward, it was most desirable to communicate with Captain Kellett the first possible opportunity for travelling next spring (1854). I volunteered for the service, when directions to that effect were given; also that the crew of the "North Star" were to lay out caches of provision along the southern shores of Cornwallis Island, &c. Orders too were given me for Captain Kellett, and on Monday afternoon I said good bye once more to the Wellington Channel division of the expedition, and commenced my return journey.

Orders, &c.

I completed from the "Assistance" six days' provision, besides a quantity for cache at some convenient spot on the route. Mr. Loney, the master, was to accompany me until he met Mr. Grove, returning from the "North Star."

Commence return to "North Star."

October 18th.

From the time occupied in getting on shore, on Monday the 17th, half ice half water, we made only a short distance with the remaining daylight, encamping that night on the northern side of Cape Osborne. The water seen here on the 13th was now covered with a thin surface of ice, over which we got in two trips, each time the sledge drawn alone by the dogs at a quick pace; the men, all but the driver and one hand, spreading out so that the weight was over a larger surface; by this means we got over many similar places, and the ice bent and shook fairly under us, sometimes only bearing, but from a new surface constantly presenting, by the quick and rapid movement, the sledge only got into the water once, although it would bubble up in the tracks as it passed.

The second day of leaving the "Assistance," we reached, in the afternoon, the deep bay south of Cape Osborne, and saw Mr. Grove and his party crossing on their return. We encamped together, and taking from him, the next morning, an extra case of pemmican to avoid the necessity of opening any caches on the route, we each resumed our travelling, and Mr. Loney returned to his ship.

Meet Mr. Grove.

Commander Pullen's
Proceedings.

Reach the ship.
October 22d.
Travelling, &c.

The afternoon of this same day I cached the provisions brought for the purpose from the "Assistance," on the low point off which Lieut. Bellet was drowned; moved on, and on Saturday evening got on board the ship.

We were able this time to travel on the ice rounding both Point Innis and Cape Spencer, but it was very bad at the former. All will, however, improve throughout the winter, levelled off with snow drift, &c.; and as there are three caches on the route, we being only five days on the return, I fully expect the first spring travellers will easily get over the distance between us and "Assistance" in four.

I found all well on board, and those officers and men lately joined settling down comfortably in their new habitation. From the master I learnt that the ice both in Wellington Channel and Barrow Strait had been moving about occasionally, but no signs or hope of any animals. On the night of the last gale, the wind being from S.E., was therefore blowing into the bay, driving the ice in Barrow Straits to the northward, and pressing it closely home on the ship, giving her a very heavy nip and heel over from to three degrees. When the gale moderated the pressure was eased off by cutting and blasting; housing got over, and winter preparations commenced.

Effect of last gale on ice in the
Bay and ship.

Abstracted Account of Proceedings on Third Journey in Wellington Channel.

Leave the ship, break through the ice, and damage provision. Return to ship, re-victual, and proceed; difficulties of journey; meet party from H.M. ship "Assistance;" pass Cape Bowden; cross Griffin Bay; pass whale boat; heavy gale; critical time; gale breaks; proceed; ice broken from shores; sledge stopped; reach "Assistance;" boat sent for sledge and party; receive orders; commence return; meet Mr. Grove, mate of H.M. ship "Assistance;" cache; arrive on board the "North Star" at Beechey Island.

Summary of Distances Travelled, October, 1854.

	Miles.
Distance travelled from ship at Beechey Island, along the eastern shores of Wellington Channel, to H.M. ship "Assistance," in latitude 75° 31' N.	53
Returning	52
	105

Whole Distance travelled in Wellington Channel in 1853.

	Miles.	
March and April	240	
July and August	239½	}
October	105	
Total	584½	86 by boat in water and launching over ice.

(Signed) W. J. S. PULLEN,
Commander, H.M.S. "North Star."

Enclosure No. 31. of Sir Edward Belcher's Letter.

Commander RICHARDS to Sir EDWARD BELCHER, C.B.

Proceedings of
Commander Richards.

Her Majesty's Ship, "Assistance," November 25th, 1853.
Winter Quarters, Wellington Channel.

Sir,

I HAVE the honour to transmit to you a journal of the proceedings of the South-western division of sledges (late under my command) employed during the spring and summer of this year in the search for the expedition

under Sir John Franklin; as also copies of the correspondence which took place between the officers of the division and myself during that service, and

Proceedings of
Commander Richards.

I have, &c.
(Signed) GEO. H. RICHARDS, Commander.

COPY of ORDERS from Sir Edward BELCHER, to Commander RICHARDS.

(Confidential.)

Northumberland Sound, April 9th, 1853.

Commander Richards, the "Sir Edward" Sledge.

MOTTOES.—"Loyal au Mort."
"Sustine, Abstine."
"Laus Deo."

You have done me the honour to select the banner which bears our family crest and motto. Northumberland Sound, April 9th.

Its several meanings are, "Loyal even to Death" ("*jusqu'au*" having been replaced by "*au*"); Faithful to God and my Country, and as the ancient heraldic writer, Guillim, in commenting on these arms, was pleased, in allusion to my ancestor, to observe, "Virtue alone is Nobility," so have its bearers under every adversity endeavoured to support that definition.

The second motto, not on the banner, is, "Sustine, Abstine," "Bear and forbear."

Your own "Laus Deo," I hope, may be amply recalled to your mind by the success which His powerful arm may grant you.

All the above sentiments have an intensely deep meaning, and under the gallant officer, follower, and friend, by whom these banners will be displayed, I have the firmest reliance that the result will bear out my warmest anticipations.

(Signed) EDWARD BELCHER

By Sir EDWARD BELCHER, Kt., C.B., Captain of Her Majesty's Ship "Assistance," and in command of the Arctic Squadron.

1. Whereas it is expedient that a special examination of the south-western shores of this great opening into the Polar Sea should be made by sledges during the present season; and having every confidence in your ability and zeal to carry out this important measure; and further, Lieutenant Osborne, commanding Her Majesty's steam tender "Pioneer," having in the handsomest manner, and with his customary zeal, volunteered to support you in this arduous duty:—

2. You are hereby directed to take under your command the undermentioned sledge crews, and accompanied by Lieutenant Osborne, proceed *via* the depôt already established at Cape Lady Franklin to vigorously search the points in succession towards the position agreed upon with Captain Kellett as the rendezvous of 1853, *viz.*, latitude 77° 00' N., longitude 105° 00' W., or the nearest coast thereto, where I fully anticipate you will precede that party.

3. This duty effected, you will deliver to any officer whom you may chance to meet there, or deposit in cairn, in conformity with my general order, failing to meet any one, the despatches addressed to the Secretary of the Admiralty as well as those for Captain Kellett.

4. Proceeding with the run of the land then in sight, I must trust to your own judgment in prosecuting the great work of our expedition, *viz.*, to search not only for our missing countrymen, but also for any traces by cairns, drift wood, or other indication of the missing expedition having entered this sea by the Wellington Channel; also any traces of the expedition under Captain Collinson and McClure.

5. You will bear in mind that unless the state of the ice should render it probable that the sea had at any period within the last *ten years* been free from ice, and been in motion, at the entrance of any bays, inlets, or channels, that no valuable time should be expended in their examination for the *vessels*. Your own judgment will point out any other chances of the crews having sought refuge there.

6. If any opportunity occurs by sight of divergent objects, which may render it expedient to separate, you will take the northern and westernmost, and Lieutenant Osborne that to the south-west, taking especial care that your rendezvous is so *securely fixed* and *understood* by *both parties* that no possible mistake, misconception, or disappointment to either party shall accrue.

7. The general instructions to the sledges which will escort and remain by you for stated journies, are already clearly set forth; you will, therefore, as you detach them, countersign each order furnished to them, adding any further directions which your experience on the journey may render expedient.

8. You have been fully provisioned for this important service, no thought or caprice has been forgotten; indeed I feel that the minor matters of detail have rested within your own province.

9. Up to the period of your detaching your last commissariat sledge, you will insert your "state and condition" on the last detached orders of the officer commanding that sledge, and you will of course exchange any men that may seem unable to hold out.

10. In the pursuance of this duty I must urge on you the necessity of system, forethought, and precaution, which although probably unnecessary, is nevertheless one part of my duty.

11. You will yourself keep a strict daily journal of every occurrence, and cause the same to be done by every officer under your command; the same to be delivered to me within a reasonable time after your return.

12. This expedition is especially, in addition to that of the search of our countrymen, one of science; and I need not remind you how much its pursuit tends to sharpen the wits, as well as to while away many hours of otherwise sluggish indolence or sleep, when snow storms or low temperatures may confine you to your tents.

13. I do not expect from you sledge loads of fossils, or whole carcasses of mastadon or megatherium; but sketches, records, &c. will not much encumber your head, and some waistcoat-pocket specimens may serve to determine important desiderata in the field of science. I will not say more—perhaps I have said too much. "A word to the wise is sufficient."

14. Should you meet with any officer superior to yourself, you will of course show him these instructions; but he is hereby strictly forbidden in any way to interfere with your command, route, or proceedings.

15. On the other hand, should you fall in with any other, your inferior in rank, you will inform him of your intended route, give him (if sent on the same) a divergent one, as the interest of the service may point out, or instruct him to seek and carry back the despatches, should you already have deposited them.

This last duty you will consider paramount to any other route, of which you will then be the best judge.

16. It is needless for me to exhort you or Lieutenant Osborne to do anything but *return securely*, and without allowing your own high feeling to be the standard by which those who labour under you are to be urged forward. It is the retrograde movement which tells on the minds and feelings of all.

17. Trusting to your judgment, and to Him who watcheth over all and with our sincere prayers for success and safety, I send you forth on your noble mission, and

Believe me, &c.

(Signed) EDWARD BELCHER,
Captain commanding Expedition.

With a sealed public letter, to be opened if any superior should meet you, read, and exhibited to him, but to be returned to me *unopened* if no such cause for its use presents.

(Signed) E. B.

COPY of an ORDER from Sir EDWARD BELCHER, commanding Arctic Expedition, to Commander RICHARDS, H. M. Sledge "Sir Edward," Depôt, Cape Lady Franklin.

Proceedings of Commander Richards.

By Sir EDWARD BELCHER, Kt., C.B., Captain of H. M. S. "Assistance," Commanding Arctic Squadron.

July 4th, 1853.

WHEREAS, it is necessary that the travelling parties should immediately return to their vessels in order to their moving to the eastward :

You are hereby required, and directed, on the receipt of this, to return with all possible despatch to this ship. Order to return.

If you should still be in good health and spirits, or you should find Lieutenant Osborne in a better condition, I have no objection to vary this order in so far as to permit you to take a fresh crew from the cutter, and with the gig finish the examination easterly to "Marshall and Goodwin's" furthest. May be varied under the following conditions.

But as the remainder of the party must return, you will (or give orders to Lieutenant Osborne to do so) arrange to meet the ship, if seen advancing easterly, somewhere abreast of Parker's Island, or Hungry or Long Islands, in her course towards Cape Beecher.

Given under my hand, on board H. M. S. "Assistance," in Northumberland Sound, this 4th day of July, 1853.

(Signed) EDWARD BELCHER, Captain commanding Expedition.

Commander RICHARDS to Sir EDWARD BELCHER, C.B.

Sir,

Encamped at Point Deception, April 16th, 1853.

Point Deception, 16th April.

I HAVE the honour to report to you the arrival of the division under my command at this point.

Strong north-west winds, with low temperature, heavy ice, and an accident which unfortunately occurred to the "Reliance" with the light boat in passing through the "Queen's Causeway," have prevented my placing this first depôt within six miles of the position I could have desired ; but I hope to make up for this in future marches.

Hitherto we have met with no traces of Sir John Franklin's ships or parties.

This position, which I have named Point Deception (for the convenience of future reference), is about thirteen miles W.N.W. (true) from Cape Lady Franklin ; but whether it is the west point of a bay about two miles deep, which lies immediately to the westward of that cape, or the north-east extreme of an island in that bay, the thick weather we have experienced prevents my saying positively. I am inclined to think the latter.

The general trend of the land is, I believe, rather to the northward than to the southward of west. Mr. Grove, with the "Enterprise," will leave this to-morrow morning for Northumberland Sound ; and I am happy to inform you that, although the weather has been severe, we have had no casualties, and that the conduct of all those under my command has been entirely satisfactory.

I have, &c.

(Signed) GEO. HENRY RICHARDS, Commander, Commanding S.W. Division.

Commander RICHARDS to Sir EDWARD BELCHER, C.B.

Encamped at Cape Fortune,

lat. 76° 25' N., long. 103° 33' W., about

Cape Fortune, April 24th.

April 24th, 1853.

Sir,

I HAVE the honour to report to you the arrival of the division under my command at this station, which I have named Cape Fortune, in latitude 76° 25' 10" N., longitude 103° 33' W. (nearly).

Dr. Lyall will leave the division to-morrow morning with the "Lady Franklin," for Northumberland Sound.

Proceedings of
Commander Richards.

Since parting from the "Enterprise," we have been passing along the north shore of a group of islands, which I have called the Deception Islands.

This coast line has been satisfactorily examined, but no traces have yet been discovered of the missing ships.

The strait or sound between these islands and the main, about six miles wide, I reserve for examination on my return.

The coast is very much indented with deep bays and inlets, but as all the floe we have been lately passing over is old, I hope to be able, (between Lieutenant Osborne and myself) to complete the search of them all satisfactorily this season.

By the "Lady Franklin" I send back George Harris, of the "Pioneer," (sledge "Reliance,") retaining Thomas Marshall, ("Assistance") to supply his place, Harris suffering from pain in his chest and cramps, and not being equal to the arduous duty yet before us; otherwise, I am thankful to say, we have no casualties.

I am receiving from my second, Lieutenant Osborne, that ready support and valuable assistance, which his experience and intelligence so well qualify him to give me, and I have every reason to be satisfied with the conduct of all composing the division.

I have, &c.

(Signed) GEO. HENRY RICHARDS, Commander,
Commanding S.W. Division.

Commander RICHARDS to Sir EDWARD BELCHER, C.B.

Point Success, 29th April.

Encamped at Point Success,
lat. 76° 32' 30" N., long. 105° 6' 40" W. nearly.
April 29th, 1853.

Sir,

By Mr. Herbert, who leaves me to-morrow, I have the honour to report to you our arrival at this point, which I have called Point Success.

Here I intend to place the despatch (for the Admiralty and Captain Kellett,) as being the nearest position to the rendezvous which I can attain.

From various local circumstances, as well as our calculated position, I believe that we are at the north entrance of the Byam Martin channel, and I *think* we have seen the land of Melville Island bearing S.W. (true), but very distant. We shall probably have to take the trend of the coast (which is now south) for some miles before it will be advisable to cross.

Strong westerly winds have hitherto so retarded our progress, and the trend of the coast, first N.W., and then S.W., has rendered our course so circuitous, that the depôt of the "Success" is placed far short of the position I had hoped for.

Considering, therefore, that the remainder of my resources should be entirely directed to pushing the search as far as possible to the westward, and that I should not leave more provisions in my rear than barely sufficient to enable me to make forced marches on my return, I have deemed it advisable so far to modify the orders of "Reliance," Licut. May, as to keep him on this shore for a longer period than was contemplated by your orders.

I shall direct Mr. May to proceed (after conveying the boat across the Byam Martin Channel) direct to the grand depôt at Cape Lady Franklin, and filling himself up with provisions, to return to Cape Fortune, and deposit a sufficient quantity, to enable me to examine thoroughly the deep inlets to the southward of that Cape, as well as the south coasts of the adjacent Islands. Licut. Osborne will trace the coast to Goodwin's farthest. Mr. May will then be directed to cross the Queen's Channel, if practicable; if not, to return to the grand depôt, and await my arrival, or that of Licut. Osborne, for further instructions.

I regret to say that we have not added to our stock of provisions by shooting. Deer are numerous, but with their fawns they are very wary, and hitherto we have had very little time to look after them.

It will be satisfactory for you to hear, as it is for me to say, that I con-

tinue to receive every support from my second, and the officers, and that the conduct of the men, under circumstances of no ordinary trial, is unexceptionable.

Proceedings of
Commander Richards.

I have, &c.
(Signed) GEO. HENRY RICHARDS, Commander,
Commanding S.W. Division.

Commander RICHARDS to Sir EDWARD BELCHER, C.B.

West Side Byam Martin Channel,
at 76° 0' 30" N., lon. 106° 26' nearly.
May 6th, 1853.

West side Byam Martin Chan-
nel, 6th May.

Sir,

I HAVE the honour to report the arrival of the division on the western shore of Byam Martin Channel this morning. The "Reliance," Lieut. May, will leave us to day. I have directed him to proceed to Cape Lady Franklin, and carry from thence to Cape Fortune a supply of provisions, to enable me to examine the inlets to the southward of that Cape.

He then proceeds to Northumberland Sound, where I hope he will arrive with this despatch about the 12th of June.

Lieut. Osborne and myself proceed to the westward, with 39 days' provisions on each sledge. He will turn back on the 17th of this month for the grand depôt, whence he will explore the coast to Goodsir's farthest.

I shall probably reach my "farthest west" about the 6th of June, be at Cape Fortune on my return on the 12th of July, and at Cape Lady Franklin between the 20th and 26th.

This strait is much wider than I was led to believe by the chart, being from its N.E. entrance to our present position (the nearest land) about 40 miles. It now trends away W.N.W. Should Lieut. May succeed in crossing the Queen's Channel, he will probably bring you intelligence from Lieut. Osborne, but should he not fall in with him, and neither he nor I turn up before the first week in August, there will be no cause for anxiety on our account.

All is going on well, and the people are in good health and spirits.

I have, &c.,
(Signed) GEO. HENRY RICHARDS, Commander,
Commanding S.W. Division.

MEMORANDUM from Commander RICHARDS to Mr. GROVE, commanding
Sledge "Enterprise."

Memo.—Your part in the western division having been very satisfactorily accomplished, you will proceed to-morrow morning on your return to the ship in Northumberland Sound.

As your services are required for the north-eastern division of the search, I need not urge on you to use all the despatch which may be consistent with a due regard to the comfort of your crew; and you are not to touch anywhere, unless any unforeseen circumstance should render it absolutely necessary for you to supply yourself with provisions from the grand depôt at Cape Lady Franklin. In which case you will leave a statement in the tin cylinder there, of your reasons for so doing, and the quantity of provisions taken, for my information or Lieut. Osborne's, on our return from the westward.

Dated at Point Deception, this 16th day of April 1853.

(Signed) GEO. HENRY RICHARDS, Commander,
Commanding S.W. Division.

MEMORANDUM from Commander RICHARDS to Dr. LYALL, Commanding
Sledge "Lady Franklin."

Memo.—HAVING accompanied the S.W. Division to this point, in latitude 76° 25' 10" N., longitude 103° 33' W., being 115 miles from the ship, you will proceed forthwith on your route homeward.

Proceedings of
Commander Richards.

Steering in the first instance for the S.W. bluff of the Deception group, you will erect a conspicuous cairn on that summit, leaving there one of the records with which you are supplied, and also one from yourself, with your own observations on the appearance of the bays to the southward, and whether there is a channel to Cape Lady Franklin to the south of that group (of which from our observation there seems little doubt). Proceeding along the coast by our outward route, you will erect another cairn on Deception Point (the extreme point, about two miles this side of the depôt), and, if possible, an intermediate one on the Sandstone Point, or on any other convenient central position. In each of these cairns you will leave one of the records enclosed, as well as a brief statement of your own movements.

This duty performed, you will be free to follow your original instructions from Sir Edward Belcher, but bearing in mind that you cannot count on any supplies from the grand depôt at Cape Lady Franklin, which is not to be encroached on, unless in case of urgent necessity.

Dated at Cape Fortune, this 24th day of April, 1853.

N.B.—As a general rule, whenever an officer visits a cairn on this shore, he will note the time of his visit, and the route he is about to take, in addition to the printed form.

(Signed)

GEO. HENRY RICHARDS, Commander,
Commanding S.W. Division.

MEMORANDUM from Commander RICHARDS to Mr. HERBERT, commanding
Her Majesty's Sledge "Success."

MEMO.—The time having arrived for you to quit the western division on your route homewards, you will set out on your return to Northumberland Sound to-morrow morning; you will erect a cairn on the point the division encamped upon on the night of the 25th, and deposit there one of the documents with which you will be supplied. If circumstances should favour you, you will erect another on the N.W. point of Fishhook Bay (the nearest point to the Solitary Mount). Proceeding then straight to the depôt of Cape Fortune, you will supply yourself with the six days' provisions left there for you, being careful to secure the cairn with the remainder.

The S.W. bluff of the Deception group will be your next point; here you will probably find a cairn erected by Dr. Lyall, which you will visit, and leave a record of your proceedings. Should you not find a cairn on that bluff you will build one, and leave a document.

From this bluff you will return by our outward course. Visiting in succession the cairns on Sandstone Hill and the N.E. point of the Deception group (both of which I anticipate Dr. Lyall will have erected); if not you must endeavour to do so.

From the Deception depôt you will, after taking your five days' provisions (and properly securing the cairn), return direct to Northumberland Sound.

Nothing short of positive necessity will warrant you in touching the grand depôt at Cape Lady Franklin. The whole of these provisions will be required to complete the search to the westward.

In conclusion, as there is a probability of an early disruption of the ice in the Queen's Channel, I must urge you to use your utmost endeavours to cross it at as early a period as possible, and you will at every cairn you visit, leave a brief record of your proceedings for my information, with the time of your leaving, and the particular direction you are about to take.

Dated at Point Success, lat. $76^{\circ} 32' 30''$ N., long. $105^{\circ} 6'$ W.

(Signed)

GEO. HENRY RICHARDS, Commander,
Commanding S. W. Division.

MEMORANDUM from Commander RICHARDS to Lieutenant May, commanding the Sledge "Reliance, West Side Byam Martin Channel.

Proceedings of
Commander Richards.

W. side Byam Martin Channel.

MEMO.—Circumstances having rendered it expedient to divert you from your original orders, and to detain the "Reliance" on this shore for a longer period than was at first contemplated, you will observe the following instructions for your future guidance:

Recrossing the Byam Martin Channel you will reprovise yourself from the depôt at Point Success, and from thence pass on to Cape Fortune. Having supplied yourself also from this depôt, you will proceed *inside* the Deception group (should the weather be clear), and passing along their coast line at a *convenient distance*, call at the Deception Point depôt for your provisions there, taking only sufficient to enable you to reach the grand depôt at Cape Lady Franklin. Having reached this cape you will reprovise the "Reliance" for 35 days, and return to Cape Fortune direct.

At the depôt at Cape Fortune you will deposit 15 days' provisions for eight men; and having performed this service you will return to the ship in Northumberland Sound.

Should, however, the ice in the Queen's Channel have broken up, so as to render your crossing it without a boat "hazardous," you will return to the grand depôt, where you will await further instructions from Lieutenant Osborne or myself; the former officer may be expected at that depôt, *en route* to the eastward, about the 20th of June.

The service you are about to undertake is an important one to us, and the necessity of yourself and your crew being on board the ship at the commencement of the summer operations is equally so to her.

I must therefore enjoin you to use every dispatch in the performance of this duty, and you are not to devote any time to the examination of coast which may in the *slightest degree* retard your progress.

You will be careful to secure the different depôts as you supply yourself with provisions, and at every cairn you visit you will leave a brief record of your proceedings for my information, stating the time of your leaving such cairn, and the particular direction you are about to take, especially at Deception Point, where you will leave any information you may possess on the state of the ice in the Queen's Channel.

Dated on the west shore of the Byam Martin Channel, May 6th, 1853,
in lat $76^{\circ} 00' 30''$ N., long. $106^{\circ} 26'$ W. (nearly).

(Signed) GEO. HENRY RICHARDS, Commander,
Commanding S.W. Division.

Commander RICHARDS to Lieutenant OSBORN, commanding Her Majesty's Sledge "John Barrow."

Sledge "Sir Edward," lat. $76^{\circ} 44'$ N., long. $108^{\circ} 40'$ W.,
Cape North West, May 17, 1853.

Sir,

Cape North West, May 17th.

As in order to carry the search to the farthest possible extent to the westward that our resources will admit of, it has become necessary that the two remaining sledges of the western division should separate:

You will proceed, on your return, to Cape Lady Franklin, for the purpose of reproviseing the "John Barrow" at the grand depôt, and examining the coast from that cape to the S.E., towards Goodsir and Marshall's furthest.

Any deviation from our outward route, which the means at your command may justify, will, of course, be desirable.

The indentations on this island to the eastward require to be more closely looked into, and the south coast of the Deception group is unexamined. The bays or inlets southward of Cape Fortune, and between it and Cape Lady Franklin, I reserve for my own examination on my return.

You will visit the rendezvous cairn on the east side of Byam Martin Channel; and ascertain whether the despatches have been removed by any parties from the "Resolute;" and should you find that any intelligence has been obtained by Captain Kellett's division of the missing expedition (of sufficient importance to justify the step), you will use all despatch in conveying the same to Sir Edward Belcher in preference to any other service.

Having a copy of the orders under which I am acting, and being fully acquainted with the instructions which the several officers have received as they have quitted the division, there remains little for me to say, but to put you in possession of my own intentions as regards the future.

I shall follow the direction of this coast as far as my provisions will allow, which will probably be till the 6th or 7th of June. Failing then on coming upon the missing ships, I shall set out, on my return, eastward, keeping the coast on board, and looking out for any notices from you of what you have done, or have left for me to do.

Recrossing the Byam Martin Channel by our outward route, I shall return to the rendezvous, and from thence to Cape Fortune, availing myself of any opportunities of astronomically determining my positions, and visiting the neighbouring high land.

At that cape I shall probably arrive on the 10th of July, where, taking in the supplies which I have directed Lieutenant May to place there, I shall proceed to examine the southern bays, and shall endeavour to be at the grand depôt at Cape Lady Franklin by the 18th or 20th. My further proceedings would then be regulated by the report I shall find from you, should you not have returned from the eastward.

Should you find, on your return to Cape Fortune, that Mr. May has already deposited his supplies, or from the information he has left that there is every prospect of his doing so within a reasonable time, then you will remove the whole of the depôt from Deception Point on to Cape Lady Franklin; and if you fall in with that officer, and it should be impossible to cross the Queen's Channel, owing to the disruption of the ice, you will give him instructions for his future guidance, either taking him to assist you in your search, or to perform any service in the immediate neighbourhood of Cape Lady Franklin which you may think necessary. In the latter case, it would be desirable that conspicuous cairns should be erected on any prominent points or summits in the vicinity.

I shall hope to find from you at the different cairns, on my return, a brief account of your proceedings, and any information you may have gained.

In conclusion, I cannot allow you to separate, without expressing the high sense I entertain of the valuable assistance I have received from you, and offering you my warmest thanks for the unvarying and cordial support which you have at all times afforded me during a service where hearty co-operation is so entirely necessary to success.

I have, &c.

(Signed) GEO. HENRY RICHARDS, Commander,
Commanding Sledge "Sir Edward."

Commander RICHARDS to Lieutenant OSBORN.

Sledge "Sir Edward," Cape Lady Franklin,
10th July 1853.

Sir,

Immediately on your return here, you are to proceed to rejoin the ships in Northumberland Sound, and as it is possible that they may have broken out and be in the Queen's Channel before you arrive, you will look out about Hungry Island and the neighbourhood.

Sir Edward Belcher informs me that he will "hang on" somewhere about Cape Beecher, if possible; at any rate Beecher Island will find him.

I leave a cylinder with records, which you will open, and place in the cairn above this depôt, adding your latest information.

The depôt is to be buried up with earth. I have prepared the ground as well as I can.

I remain, &c.

(Signed) G. HENRY RICHARDS, Commander.

P.S. I am happy to say that your sick man is improving.—G. H. R.

LIST of the OFFICERS and MEN employed in the Sledging Parties in the S.W. Division in search of the "Erebus" and "Terror," Wellington Channel Division, 1853, H.M.S. "Assistance" and "Pioneer." Sledge Parties.
Western
Route.

WESTERN ROUTE. HER MAJESTY'S SLEDGES.

STR EDWARD. Loyal au Mort. Jaus Deo.				JOHN BARROW. Be of Good Courage.			
No.	Names.	Rank or Rating.	Ship.	No.	Names.	Rank or Rating.	Ship.
1	Comm. Richards	Commander -	Assistance.	1	Lieut. Osborn -	Lieut. Comm.	Pioneer.
2	Edw. Humphries	Capt. of Sledge	"	2	Joseph Organ -	Capt. of Sledge	"
3	George Jefferies	Sergeant R.M.	"	3	Thomas Hall -	Gunner's Mate	"
4	Richard Bayly -	Boatsw.'s Mate	"	4	Samuel Walker	Carpenter's do.	"
5	George Edwards	Carpenter's do.	"	5	George Wicketts	A.B. - -	"
6	Henry Billett -	A.B. - -	"	6	Thomas Copeland	A.B. - -	"
7	John Simmonds	A.B. - -	"	7	W. McArthur -	A.B. - -	"
8	Louis Read -	A.B. - -	"	8	Simon Dix -	R.M. - -	"
RELIANCE. Go forth in Faith.				LADY FRANKLIN. Speed to the Rescue.			
No.	Names.	Rank or Rating.	Ship.	No.	Names.	Rank or Rating.	Ship.
1	Lieut. May -	Lieutenant -	Assistance.	1	Dr. Lyall -	Surgeon -	Assistance.
2	Benjamin Young	Capt. of Sledge	Pioneer.	2	James Reid -	Capt. of Sledge	"
3	George Edey -	R.M.A. -	"	3	Thomas Isaacs -	Gunner's Mate	"
4	George Green -	R.M. - -	"	4	Jerim. Galavann	Cpt. of Forecas.	"
5	James Sinnett -	A.B. - -	"	5	Joseph Barns -	Cpt. of Fore Top	"
6	R. Robinson -	A.B. - -	"	6	Gwm. Munden -	Ed. R.M.A.	"
7	Thos. Marshall -	Cox. of Launch	Assistance.	7	Samuel Heyns	Cooper -	"
8	Fran. McCormick	R.M. - -	"	8	William Evans -	A.B. - -	"
				9	Thomas Mellish	A.B. - -	"
				10	Joseph Anderson	R.M. - -	"
SUCCESS. Success to the Brave.				ENTERPRIZE. Success to the Brave.			
No.	Names.	Rank or Rating.	Ship.	No.	Names.	Rank or Rating.	Ship.
1	Mr. Herbert -	Mate - -	Assistance.	1	Mr. Allard -	Master - -	Pioneer.
2	Joseph Abbot -	Capt. of Sledge	Pioneer.	2	James Robinson	Capt. of Sledge	Assistance.
3	Arthur Dickens	Cpt. of Forecas	"	3	Thomas Barber	Sail Maker -	"
4	Wm. Batchelor	Boatsw.'s Mate	"	4	Geo. Quiddington	Carpenter's Mate	"
5	George Cousins	Stoker - -	"	5	Henry Tranter -	A.B. - -	"
6	Christopher Allen	A.B. - -	"	6	Richard Bex -	R.M. - -	"
7	Henry Deller -	Ship's Cook -	Assistance.	7	Alexander Baillie	Carpenter's Cook	"
8	George Youngson	Officer's do. -	"	8	John Clark -	Steward -	"
9	James Poyer -	Carpenter's do.	"	9	George Custance	Stoker - -	Pioneer.
10	Henry Jones -	A.B. - -	"	10	John Green -	R.M. - -	"
11	Isaac Stallard -	R.M. - -	"	11	William Wood -	Ship's Cook -	"

Proceedings of
Commander Richards.

A JOURNAL of the PROCEEDINGS of the South-western Division of Sledges, from Her Majesty's Ships "Assistance" and "Pioneer" in the Spring and Summer of 1853, employed in the Search for the Expedition under Sir John Franklin.

Outward Route.

April 10th 1853, Sunday.
First Journey.

Hours travelled, 6½.
Encamped for rest, &c. 11h.
Course and distance, 5 miles.
Wind and weather, N.E., 5.e.m.
Temp. Max. 9h. p.m. min. - 2°.

April 11th.

Second Journey.

Hours travelled, 8½.
Encamped for rest, &c. 15½h.
Course and dist., W.S.W. 6½.
Wind and weather, N. b. e. 5.
Temp. 7h. a.m. + 2
7h. p.m. + 1.

April 12th.

Third Journey.

Hours travelled, 10.
Encamped for rest, &c. 14h.
Course and dist., W.S.W. 7.
Wind and weather, N.W., 4.s.p.
Temp. 6h. a.m. - 2
6h. p.m. - 2.

April 13th.

Fourth Journey.

Hours travelled, 10½.
Encamped for rest, &c. 13½h.
Course and dist., W.S.W. 6½.
Wind and weather, calm, b.e.
Temp. 6h. a.m. - 2°.
6h. p.m. - 2.

April 14th.

Fifth Journey.

Hours travelled, 9½.
Encamped for rest, &c. 14½h.
Course and dist. S. 40. W. 7.
Wind and weather, N.W.,
2. 6. e. g.
Temp. 6h. a.m. - 6h. p.m. - 11°.

April 15th.

Sixth Journey.

Hours travelled, 10.
Encamped for rest, &c. 14h.
Course and distance, W., 10.
Wind and weather, W., 7. e. m.
Temp. 6h. a.m. - 17°.
6h. p.m. - 3½.

April 16th.

Seventh Journey.

Hours travelled, 11.
Encamped for rest, &c. 20½h.
Course and dist., W. by N. 3.
Wind and weather, N., 7.8. e.m.
Temp. 7h. a.m. - 15°.
6h. p.m. - 13°.

April 17th.

Eighth Journey.

At 3h p.m. of this day the South-western Division, composed of six sledges (vide the accompanying list) left Her Majesty's ships "Assistance" and "Pioneer" in Northumberland Sound. The afternoon thick and squally, with a N.E. wind. Encamped on the N.W. end of the Spit Island at 9h. 15m. p.m.; a fresh breeze with snow drift during the night.

A fresh north wind and thick weather. Started at 7h. 40m. a.m., following our last track across the Queen's Channel, where the snow had not obliterated it; the ice bad and hummocky, and the work with the heavily laden sledges laborious, the sails however helping. Lunched at noon, and proceeded on, camping at 4h. 30m. p.m. on a good floe of new ice.

Wind north-westerly, with snow and thick weather. Started at 7h. a.m. steering for the Queen's Causeway, which we had marked by a flag on our former journey; the thick weather, however, prevented our seeing it, and our old tracks were entirely obliterated. The late heavy snow drift has quite altered the face of the country, if such a term may be applied to a frozen strait, 30 miles in width. The ground all the forenoon very uneven, but improved afterwards, and at 4h. 30m. we made our flag, about half a mile distant, but a very heavy road between us and it; at 5h. we encamped, and picking out the best lane we could, marked it with poles, in the event of thick weather in the morning.

Started at 6h. a.m., morning calm and clearer; saw the Cape Lady Franklin, and land to the westward of it, I think a group of islands. Attached a large and small sledge together for mutual help while passing over the heavy ground. At 10h. we arrived at the flag, the entrance to the Queen's Causeway, and passed through it, though not without accident. The "Reliance" with the light boat broke a runner, and stove the boat among the heavy frozen pack. The carpenters of the division patched up the sledge; the "Enterprize" took the boat, and four sledges moved on. "John Barrow" showing symptoms of weakness remained behind with "Reliance," until her carpenter had put some strengthening pieces on the runners; both rejoined the division at 2h. p.m. We journeyed the rest of the day over a comparatively smooth but old floe, steering for two remarkable hills, which were named "The Sisters," the islands on which they stand (for the present) the Deception Group, as for a considerable time we could not detect whether they were islands or a part of the main, being so much distorted by refraction. At 4h. 30m. we encamped.

A fine morning, wind light and north-westerly; proceeded over old floe, not very good, and the sledges making slow work. At 9h. the wind freshened, and we came to old hummocks, which took us an hour to clear; the floe then better; the strong N.W. wind causing frequent frostbites. At 10h. a.m. the thick weather came on again; and at 4h. 30m. we encamped one mile from Cape Lady Franklin.

A strong wind from west all last night; the tent very cold and uncomfortable. Started at 7h. 10m. a.m., crossing an apparently deep inlet, and steering W.N.W. for the outer island of the group. After noon, the wind lightened and drew to S.W., bringing very thick weather; made sail. Camped at 5h. p.m.; no land in sight, but we must be very near the Deception Point; since noon we have come over a smooth piece of new floe, the snow very deep on it.

The wind shifted to north last night, and blew strong, with heavy snow drift, the temperature falling. Started at 8h. 15m., the weather very bad, but it was absolutely necessary that we should move on to deposit the "Enterprize" depôt, and enable her to return. By noon we reached the Deception Point, and camped under the heavy hummocks which press against its eastern side. The weather very thick, and blowing a gale, frost-bites frequent; at 2h. p.m. we completed burying the depôt, and built a large cairn of stone over it. The wind continued strong from N.W. all night with snow drift.

Wind fresh from W.N.W., but the weather clearer than yesterday. The

"Enterprize," Mr. Grove, left us this morning for the ship. At 7h. A.M. the division moved on; went on the summit over our camp, and found that we were close to a small, good harbour, but full of old ice, about three quarters of a mile wide at its entrance. Saw five deer, but had no time to shoot them; rounded the extreme point of the island, and saw the land trending W. by N.; the floe pretty good, and apparently just here, last year's. At 2h. P.M. Lieutenant Osborn, Dr. Lyall, and myself started to ascend the Sisters mountains, but we had underrated the distance, and before we got near the base of the hills the wind freshened considerably, and we were obliged to content ourselves with a limited view from the summit of a point, which I called Sandstone Point. We saw large quantities of moss and a black lichen here, the formation compact yellow sandstone; the bay is full of old ice. The division camped on the floe at 5h. P.M.; eight or ten deer were seen to-day.

Started at 7h. 15m. A.M., and proceeded against a keen N.W. wind. The floe smooth but heavy, from the deep snow; passed the Two Sisters, remarkable hills, about 700 feet high; opened out a third to the eastward of them, not quite so tall, which we called "The Mother." The coast here is much indented, the bays full of old ice, but a floe piece outside us apparently new and smooth. The weather is so severe that we find it impossible to ascend any of the high land to get a view, but there can be no doubt we are on the outside of a chain of islands. At 11h. A.M. the wind was so cutting, and the people getting so constantly frostbitten, that we were compelled to pitch the tents. Shortly after noon there was a slight change for the better, and we started again, camping at 4h. 30m. under some heavy hummocks aground on a point, having made about $6\frac{1}{2}$ miles under very unfavourable circumstances. Observed the sastrugi, or snow wave, to lie in a W.N.W. and E.S.E. direction, showing the prevailing wind to be from the former point, as indeed we have already had sufficient proof of.

A strong westerly wind this morning. Before I came out of the tent I heard the people exclaiming "why there is land all round us." On coming out I certainly thought I saw land to the westward, continuous as far round as north (true). We seemed, indeed, to be in a very extensive bay; directing the division to proceed, Osborn, Lyall, and myself ascended the highest land near, but before we could get to any great height, the vapour had entirely obscured what appeared so plain half an hour before, all we could make out was a point of land bearing N. 30. W. (true). On ascending the highest land between five and six hundred feet, the glare was so great that we were ill repaid for our trouble; we saw, however, the summit of Cape Lady Franklin, and the strait between us and the main land of no great width. The western extreme of this group appears about 10 miles distant; it may be that the land north of us (if it be land) is an island or islands, or it may be a continuation of the south coast of North Cornwall, at any rate it leaves an amount of doubt and uncertainty on my mind which I should be glad to see cleared up. The necessity, however, of pushing to the westward without loss of time makes me unwilling to go over an unnecessary mile of ground here; we called this hill Mount Disappointment, and returned to the sledges in time for a noon latitude ($76^{\circ} 45' N.$) At the foot of the high land, we passed through a large basin filled with snow; the sun was very warm, and heavily clad as we were, we experienced a feeling almost of oppression, one to which we had long been strangers; on coming to the floe it quickly changed, and the keen westerly wind told severely. The formation of this island is, for the most part, sandstone in loose pieces, very close-grained and compact, some limestone, and I saw a little slaty coal on the surface. Saxifrage, moss, and a black lichen very abundant, and on the knolls, where the snow has left the ground clear, there is a little loose soil. The floe was good and smooth until 1h. P.M., when we came to old ice, and at 4h. 30m. P.M. camped upon it. Tried the coloured glass horizon to-day, and found it differed 9 or 10 miles from the mercurial one.

A light S.W. wind, and cold but clear morning. The wooden thermometers show $+15^{\circ}$, but Dr. Lyall's metal one $+22^{\circ}$. The division was in motion before 7h. this morning, steering W. by S., in a state of doubt as to whether we are passing along an open coast or into a deep bight. Accompanied by Mr. Herbert, I went on the summit of the island, about 400 feet,

Hours travelled, 10.
Camped for rest, &c. 14h.
Course and dist., N. 80° W. $6'$.
Wind and weather, W.N.W.
5. b. c.
Temp. 6h. A.M. —
Noon -9° .
6h. P.M. -9° .

April 18th
Ninth Journey.

Hours travelled, 9.
Camped for rest, &c. 14h.
Course and dist., N. 85° W. $7'$.
Wind and weather, W.N.W.,
6. b. c.
Temp. 6h. A.M. -13° .
6h. P.M. -6° .

April 19th
Tenth Journey.

Hours travelled, 10
Camped for rest, &c. 14h.
Course and dist., S. 70° W. 6m.
Wind and weather, W. 5. c. m.
Temp. 6h. A.M. -10° .
Noon, Zero.
6h. P.M.

April 20th.
Eleventh Journey.

Hours travelled, 10.
Camped for rest, &c. 13h.
Course and dist., S. 80° W. 8.
Wind and weather, S.W.,
2. 4. b. c.
Temp. 6h. A.M. -15° .
6h. P.M. -5° .

Proceedings of
Commander Richards.

and we made out a small low island, about 3 miles long, to the northward, with hummocks of ice extending for a considerable distance off either end of it; these hummocks, and the island raised and distorted by refraction, account for the appearance of yesterday; truly deceptive are all appearances in this country.

Our prospect of uninterrupted advance seems now more favourable, and I am relieved from a good deal of anxiety; we returned to the sledges, having walked over 10 miles, so deceptive are our estimates of distances, even with our daily experience; we had no idea that it would have been more than 3. The formation now is entirely sandstone in large masses; from the beach the land is low for about half a mile inland, rising with a gentle slope, and then abruptly, in ridges of two or three hundred feet high, running east and west; the highest summit, about six hundred feet; vegetation very abundant, and a considerable quantity of good soil where the snow has left the land exposed. The floe to-day has all been old, and in-shore very rough and hummocky; some pressure on the shore, but a quiet one. Encamped at 5h. P.M. on the floe; saw the low island to the northward very plainly, and examined it with our glasses, about 4 miles distant.

A fine morning, with light air from the eastward; proceeded on at 7h. A.M., steering for the S.W. bluff of the Deception Group along the land, over a very bad and hummocky floe. At noon got a latitude; saw some very deep inlets to the southward. Camped this evening on the floe; the weather fine all day, and the sun warm; but the labour to the people with the heavily laden sledges over bad ice is very severe, and we have not made more than 6½ miles. The men suffering from snow blindness, owing to the glare of the sun on the snow; pleasant as he is to look upon, yet his absence would be almost desirable.

A mild, cloudy morning. Started at 6h. 30m., and steered for a high bluff, bearing S.W. (true) from us. The floe old and heavy, and the strength being taken out of the people considerably, camped at 5h. 15m. P.M., being well to the westward of the Deception Islands, and having made eight miles in nearly eleven hours; the day has been warm since noon, but the glare very painful.

A fresh, northerly wind, with thick weather, just able to distinguish the high bluff which we are steering for. Started at 7h. A.M. under sail; floe very rough and old; the "Lady Franklin" should leave us to-day, but there being no land near to deposit her depôt on, she must accompany us still. The high cape obscured until 3h. P.M., when it cleared a little, and we saw it apparently six miles distant. Got a bearing of a round hill about 20 miles distant, which we called the Solitary Mount; it is, probably, the northern termination of the land (N. 86° W. true). At 5h. P.M. we camped, I think about four miles from the high cape; the iron on the runners of the two large sledges "Lady Franklin" and "Success" has started, owing to the rivets drawing; they are too slight altogether in the runners and stanchions, the latter have nearly all given way; my new sledge made on board works well and is strong.

A strong breeze from N.N.W. with hazy weather. Started before 7h., no land in sight; the floe covered with heavy old hummocks, but the wind helping us; large sledges capsizing occasionally. At noon a perfect gale, with a heavy snow drift; in first reefs, no land in sight, though we have considerably overrun our estimated distance. The sledges from a little distance, in the haze and drift, loom like ships tossing about in a troubled sea. Took the close reefs in; at 3h. 30m. saw the low land scarcely a hundred yards from us, the high cape not visible. Camped on the beach, which is composed of gravel lying in rounded heaps or hummocks, formed by the rush of water from the higher land when the snows melt. A bitter cold evening, employed preparing the depôt for depositing, and making arrangements for the departure of the "Lady Franklin" in the morning; the night was the coldest I remember, distressingly so, and sleep out of the question; the thermometer must have fallen very low, but I did not feel inclined to go outside to register it.

A cold morning, with thick weather, but the sun visible; saw our high cape, which proves to be an isolated mountain of considerable elevation; one mile in-shore of us (S.W. true), called it Cape Fortune. At 8h. A.M. the

April 21st.

Twelfth Journey.

Hours travelled, 9½.
Camped for rest, &c. 14½h.
Course and dist., S. 60° W. 6½.
Wind and weather, E. 1. b. c.
Temp. 6h. A.M. - 17°.
6h. P.M. zero.

April 22d.

Thirteenth Journey.

Hours travelled, 10½.
Camped for rest, &c. 13½h.
Course and dist., S. 52° W. 8½.
Wind and weather, N.W.,
2. 3. c.
Temp. 6h. A.M. + 2°.
6h. P.M. - 6°.

April 23d.

Fourteenth Journey.

Hours travelled, 10.
Camped for rest, &c. 14h.
Course and dist., S. 50° W. 8½.
Wind and weather, N. c.
o. c. m.
Temp. 6h. A.M. - 3°.
6h. P.M. + 2°.

April 24th.

Fifteenth Journey.

Hours travelled, 8½.
Camped for rest, &c. 15½h.
Course and dist., S. 50° W. 9½.
Wind and weather, N.N.W.,
6. 8. c. m.
Temp. 6h. A.M. - 5°.
6h. P.M.

April 25th.

Sixteenth Journey.

Hours travelled, 5½.
Encamped for rest, &c. 18½h.

"Lady Franklin," after having undergone some repairs, started on her return to the ship. George Harris, A.B., of "Pioneer," having been ill for some days, and unable to perform his duty at the sledge "Reliance," returned with the "Lady Franklin," and Thomas Marshall (coxswain of launch) of "Assistance" was retained in his stead.

The latitude of this position is $76^{\circ} 26' N.$, longitude $103^{\circ} 30' W.$, and the variation 180° . We called the low point of our encampment, "Magnetic Meridian Point" (since "Cape Clerke"). Some traces of deer were seen last night, and this morning Lieutenant May, with one man, went to try and increase our stock of provisions by shooting; they returned, however, with only one white hare, but had seen six deer. The weather being too thick to get a view from Cape Fortune, I postponed my visit to its summit until our return. The formation here is sandstone; saxifrage is very abundant, and some withered and stunted grass. Having refitted the sledges, and deposited a good deal of our gear here, to reduce the weights (which had now become actually necessary), we started after the noon observation, steering along the shore N.W. Camped at 5h. 20m. The ice we have passed over to-day is all old.

A thick morning, with N.W. wind. Started at 7h., steering close along the coast until noon, when seeing the Solitary Mountain, we struck across a deep bay for it. The wind freshened considerably in the afternoon, with much snow drift, making the dragging head to wind very unpleasant. At 4h. p.m. we encamped under the Solitary. All old floe in this bay.

One of the officers of the division took his gun this morning, to try and get some deer we saw; we saw him at noon, but as he has not yet returned, and is after his time, I am getting rather anxious about him. The coast here is very low, the connection between land and floe scarcely perceptible, favourable for sledging on late in the season, should the in-shore ice break up, of which, however, there seems little probability. Saw a fox track to-day. At 6h. 30m. p.m., there being no sign of the return of our companion, it became necessary to look for him; the camp was, therefore, broken up, and two sledges, lightened, proceeded by different routes in search. After going 3 miles back, I had the satisfaction of seeing him; it was satisfactory to him as well, for in the thick weather he had missed the sledge tracks, and was much fatigued, having been all day without food (*a lesson to me for the future*). Camped again at 10h. p.m. Our sportsman had seen between thirty and forty deer, but got none; they were very wild, probably from having their fawns with them.

Fresh wind from N.N.W., but weather clear. Steered N.E. for a mile, when, rounding the low point of the bay, we kept N. $30^{\circ} W.$, following the trend of the coast. On this point (Cape Fleetwood) some high ice hummocks are pressed up. Mount Solitary lies 3 miles west of it, and rises abruptly out of a plain; it is about 400 feet high, but from its utter loneliness, and the very low land by which it is surrounded, it looks much higher from a distance; it is sandstone, and on its N.W. side scored and cut into ridges and trenches in an extraordinary manner by the effects of time and the melting of the snows. Osborn went on the summit of the land this afternoon, and saw a small island, its centre bearing N. (true), about 12 or 15 miles distant; also a harbour, close under him, on the S.E. side of which we encamped at 5h. p.m. The floe passed over to-day all old; some pressure on the points, but in the bays, quiet. The rise and fall of the tide, I should say about 4 feet. Moss and saxifrage very abundant, as well as a lichen which the deer are said to feed upon.

The N.W. winds have continued to persecute us (with two days' exception) since we left the Queen's Channel, and the sastrugi continue to indicate that they are the prevailing ones.

A fresh wind still from N.W. Started at 7h. a.m., steering with the coast N. $42^{\circ} W.$; passed across the mouth of the harbour, which is full of heavy old ice. At 11h. a.m. got some bearings on a hummock, and found the coast trending more westerly. The latitude to-day $76^{\circ} 38' N.$, variation $172^{\circ} E.$ At 1h. 30m. p.m. got some angles on a shoal a quarter of a mile off shore, with heavy hummocks grounded upon it, the greatest pressure on its N.W. side, as it is on all the points we have passed; the

Course and dist., N.W., 24.
Wind and weather, N.W., c.m.
Temp. 7h. a.m. — 12°
Noon — 3°
6h. p.m.

April 26th.
Seventeenth Journey.
Hours travelled, 9.
Camped for rest, &c. 15h.
Course and dist. nec. N.W., 74.
Wind and weather, N.W.,
4. 7. c. m.
Temp. 6h. a.m. — 8°
6h. p.m. — 6° .

April 27th.
Eighteenth Journey.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and dist., N.E., N.W., 77.
Wind and weather, N.N.W.,
5.b.c.
Temp. 6h. a.m. — 6°
6h. p.m. + 3° .

April 28th.
Nineteenth Journey.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and dist., N. $42^{\circ} W.$, 54.
S. $82^{\circ} W.$, 24.
Wind and weather, N.W., 5. b. c.
Temp. 6h. a.m. — 5°
6h. p.m.

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land now trending S. 82° W., and the ice improving, I think not older than last year's. Saw the new island again, 12 to 15 miles distant, subtending an angle of 8°, and from 300 to 400 feet high; examined it carefully with our glasses.

Much vegetation, and some fossils in limestone seen to-day.

A partial thaw had taken place on the land. Encamped at 5h. P.M.

Started at 6h. 45m. A.M., steering W.S.W. and S.W. with the trend of the coast; the ice good, and not more than a year old. Latitude at noon, 76° 37' N. Saw the small island to the northward again to-day.

The trend of the coast still more southerly; the alteration in the age of the ice, and the loom of distant land to the S.W., leave no room to doubt that we are at the northern entrance of the Byam Martin Channel; the sastrugi are also following the southerly trend. At 3h. 30m. we steered south for a prominent point, where I intend to place the depôt of "Success," as well as the despatches for the Admiralty and Captain Kellett, considering it the nearest position attainable to that fixed on as the rendezvous. At 5h. 30m. we camped, one mile north of the point, and buried the "Success" depôt; saw a reindeer's track on the floe coming from the westward. At 10h. P.M. we distinctly saw the hills of Melville Island, covered with snow, and apparently at a great distance (bearing S.W.)

The last morning of April was a beautiful one. Mr. Herbert, with the "Success," turned his head homeward, and the remainder of the division moved on at the customary hour. Hauling the sledges as near as possible to the rendezvous station, Lieutenant May proceeded with a party of hands to the summit, to erect a cairn and place the despatches, Osborn and myself remaining below for observations. Sent to try and get three deer which we saw on the hill, but failed. At 10h. A.M. the parties returned, having built a cairn 9 feet high, and erected a bamboo with a pemmican tin on the top of it. We called this point, Point Success.

At 10h. 30m. the division moved on, steering S. by W., over rather a good floe, the ice evidently of last year's formation. The land about Point Success is covered with moss and saxifrage, and the soil abundant, but frozen hard. We were obliged to build the rendezvous cairn with clods of frozen earth, there being no stones; I fear it will crumble with the summer's thaw.

At noon we got a latitude, 76° 32' N.; the extreme point on this side of the strait bearing south, distant about 15 miles, and the land becoming higher, with deep inlets, such as are described by Commander Aldrich, whose position we are not more than 20 miles to the northward of.

The land here is very remarkable; hills of sandstone, rising abruptly out of level plains, cut up into gulleys in all directions by the rivers which must run down their sides during the thaws. The high lands seen at a distance, and called by us capes, are in reality mountains of sandstone, rising out of these low plains, sometimes 2 or 3 miles in-shore; such are Cape Fortune and the Solitary Mountain.

The glare was most painful to-day, causing the people to suffer much in their eyes; one of my men is entirely blind, and another nearly so: every traveller ought to have a pair of blue or neutral coloured spectacles, they are the only relief from the monotonous snow. Digging in the soil to-day gave the men with bad eyes much comfort. The warmth of the sun is certainly an agreeable change, but such are its drawbacks.

Lieutenant May shot a ptarmigan to-day, and fired at a hare. The ptarmigan in good condition.

A fine morning; saw the hills of Melville Island, S.W., very distant; I should say 40 miles. Last night my people shot two hares and a ptarmigan; tracks of hares in-shore very numerous; saw some fox tracks also on the floe.

Several large hummocks of ice in the channel, which almost look like bergs until you get close to them. Started before 7h. A.M., steering S. by W., and passing over one year's ice, the snow deep on it; sastrugi pointing north and south with the trend of the channel, indicating the prevalence of northerly winds by the direction of their heads; the land seems to increase

April 29th.

Twentieth Journey.

Hours travelled, 10½.
Camped for rest. &c. 13½h.
Course and dist., W.S.W.

S.W. } 84°
South }

Wind and weather, N.W.

2. 3. b. c.

Temp. 6h. A.M. - 5°.

April 30th.

Twenty-first Journey.

Hours travelled, 7.
Camped for rest. &c. 17h.
Course and dist., S. b. W. } W. 54°
Wind and weather, N., 2. b. c.
Temp. 6h. A.M. - 3°.
6h. P.M. + 16°.

May 1st, Sunday.

Twenty-second Journey.

Hours travelled, 10½.
Encamped for rest. &c. 13½h.
Course and dist., S. b. W., 6°.
Wind and weather, N., 1. 2. b. c.
Temp. 6h. A.M. - 4°.
6h. P.M. + 5°.

in elevation as we get south. Camped at 5h. p.m. The snow-blind men are better to-day, but one still suffering a good deal.

A thick hazy morning. Started at 7h. a.m., and time being too valuable to keep this shore on board any longer, we struck across the channel S.W. At noon it cleared a little, but no western land visible; steering over a pretty smooth floe, but the snow deep and heavy on it, making the labour very severe. The old worn and rounded hummocks, which are beginning to show their tops above the snow, prove that we are at present on more than one year's ice; the sastrugi lie up and down the channel, and are a good guide to steer by in thick weather. My snow-blind people are better; a cloudy day has proved beneficial to them. Had the hares for dinner which were shot yesterday, and they were very good. The wind, though southerly, has been very cold all day. Camped at 5h. p.m.

Started at 6h. a.m.; a cold misty morning, with fresh wind from S.S.W., steering S. 40° W. Saw the promised land this afternoon, I think nearly 30 miles off, moderately high, and covered with snow. The floe to-day smooth, and the snow hard on it, which makes the travelling lighter; I cannot say whether the ice is of one year's formation or more, or account of the deep snow on it, but there is certainly old floe mixed up with it. Camped at the usual hour.

A light southerly wind, with thick weather. Started at 7h. a.m., under sail, steering about S. 40° W. Got glimpses of Melville Island during the day, but saw nothing distinctly. Wind freshened, and drew to S.E. before noon, the sails helping us; floe good, and snow hard, but often hollow, the upper crust breaking with the weight of the sledges.

Saw some deer tracks to-day (recent), the animals coming from the westward; there must have been three or four, with their fawns. Latitude at noon 76° 10' 30" N., variation 165° E.; no land in sight when we encamped, at 4h. 45m. p.m.

A very thick morning, with light easterly wind. Started before 7h., steering S.W., principally by the sastrugi, which, as we approached the western side of the strait, took a more north-westerly and south-easterly direction. The floe not so good as yesterday; snow softer, but no hummocks; occasionally a tide-crack and slight pressure, but the whole strait, nearly 40 miles, where we have crossed, is a smooth floe with a great depth of snow on it, and was probably not open its whole width during last year. Saw the tracks of several deer to-day, crossing from the S.W. towards the land we have left. At noon, the latitude 76° 5'; at 2h. p.m. the mist suddenly cleared off, and we saw the land 5 or 6 miles from us. At 5h. we camped 2 miles from the land.

I walked to the shore, to see whether any parties had passed up from the southward; found no sledge tracks, and returned to the camp at 5h. 30m. p.m. The land on the coast is not high, 300 to 400 feet; we must have seen a back range from the opposite side. Very little pressure here; but on a low point, about 2 miles to the southward, are some very heavy hummocks.

A thick cold morning, wind light from northward. Started early, and landed at 8h. a.m.; pitched the tents, arranged the dépôt, repaired the light boat, and placing the provisions under her, banked her round with stones and snow. The crew of "Reliance" went to rest, preparatory to turning night into day, which system of travelling they now adopt. By observations here I find our position to be, latitude 76° 0' 30" N., longitude variation 161° E., and I believe we are on the N.E. point of Melville Island; the trend of the coast is now W.N.W.

Sent a party to shoot; they returned, having been 6 miles inland without seeing a single trace of any animal. This land seems far more desolate than that we have left; much more snow on it, and little or no vegetation; loose fragments of worn and rounded sandstone lie under the snow, but no soil whatever. The land rises in ridges, and no possibility of finding any summit. The "Reliance" (Lieutenant May) left us at 8h. p.m., *en route* to the grand dépôt at Cape Lady Franklin.

A fine but cold morning, with light wind from W.N.W. The two remaining sledges moved on at 7h. a.m., steering along the

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May 2d.

Twenty-third Journey.

Hours travelled, 10.
Camped for rest, &c. 14h.
Course and dist. S.W., 6'.
Wind and weather, S., 5. c. c.
Temp. 6h. a.m. + 3°.
Noon + 9°.
8h. p.m. + 6°.

May 3d.

Twenty-fourth Journey.

Hours travelled, 10½.
Camped for rest, &c. 13½h.
Course and dist. S. 40° W., 7'.
Wind and weather, S.S.W.
4. 5. c. m.
Temp. 6h. a.m. + 6°.
8h. p.m. + 7°.

May 4th.

Twenty-fifth Journey.

Hours travelled, 9½.
Camped for rest, &c. 14½h.
Course and dist. S. 40° W., 8'.
Wind and weather, S.S.E.
5. c. m.
Temp. 6h. a.m.
8h. p.m. + 5°.

May 5th.

Twenty-sixth Journey.

Hours travelled, 10½.
Camped for rest, &c. 13½h.
Course and dist. S.W. 8'.
Wind and weather, E. c. m.
Temp. 6h. a.m.
8h. p.m. + 11°.

May 6th.

Twenty-seventh Journey.

Hours travelled, 2.
Camped for rest, &c. 22h.
Course and dist. S. 40° W. 2½'.
Wind and weather, N., 3, c. m.
Temp. 6h. a.m. - 5°.
8h. p.m.

May 7th.

Twenty-eighth Journey.

Hours travelled, 10.
Camped for rest, &c. 14h.
Course and distance, W.N.W.,
W., S.
Wind and weather, W.N.W.,
S. b. e.
Temp. 6h. A.M. - 8°.
6h. P.M. + 6°.

coast. The land running in ridges; passed some deep ravines with glaciers in them; behind the second range, a higher one, about 600 feet. A row of hummocks along the tide-crack defines the shore, otherwise it would be difficult to say where it began, rising so very gradually as it does; passed a good harbour formed by a spit of low land, but full of old ice. Saw a ptarmigan on the floe; two of them visited our camp last night.

At noon the land trended more westerly, the sastrugi taking the direction of the coast. At 3h. P.M. we came to a very old hummock, 30 feet high, aground on a point. From his summit we got a good view of the land to the westward, the extreme bearing rather to the southward of west. Saw a deep opening or harbour, a very remarkable bluff headland marking its entrance.

Camped at 5h. P.M. on the floe, and visited the shore; found the land much improved, abundance of moss and lichen; the snow still lying very deep in most places. Several traces of deer were seen to-day, all passing from the westward, and leaving this land; also one or two of foxes and wolves. A good deal of limestone on the beach, some of it fossiliferous.

A very thick and cold morning, with light westerly wind. Started at 6h. 40m. A.M.; traces of deer going easterly very numerous. A snow-bunting, the first we have seen for the season, visited us to-day. Latitude at noon, $76^{\circ} 2' 30''$ N. At 3h. P.M. the weather cleared a little, and we saw the land; at 4h. 45m. we encamped, 6 or 7 miles from the remarkable bluff seen yesterday. Last night the men went to try for some game. They saw the tracks of musk oxen—the ground a good deal torn up by them—but shot nothing.

A strong breeze from W.N.W., with very thick weather. Started at 6h. 30m.; the wind increasing considerably, and being right ahead, made the dragging very disagreeable; the people muffled up in masks and spectacles, the snow drift very heavy. At 2h. P.M. we were obliged to encamp, which we did among old hummocks not far from the shore, though the weather is too thick to see it. The ice appears much older and rougher as we approach the land; the snow from 2 to 3 feet thick on it.

A stormy night the last one, succeeded by an equally severe morning, snowing and drifting heavily. We were confined to our tents to-day, for the first time, and found the hours pass very heavily; eight people crammed into a small tent, unless they are asleep, anything but comfortable.

It moderated a little towards evening, and we found ourselves 3 miles off shore. As we had contemplated night travelling shortly, I took this opportunity of commencing it, and gaining a march by the transaction. At 6h. 30m. P.M., therefore, we started, and passed a very unpleasant day, or rather night. Steering west, we passed several small bays, the land trending N.W., but the weather too thick to see much. Pitched the tents at 4h. A.M. in a deep bay, a remarkable conical hill in the depth of it. At 6h. A.M., the weather clearing a little, two of the men went to shoot; they saw nine deer, but returned unsuccessful, after a four hours' chase.

The gale increased again, and continued all day (our night), with heavy drift. Endeavoured to get a latitude at noon, but the snow drift rendered it impossible.

At 8h. P.M. the weather moderated, but remained thick. Started, steering N.W. and N. with the coast, until 4h. 30m. A.M., when we camped, the extreme of the land, a low point, bearing considerably to the eastward of north. The latitude at noon, $76^{\circ} 10'$ N., variation 151° E.; weather very thick, and no land visible.

We find the night travelling very disagreeable yet; it is certainly like going back a fortnight in the season, and it takes some time to reconcile the appetite and rest to the change. It is absolutely necessary, however, to prevent the snow-blindness, cold and cheerless as the nights are.

Started at 6h. 20m. P.M. wind moderate from N.W. Steered for the low north extreme; saw two musk oxen on the land; Osborn went in chase. At 11h. A.M. we arrived at the low point, and got some observations on it. Saw the land trending N. by W., and a very distant high cape showing over the low land, and bearing N.N.W. Osborn returned at noon, having marked the oxen down;

May 8th, Sunday.
Twenty-ninth Journey.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and distance, S. 66° W.
74°.
Wind and weather, W., S. e. m.
Temp. 6h. A.M., zero.
Noon, + 6°.
6h. P.M.

May 9th.
Thirtieth Journey.
Hours travelled, 7½.
Camped for rest, &c. 16½h.
Course and distance, W.S.W. 5°.
Wind and weather, W.N.W.
6.8. e. m.
Temp. 6h. A.M. - 8°.
6h. P.M.
Night travelling.

May 10th.
Thirty-first Journey.
Hours travelled, 9½.
Camped for rest, &c. 14½h.
Course and distance, W. 73°.
Wind and weather, W.N.W.,
S. g. m.
Temp. 6h. A.M. - 19°.
6h. P.M. + 13°.

May 11th.
Thirty-second Journey.
Hours travelled, 9½.
Camped for rest, &c. 15½h.
Course and dist., N.W., No. 7°.
Wind and weather, N. A. b. e. m.
Temp. 6h. P.M. + 13°.
6h. A.M.

May 12th.
Thirty-third Journey.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and dist., { N. 10° E. }
 { S. 4 }
Wind and weather, N.W., 4. b. e.
Temp. 6h. P.M. + 8°.
6h. A.M.

but his ammunition running short, he did not think it prudent to risk their loss by an ill-advised attack.

We buried a five days' depôt on this point, and sending the sledges on, he and I started at 1h. p.m. to try and get the animals. In an hour we sighted them, when they made off at a good pace, but shortly stopped, and allowed us to approach them cautiously within 50 yards, when we shot them, a cow and a young calf, both small. Rejoined the sledges at 4h. 30m., and lighting them, we sent them for the musk ox. They returned with them shortly after 10h. a.m. The latitude at noon, $76^{\circ} 16' 30''$ N.

Skinned and cut up the musk oxen; one weighing 150lbs., the other 50lbs.; buried a part of them for our return, and proceeded on at 7h. 30m. p.m. A fine evening, but cold; the mirage distorting the land in an extraordinary manner; the hills constantly varying in their shape and appearance. The coast trending N.N.W., and about 150 feet high, fronted by flat beaches, terminating in hummocks of pressed-up gravel, or rather soil, which is now very abundant (stones are scarce); indeed, we are obliged generally to build our beacons of gravel or earth. Osborn shot a deer to-day; a doe weighing about 60 or 70lbs., which was divided among the sledge crews. The musk calf shot yesterday was very good, no taste whatever of musk about it; we find the fuel, however, insufficient to cook it.

A very fine clear evening, with a light wind from the southward, and much refraction.

Started at 6h. p.m., steering over old floe, about N. 16° W., for the remarkable cape seen some days' past. At midnight, the wind freshened, and the thermometer fell to zero. Made sail; saw no land outside the bold steep headland; and it is probably the termination of the northern trend.

In this bay we saw many deer, and some fox tracks on the floe; found ourselves obliged to give up the fresh meat, as it involves too great an expenditure of fuel; and there seems but little chance of increasing our stock, as neither bears or seals have been seen since we left the Queen's Channel. A strong breeze from S.E. has blown all day (a rare occurrence here).

Started at 7h. p.m.; a hazy evening, with a strong S.S.E. wind. The floe very heavy and slippery; steering for the N.W. cape. Camped at 4h. 30m. a.m.; still five or six miles from it. Found it very warm in the tent during the day.

Started at 6h. 40m. p.m.; the ice very hummocky, and older as we approached the shore. At 10h. p.m., Osborn and myself landed on this truly remarkable cape; the sledges arriving half an hour later.

We ascended the hill at once, taking all hands with us to build a large beacon. The land very steep, and the sides of the hill covered with snow. On arriving at the summit, the mist was so thick over the land, that we saw nothing but near objects, and my theodolite was of little use. Built a large cairn of stones, hoisted the union, and deposited records, &c.

This hill is about 600 feet high, and is cut up in an extraordinary manner by watercourses, 100 feet or more in perpendicular depth, running in every direction. The lower land is sandstone; on the summit are large masses of lime, and I think some granite. Mica (at least so I take it to be) is very abundant in the cliffs, which are bared by the melting of the snows. The surface soil is covered with a red and green coloured earth, resembling the dust of copper ore. The wind blew very strong on the hill, but it was calm enough below; and after luncheon we carried the sledges on 2 or 3 miles, to the extreme of the cape, where we camped, and prepared for Osborn's departure, as he leaves me this evening.

Deposited five days' provisions here for my return, also our blanket cover and some specimens, to lighten our weights. The "Sir Edward" was then completed to 39 days' provisions from the "John Barrow," bringing the crew again to full weights.

The latitude of this cape is $76^{\circ} 45'$ N.; and the longitude $108^{\circ} 45'$ W. A good deal of Iceland moss on the land, but little other vegetation, owing to the heavy floods from the melting of the snows. Shot one ptarmigan.

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May 13th.
Thirty-fourth Journey
Hours travelled, 9.
Camped for rest, &c. 15h.
Course and dist., N. 40° W., 6'.
Wind and weather, calm, b. c.
Temp. 6h. p.m. + 13° .
Mid. - 4° .
6h. a.m.

May 14th.
Thirty-fifth Journey.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and dist., N. 16° W., 9'.
Wind and weather, S., 1. 5. b.
Temp. 6h. p.m. + 6° .
Mid. - zero.
6h. a.m. + 3° .

May 15th.
Thirty-sixth Journey.
Hours travelled, 9½.
Camped for rest, &c. 14½h.
Course and distance, N.W., 8'.
Wind and weather, S.S.E., 6. b.c.
Temp. 6h. p.m. + 9° .
6h. a.m. + 13° .

May 16th.
Thirty-seventh Journey.
Hours travelled, 7½.
Camped for rest, &c. 16½h.
Course and dist., S. 16° W., 6½'.
Wind and weather, N.W., 6. a.m.
Temp. 6h. p.m. + 14° .
6h. a.m.

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May 17th.
Thirty-eighth Journey.
Hours travelled, 64.
Camped for rest, &c., 17½h.
Course and dist., N.W. 6°.
Wind and weather, N.W., 3.c.m.
Temp. 6h. p.m. - 24°.

Meet Lieutenant Hamilton.

From the summit of our camping place this morning, we saw a low point, about 9 miles distant, bearing N.W.

This evening we parted from our last sledge, and ceased to be a "division." Osborn, with "John Barrow" (after giving me every thing but barely sufficient to enable him to reach his last depôt), returned *en route* to examine the unexplored coast between Cape Lady Franklin and Goodsir and Marshall's farthest; and the "Sir Edward" moved on in search of new discoveries. We were full of hope (although as yet no traces of the missing expedition had been discovered). We had examined 300 miles of new coast, and were good for 200 more. The people in good health and spirits; though it must be confessed somewhat lower in bodily strength than when they left the ship; and we had every reason to hope, that with the resources at our command, we should get to the westward of Melville Island, and find, at any rate, some indications of those we came to seek, should they have ever entered the Polar Sea. At 6h. 30m. p.m., then, we parted, with the customary cheers; and the sledges were soon out of sight of each other, we steering N.W. in a dense fog, with a light S.W. wind. At 1h. p.m. to our great surprise, we crossed a sledge track, which appeared very recent. I immediately halted the sledge, and followed them back to the eastward. After an hour's quick walking, we saw an encampment, and, on coming up to it, found it to be a party from the "Resolute," under Lieutenant Hamilton. The surprise of himself and his party may be imagined, at being awake from their dreams by the hail of a stranger.

From Lieutenant H. we learned the gratifying intelligence of the safety of Her Majesty's ship "Investigator," Commander M'Clure, at Banks' Land, having passed three winters in the ice; and, at the same time, the less pleasant information, that the "Resolute's" parties had left to explore the north coast of Melville Island, about the same time that we had started from Northumberland Sound, thus cutting off all hope from us of further search or discovery in that quarter, at the moment, I am bound to say, a bitter disappointment to all. Lieutenant Hamilton had left the "Resolute" 21 days before, at Dealy Island, Bridport Inlet, on the south side of Melville Island, and was *en route* to the rendezvous. There seemed now only two courses open to me; to return over my old ground; or to communicate with Captain Kellett.

Having sufficient resources on my sledge, I determined without hesitation on the latter one, viz., to proceed down the "Hecla" and "Griper" Gulf, cross Melville Island there, and return by the southern route and up the Byam Martin Channel, where I might possibly find a little new ground. This would enable me to open a communication between Sir Edward Belcher and the second in command, and bring back all the intelligence connected with the "Investigator," it not having been decided at the time of Lieutenant Hamilton's departure as to whether she was to be deserted in the Bay of God's Mercy, or a part of her crew remain there another season; as also the latest accounts from Captain Kellett's western parties.

Lieutenant Hamilton accompanied me back to my tent; and after a mutual exchange of information, we parted; he bound for the rendezvous on the eastern side of Byam Martin Channel, and I for Bridport Inlet.

It was needless to desire him to use every effort to overtake Lieutenant Osborn, which I had little doubt of, as he was accompanied by a small "tender" sledge, with which he could make a rapid march. As the day advanced, the weather cleared a little, and I was able to get a latitude, 76° 48' 30" N., variation, 160° E.

A fresh wind from S.E. Started at 6h. 40m. p.m., keeping inside the hummocks which line the coast. At 8h. 30m. we reached the northernmost low point seen from the high land yesterday, and observed a very remarkable many-peaked island, about 6 miles distant to the N.W., and similar in appearance to the high N.W. cape. The land now trended S. 60° W.; and we made rapid progress over a good floe until 11h. p.m., when we came to an extensive tide crack, where the water had flowed up and made the floe very heavy. The crack was open, and extended off shore for some distance towards the island. Crossed it after some difficulty, and proceeded on; the weather clear. Examined this island (which, although the right of naming

May 18th.
Thirty-ninth Journey
Hours travelled, 104.
Camped for rest, &c., 13½h.
Course and dist., N. 40° W., 3°.
S. 60° W., 10°.
Wind and weather, S.W. 2.4.c.m.
Temp. 6h. p.m. - 30°.
6h. a.m. - 40°.

it did not belong to me, Vesey Hamilton Island) minutely with my glass. It was Lieutenant H.'s intention to search its shores on his return. A considerable thaw is taking place to-day, making the roads heavy, and causing wet feet; which, being badly off for boots, is uncomfortable. The sastrugi have disappeared for the last two days under the influence of the thaw. The ice, since rounding the north point, is much changed; and is certainly not older than last season's. Encamped on the floe at 5h. p.m.

The wind blew strong from S.E. all day; and at 6h. 30m. p.m. we started, steering S. 32° W.; the weather very thick. At midnight, we halted at a small cairn of Hamilton's, and saw another one a mile inland, where he had informed me a depôt of his was placed, and a piece of wood he had picked up. To examine the latter, I visited this cairn; and found it to be a broken branch of a pine tree, about two feet long, with some bark on it, worn and split from contact with the ice, having probably drifted from N.W. America. It had not the slightest appearance of ever having seen a ship. Joined the sledge, and steered on S. 18° W.; the sail helping us during the latter part of this march; the floe old and heavy again, with pools of water from the thaw. The land is covered with soil, a little gravel, but no stones, tufts of grass dried up and nearly dead. Saxifrage and moss very abundant, but we have seen no animals since the 13th. Sprained my foot by falling on a slippery floe, which is unfortunate at this time, when I rather require it. Camped at 4h. 30m., having made good progress during the day.

Thick weather, snowing and thawing alternately all day. Started at 6h. p.m., steering across a bay; the floe very heavy in consequence of the thaw. The coast is a series of low points of gravel, with the soil forced up in hummocks; indeed but for these hillocks of gravel it would be difficult to distinguish the floe from the land; the latter being so level, and covered with snow. After midnight, we kept inside the points to try and save distance; but the weather being so thick, I believe we have been making a very circuitous course. At 2h. 30m. a.m. we got to a low point, and found something like a tangible coast to steer along. At 5h. 30m. we encamped on the land. The coast from a low hill near our camp, seems to trend away to the southward; the bed of a large river or watercourse lies immediately south of us, its banks 60 feet high. I find a sprained foot rather inconvenient in travelling; but with the help of a bandage and a bamboo, am able to keep ahead of the sledge. The *curse of this country* is certainly the constant thick weather.

Strong wind from N.W.; started at 7h. p.m., steering S.E. to endeavour to cut off a point; sledge under canvas. Up to midnight we made 6 miles, when the ground became so heavy that we were obliged to haul out for the floe again. The land cut up by deep watercourses. The wind shifted to west, and blew very hard; crossed the beds of three rivers with the sledge, their banks 50 feet high, when we came to low ground again, which I think is not far from the floe. I cannot recommend land travelling; the absence of sun, with thick weather, and a compass scarcely acting, are circumstances very likely to mislead the traveller. No animals have been seen by us for a long time; vegetation is not very abundant, but the soil seems good in the ravines. We have made good 8 miles to-day, but have gone over considerably more ground. Camped at 4h. 30m. a.m.

All to-day it blew a strong gale from the westward, with a heavy snow drift on the land where we are pitched. At 7h. p.m. we started; steering west as near as the rough and uneven ground would allow us. Crossed another deep watercourse (with no slight labour to the crew) that seems to run about N.W. and S.E. After going over 3 or 4 miles, we reached the floe (much to my satisfaction), and found ourselves in the depth of a bay; to get out of which we have to steer W.S.W. The wind increasing, and a very dirty night, with the customary thick weather. The coast is low for a long distance outside the higher land, and the line of beach only to be distinguished by an occasional hummock of gravel thrown up. Came over 10 or 12 miles of ground during this march; but have not made good more than 7½. Camped at 5h. a.m., and caught three lemmings.

Blowing strong from the westward, with very thick weather; have not

Proceedings of
Commander Richards.

May 19th.

Fortieth Journey.

Hours travelled, 10.
Camped for rest, &c. 14h.
Course and distance, } S. 32° W. } 11½.
 } S. 18° W. }
Wind and weather, S.E. 7.5.g.m.
Temp. 6h. p.m. + 23°.
6h. a.m. + 23°.

May 20th.

Forty-first Journey.

Hours travelled, 11½.
Camped for rest, &c. 12½h.
Course and distance, } S. 19° W. } 7.
 } S. 10° W. } 3'.
Wind and weather, 3' N.W.,
5. c. m. a.
Temp. 6h. p.m. + 30°.
Mid. + 23°.
6h. a.m. + 23°.

May 21st.

Forty-second Journey.

Hours travelled, 9½.
Camped for rest, &c. 14½h.
Course and distance, } S.E. 6'.
 } N.N.E. 2'.
Wind and weather, N.W.,
7. S. c. m. a.
Temp. 6h. p.m. + 20°.
Mid. + 20°.
6h. a.m. + 21°.

May 22d.

Forty-third Journey.

Hours travelled, 10.
Camped for rest, &c. 14h.
Course and distance, } W. 24'.
 } S. 65° W. } 5'.
Wind and weather, W., S. c. m.
Temp. 6h. p.m. + 20°.
Mid. + 14°.
6h. a.m. + 20°.

May 23d.

Forty-fourth Journey.

Hours travelled, 10.
 Camped for rest, &c. 14h.
 Course and distance, S. 10° W.
 to S. 30° E., 10½.
 Wind and weather, 7.8. c. m. s.
 Temp. 6h. P.M. + 20°.
 6h. A.M. + 20°.

had observations for several days. Started at 6h. 30m. P.M., steering a wild course, and scarcely knowing whether on land or floe. At midnight we were evidently on the land; and seeing a remarkable looking cape for a moment in the clear, we hauled out S.W. for it; called it Cape Three Hills. At 2h. A.M. we were close to it, and not till then did I discover that it was a gigantic mass of ice, pressed up into three hummocks, 50 feet high, nearly a half a mile off the coast, and aground. These hummocks seem to have stood many thaws; and the in-shore ice round them is very old. On ascending the summit of them, I could detect that we were at a turning point; and that the coast trends to the eastward of south, which is so far satisfactory. After rounding this point, the flat deceptive land seems to terminate, and the difference between the coast and floe is very apparent; made sail, and steered S. 30° E. over old floe, until 4h. 30m. A.M., when we camped, after a most fatiguing day's march. The wind lulled a little during the day, snow fell, and the weather remained thick as ever.

May 24th.

Forty-fifth Journey.

Hours travelled, 10.
 Camped for rest, &c. 14h.
 Course and distance, { S.S.E. } 10½.
 { S.E. }
 Wind and weather, N.W.
 6. 5. c. m.
 Temp. 6h. P.M. + 21°.
 Mid. + 20°.
 6h. A.M. + 21°.

A fresh north-westerly wind, with thick weather. We started at 6h. 30m. P.M., steering for some high ice S.S.E. At 8h. 40m. we were close to a line of heavy hummocks, extending along the coast for nearly a mile, and about 40 feet high. Another mile, and we came to another range of them, nearly as extensive; from their summits I saw a low point bearing S.E., which we steered for. Camping on the floe at 4h. 30m., a few miles to the northward of it. The weather has remained overcast all night, snow falling, and the floe very heavy. All the animals seem to have deserted us. The land is getting higher, and is now some two or three hundred feet, some little distance in-shore.

May 25th.

Forty-sixth Journey.

Hours travelled, 12.
 Camped for rest, &c. 12h.
 Course and dist., N. 15° W., 17.
 Wind and weather, N.W.,
 7. 8. c. m.
 Temp. 6h. P.M. + 18°.
 Mid. + 14°.
 6h. A.M. + 10°.

At 6h. 40m. P.M. we moved on. A strong N.W. wind, and what I have designated the curse of this country lying heavily upon us; however, though we may be said to be feeling our way, yet we are making good progress, the gale being favourable.

At 10h. P.M. we arrived at the low point spoken of yesterday, and which is a very remarkable one. The ice is perfectly smooth up to the beach, but the soil and gravel is forced up into a ridge, resembling ice hummocks in shape, from 12 to 15 feet high, and extending N.N.W. and S.S.E. for a mile or more. This I take to be the Cape Mudge, of Sir Edward Parry, but having had no observations for several days, I am unable to say positively. If so, the high bluffs which we see some 6 miles to the eastward inland, would be his position of it; as he could not have seen this low point at the distance he was from it.

There is a deep indentation to the eastward of us, which may be the head of Hecla and Griper Gulf. We built a cairn, and left a record on the highest hummock of this point, and proceeded on across the bay at 11h. P.M., the night very stormy and the snow drifting in clouds. At 4h. 30m. A.M. we encamped on the floe; the temperature fell to +10°, and everything in the tent was cold and frozen stiff.

This day has been a very stormy one, blowing a strong gale from N.W., weather thick, but the sun showing himself occasionally.

I obtained observations by sitting inside the tent, and placing my horizon outside on the bottom of a pemmican kettle filled with snow to keep it steady; it was rather difficult practice, and my latitude was obtained at the expense of covering all hands with snow drift. To my infinite surprise I discovered that we were 15 miles to the northward of Cape Mudge, instead of to the southward of it, as I had imagined. At 7h. P.M. we moved on with a strong but favourable gale, our sail close reefed. The sledge almost took the command, the people finding it difficult to keep up with it; our course S.S.E. across the bay. At midnight, having come nearly 10 miles, we found ourselves within 30 yards of the shore; all we could distinguish being a low point or hummock of gravel; hauled close to the wind, the gale increasing, carried away masts and yards; and at 4h. 30m. encamped on the floe, having made 13 or 14 miles.

The gale continued with unabated fury the whole of this day from N.W., the sun showing at intervals through the heavy clouds, which are flying past him at an astonishing rate; got observations with much difficulty, and found that we were still nearly 6 miles north of Sir Edward Parry's position of Cape Mudge.

May 26th.

Forty-seventh Journey.

Hours travelled, 9½.
 Camped for rest, &c. 14½h.
 Course and distance, { S.S.E. } 13½.
 { S. 10° W. }
 Wind and weather, S.W.,
 9. 10. c. m.
 Temp. 6h. P.M. + 14°.
 Mid. + 14°.
 6h. A.M. + 15°.

May 27th.

Forty-eighth Journey.

Hours travelled, 10½.
 Camped for rest, &c. 15½h.
 Course and distance, S.S.W., 8°.
 Wind and weather, N.W.,
 9. 10. c. m.
 Temp. 6h. P.M. + 19°.
 Mid. 15°.
 6h. A.M. 22°.

At 7h. p.m. we started, steering as near the wind as a sledge will lay which is about a beam; our course S.S.W. over low gravel spits; latterly higher ridges and deep watercourses; the weather thick, with a heavy snow drift. At 1h. a.m., finding our course taking us in-shore into worse ground, we shortened sail and hauled out for the floe, which we gained after 2 hours hard labour. At 5h. 30m. we encamped on it, the weather cleared, and we saw a low point bearing W.S.W., a bold cape showing over it, which, no doubt, is the true Cape Mudge of "Parry." This has been a most distressing march to the people, who are entirely prostrated, and do not even seem to care for their dinner, which is a very unusual occurrence with them.

Grass and a black lichen were seen in large quantities on shore, also the traces of deer and hares, but none of the animals themselves.

I would recommend the floe to be stuck to under any circumstances; never follow the land with the hope of cutting down your distance: it is a fallacy, and is invariably attended with the most harassing labour to your crew, and anxiety to yourself. The floe is our *legitimate* track. We have made good about 9 miles to-day; such a succession of bad weather I have rarely witnessed before.

Got a latitude at noon $75^{\circ} 54' 50''$ N., the summit of Cape Mudge bearing S. 10° W. $2\frac{1}{2}$ miles. It is a hill about 300 feet high, surrounded by low land, extending nearly 2 miles off shore, except on the south side, where it is steep. Heavy pressure exhibits itself on the low points of this cape. The N.W. gale continued all day, with much snow drift, and when we started at 7h. p.m., the sledge had to be dug out of the snow; rounded the cape, and at midnight saw a staff of Lieutenant Hamilton's, which we made free with to fish our broken spars, replacing it with a crippled bamboo; passed on, steering S. 25° E., and making rapid progress under a reefed sail. At 2h. a.m. the weather cleared and the wind moderated; we got a good view of the gulf; it is surrounded, on its north and east sides, with the highest mountains we have seen, I should say above 1,500 feet; the land was seen to extend right round the gulf. To the S.E. of Cape Mudge, and 4 miles from it, we passed over a ridge of high ice hummocks, extending in a circular direction round the cape, and joining a point on the north side of it; at 4h. 30m. a.m. we encamped on the floe; on Cape Mudge I observed the saxifrage in bud for the first time this year.

A north-west gale sprung up again to-day, and the weather assumed its usual character, a thick fog; at 6h. p.m. we started, steering S. 25° E.; nothing in sight; obliged to close reef to prevent the sledge from leaving us; the floe smooth and good enough, snow drifting heavily; carried this sail all day, the people racing to keep up with the sledge; camped at 4h. a.m., no land in sight; at 6h., the weather clearing for a few moments; we saw the land ahead, with, I think, a tent upon it, bearing S.S.E.; it was soon, however, obscured again.

The gale continued all day of the 30th; sleep we have been strangers to for some time; the tent and everything in it wet and uncomfortable; I feel myself in the evening very like an iron poker, only not so strong. At 6h. 30m. p.m. we started, steering before the gale; weather too thick to see 30 yards.

At 8h. p.m., being a little in advance of the sledge, I saw a tent pitched on the land, very close. Presently the inmates of it saw me, and were evidently much surprised, and doubtful as to what colours we were sailing under, knowing we could not be any of their own parties. The officer advanced to ascertain my character, and in a few moments I had the pleasure of shaking hands with Lieutenant Pim, of "Resolute;" my party coming up, we received a hearty welcome from him and his people.

Lieutenant Pim, I found, had been weather-bound here for some days, and well he might be, for except before the gale, it would have been impossible to travel. I remained an hour in his tent, exchanging information, and he supplied me with his route across the land. Having been so long detained, he was in need of provisions, with which I supplied him, it answering his purpose and mine, for I was glad to lighten my sledge before crossing the land.

Lieutenant Pim was *en route* to Cape Fisher, to place a depôt for Commander M'Clintock.

May 28th.

Forty-ninth Journey.

Hours travelled, 9 $\frac{1}{2}$.
Camped for rest, Sec. 144b.
Course and dist., various, 11'.
Wind and weather, N.W., 3. 4.
c. q. s.
Temp. 6h. p.m. + 20°.
Mid. + 20°.
6h. a.m. + 23°.

May 29th.

Fiftieth Journey.

Hours travelled, 10.
Camped for rest, Sec. 144b.
Course and dist., S. 25° E., 17'.
Wind and weather, N.W., 9.9.f.
Temp. 6h. p.m. + 21°.
Mid. + 19°.
6h. a.m. + 24°.

May 30th.

Fifty-first Journey.

Hours travelled, 9 $\frac{1}{2}$.
Camped for rest, Sec. 144b.
Course and dist., S.S.E., 16'.
Wind and weather, N.W., 8. 9.
c. f. s.
Temp. 6h. p.m. + 23°.
Mid. + 26°.
6h. a.m. + 21°.

Meet Lieutenant Pim.

Proceedings of
Commander Richards.

The gale being still favourable for me, and having no time to lose, at 10h. p.m. we were again in motion, and after 2 hours difficult work we got into the first ravine, when we kept before the wind, steering somewhere near our course, the weather very thick. The late gales have so cleared the hills and the land generally of snow, that it makes the work very heavy, and I am not able to pursue the track given me by Mr. Pim, but steer wherever I can find sufficient snow for the sledge to travel on.

We camped at 4h. a.m., having come over about 12 miles of ground, though not made that distance good.

It blew furiously all this day, and at 6h. p.m. (our starting time) had not abated. Travelling, however, being preferable to rest in a wet tent, we weighed, and steered wherever we could find sufficient snow, somewhere in the direction of our course. At 10h. p.m. I found we were on the edge of a deep ravine, and seeing that it was full of snow, took a direction south-easterly; we got the sledge into it, and pursued our way, in comparative comfort, for 5 miles; the high banks (50 or 60 feet) sheltering us from the wind; as it then took a direction too much easterly for us, I reluctantly took leave of this friendly ravine, and got the sledge on the summit again, when we encountered stony ground with a thin covering of snow.

At 3h. 30m. a.m. we encamped *per force*. The weather has remained thick all day, and such a 1st of June as this morning has ushered in I have never witnessed, having seen a good many.

To-day the gale seems to be expending itself, and when we started at 6h. p.m. its end was evidently near at hand; a mist hung over the land, and we steered south, in the hope of picking up some of M'Clintock's marks. At 9h. p.m. we came upon a cairn, but the country is so studded with large blocks of sandstone, that it is difficult to distinguish between, and we were nearly passing it, within a hundred yards, in the mist. At midnight we crossed a deep ravine, and steered our course, as nearly as the snow would permit, over an undulating and barren country. At 4h. 30m. we encamped close to the Separation Ravine of Captain M'Clintock, having made good 10 miles, but travelled over 14.

A misty day, with moderate wind from the westward. At 7h. p.m. we started, and crossed the Separation Ravine, which is, in some places, more than 100 feet deep; we got bothered in its intricacies, and had to recross; it was not until midnight that we had left it behind us; proceeded across the slope of a hill, the ground being very bare of snow, made the labour severe. At 4h. 30m. we encamped, having travelled 12 miles, but not in a direct line more than 6. This evening I was within 12 yards of four deer, which did not take the slightest notice of me; the sledge being at some distance, and not carrying a gun, I lost them. After camping, I saw eight more, and went in chase of them, getting within 50 yards; both my barrels missed fire, however, and they went off.

A light westerly wind, with thick weather and snow all day. Started at 6h. p.m., and steered S. 30° E. as near as we could, and ascended several hills to try and find a road for the sledge, and came to the conclusion, that the only way was to keep to the valleys or ravines, and steer as near our course as they would allow; as to making a straight one, it was impossible; the hills are entirely bare of snow.

At 2h. 30m., after making a very circuitous course, and some retrograde movements, we found ourselves at the end of a deep ravine, and surrounded by high bare hills, in a kind of rat-trap. The only egress seemed through a very narrow ravine, or rather crack, with a high precipice on the one side, and a steep hill abutting on it on the other. Halted the sledge, and distributed my people on the neighbouring hills to reconnoitre the ground; ascending myself the steep hill over the crack, I saw the sea, or rather the floe, south of Melville Island, and to my great satisfaction, the "Resolute" and "Intrepid," frozen in off Dealy Island, about 10 miles distant; returning to the sledge we moved on, and encamped for rest within half a mile of the outlet. After supper, a party went to examine whether there was room for the sledge to pass; at 10h. the captain of the sledge returned, and reported that, although the passage was scarcely the width of the sledge, and was blocked in many places with heavy masses of sandstone, yet it was

May 31st.

Fifty-second Journey.

Hours travelled, 94.
Camped for rest, &c. 14h.
Course and distance, S.S.E., 10'.
Wind and weather, N.W., s. 9.
Temp. 6h. p.m. + 21°.
Mid. + 18°.
6h. a.m. + 20°.

June 1st.

Fifty-third Journey.

Hours travelled, 104.
Camped for rest, &c. 13h.
Course and distance, { South, } 10'.
 { S.S.E. }
Wind and weather, N., 4. e. m.
Temp. 6h. p.m. + 19°.
Mid. + 17°.
6h. a.m. + 17°.

June 2d.

Fifty-fourth Journey.

Hours travelled, 94.
Camped for rest, &c. 14h.
Course and dist., S.S.E., 6'.
Wind and weather, W., e. m. 4.
Temp. 6h. p.m. + 22°.
Mid. + 20°.
6h. a.m. + 24°.

June 3d.

Fifty-fifth Journey.

Hours travelled, 12.
Camped for rest, &c. 12h.
Course and dist., various, 10'.
Wind and weather, W., e. m. 2.
Temp. 6h. p.m. + 50°.
Mid. + 25°.
6h. a.m. + 25°.

preferable to ascending the hills which surrounded us, and which are now entirely destitute of snow. I therefore determined to take the crack in the evening.

At 6h. P.M. we ran down under canvas to the entrance of the pass. The descent into it was easy, by cutting a channel, and casing the sledge down with ropes about 20 feet. The passage, however, soon became so narrow that we could only pass by giving the sledge a considerable inclination.

The blocks of stone washed from the cliffs, by the thaw of many summers, obstructed the passage, and considerably retarded our progress, as we were obliged to unload, and carry the sledge and different articles on it six times.

The precipice on the eastern side was 150 feet high, and so perpendicular, with large masses of sandstone protruding, and apparently ready to roll down at very short notice, that I did not feel sorry when, after three hours work, we turned our backs upon it. The serjeant of marines, one of my crew, informed me (with a soldier's salute) as we emerged from this extraordinary place, that it was a "Khyber Pass." He had served in the line at that celebrated pass, and through many other campaigns in India. I therefore call it the "Khyber Pass," though there is one point in which there can be no resemblance, which is the utter desolation of ours.

We were now only one mile from the beach, but so little snow could we find to travel on, that it occupied nearly three hours to accomplish the distance. At noon we halted to luncheon, having fairly reached the floe, and with a feeling of men extremely well pleased at the same, and heartily tired of land travelling. After luncheon we proceeded on over very smooth and slippery fresh-water ice, making rapid progress at the expense of many falls; being very lame myself, I took my bamboo and walked across the peninsula, by which means I saved a mile of distance, directing the sledge to round the point and follow.

At 5h. A.M., on Sunday, the 5th of June, I arrived on board the "Resolute," where my appearance created no small surprise; they were not prepared for the visit of a solitary individual from the "Wellington Channel." The ship seemed almost deserted, two or three officers only on board; and the few men I saw seemed strangers, as indeed they were, being invalids from "Investigator."

I received a most hearty welcome, and every kindness a weary traveller could wish for. Doctor Piers, of the "Investigator," undertook to patch my feet up, and render me fit for travelling in three days. Captain Kellett was absent; but Mr. M'Dougall, the commanding officer, made the preconcerted signal for his return; and M. De Bray proceeded with a sledge towards Cape Bounty, to look for him; Doctor Donville was on board the "Investigator," at Banks' Land, holding a medical survey on her crew, and was hourly expected back; his report would decide the steps to be taken with regard to remaining by or deserting that ship. My sledge arrived on board an hour after me, and this day and the next were devoted to drying our traps and patching the boots up, which much required it. On the 7th I had the pleasure of seeing Captain Kellett return; I had much to hear from him. The discoveries and events of the past and present year were fully discussed; and it was most gratifying to find that so complete and extensive a search, by both divisions of the squadron, had been already carried out.

Captain M'Clintock and Lieutenant Mecham had traversed the N.W. and S.W. sides of Melville Island, and had each gone off to a group of islands to the westward and N.W. of it, by the latest accounts brought by M. De Bray and Mr. Nares. Banks' Land had also been completely explored by the "Investigator," but without finding any traces of the missing ships. In the evening I met the officers at Captain Kellett's hospitable table, where all the delicacies of Melville Island seemed to have been collected together—venison, musk ox, hare, and ptarmigan were among the list of good things, and the night was well advanced before the "whist party" commenced. I could not help contrasting this fare with what my less fortunate shipmates are probably revelling on at present, peradventure a curried gull, or a steak off a walrus or polar bear.

Proceedings of
Commander Richards.

June 4th.

Fifty-sixth Journey.

Hours travelled, 12.

Camped for rest, &c. 12h.

Course and distance, 13°.

Wind and weather, N.W. 5. 6.

b.
Temp.

June 5th.

" 6th.

" 7th.

On board the "Resolute."

Bridport Inlet.

Homeward Route.

June 5th.

First Journey.

First part, 7h.
Course and dist., E., 11'.
Wind and weather, N.W., 4, b. c.

Doctor Domville has not arrived to-day; but anxious as I feel to be the bearer of his report from "Investigator," yet time was all important to me; the floe was fast breaking up, and 400 miles of bad road before us. The despatches being prepared, therefore, at 7h. p.m. we left the winter quarters of "Resolute" and "Intrepid," amid many hearty cheers from both ships. Captain Kellett insisted on accompanying me for the first journey; and being still rather weak in the ankles, I was glad to avail myself of a lift of 10 miles in his dog-sledge. At 2h. a.m. of the 7th, we camped on the land close to Point Palmer. Here I determined, on the recommendation of Captain Kellett, to adopt a new mode of travelling, instead of the long march of 10 hours, to divide it into two of 6 and 4, encamping twice during the 24 hours. This system had been found to answer well in the "Investigator;" and as time was everything to me, I decided to try it, in the hope of making more distance.

Second part, 4h. 6'.
Hours travelled, 11.
Camped for rest, &c. 13h.
Course and dist., E., 17'.
Wind and weather, N.W., 5, b. c.
Temp. 6h. a.m. + 32°.

At 6h. 30m. a.m., after taking leave of Captain Kellett and Mr. Richards, purser of "Resolute," we started, dragging the sledge over the narrow neck of land into Skene Bay; we steered for Cape Ross. The floe slippery, and many pools of water. Saw some bear tracks, and camped on the floe at 10h. 30m. a.m.

June 9th

Second Journey.

First part, 6h.
Course and dist., E., 10'.
Wind and weather, N.W., 5, b. c.
Temp. 6h. p.m. + 30°.
Mid. + 30°.

At 6h. p.m. we started; the floe pretty good, though many pools of water, and evident symptoms of a break up of the travelling season. The snow melting off the land, has run down on the floe, giving both a dirty and piebald appearance. Reached Cape Ross at midnight, and camped there. Shot two Brent geese and two ptarmigan, and saw some bears' tracks.

Second part, 4h. 5'.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and dist., E., 18'.
Wind and weather, N.W., 5, b. c.
Temp. 4h. a.m. + 32°.
8h. a.m. + 35°.

Started at 4h. 20m. a.m., after a four hours' rest, and marched till 8h. 30m. Floe watery; wind N.W., which helped us much under sail. Walked along the land, and shot four Brent geese and a ptarmigan; camped at 8h. 30m. just westward of a rather deep bay, on a low point, Point Griffiths 10 or 12 miles to the eastward of us. Moss and saxifrage very abundant, but saw no willow, though I was looking anxiously for it for fuel; saw a bear's track.

June 10th.

Third Journey.

First part, 6h.
Course and distance, E., 7'.
Wind and weather
Temp. 7h. p.m. + 27°.
Mid. + 27°.

A gloomy morning, and the snow falling plentifully. At 7h. p.m. we moved on; steering along the coast for Point Griffiths, the floe 8 or 10 inches deep with water, covered with a thin coating of ice, through which the feet broke at every step, sometimes varied by rotten snow, knee-deep. Tried the floe off shore, and found it better; the melted snow running off the high land renders the in-shore ice very bad.

Second part, 4h. 6'.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and dist., E., 15'.
Wind and weather, S.E., c. s.
4.5.
Temp. 5h. a.m. + 29°.
9h. a.m. + 30°.

At midnight the weather cleared, and the sun showed out. We are difficult to please in this country; I look upon him now as my worst enemy; I see the floe dissolving under his influence too rapidly to be pleasant. At 1h. 30m. we encamped, having made 7 miles, the greater part of it during the last two hours. Point Griffiths 4 or 5 miles distant.

A fine morning. Started at 5h. 30m. a.m., and passed over a comfortable floe, the young ice that had formed on the pools during the night being strong enough to bear us. At 9h. 30m. we rounded Point Griffiths, and encamped. During the latter part of the march, the wind shifted to S.E., with sleet, almost rain. Though the weather is thick, I fancy I can see Byam Martin Island; there is a good deal of pressure on this point. Several lemmings caught to-day, and a bear's track seen.

June 11th.

Fourth Journey.

First part, 6h.
Course and dist., E., 7'.
Wind and weather, N.E., 3, b. c.
Temp. 6h. p.m. + 26°.
11. a.m. + 29°.

To-day has been a gloomy one, with a light N.E. wind. At 6h. 30m. p.m. we started, steering N. 54° E. for 4 miles, through water and rotten snow outside the hummocks which surround the southern points of this channel.

The travelling tedious and laborious. At 11h. p.m. we altered course to N. 7° E. for a point about 7 miles from us; the floe a little improved; Byam Martin Island plainly visible, high in the centre, and sloping towards each end. The land on this shore is about 250 feet high, and sloping to the beach. Crossed a sledge track, steering easterly for Byam Martin Island, probably Captain Kellett's Beechy Island party. The temperature seems very low for June, though it answers our purpose well. It leaves a doubt on my mind, however, as to the ships breaking out of their winter quarters; the almost continued absence of sun since the 17th of May must, of course, retard the breaking up of the floe; up to this time we

certainly have had no summer. Saw some gulls to-day, and the boatswain bird (*Lestris parasiticus*).

Started at 4h. A.M.; thick weather, with a fresh northerly wind and sleet. Felt our way along the land, which is very low and composed of gravel and occasional blocks of sandstone; a ridge of land from 200 to 300 feet high running parallel with the coast a mile inland. The floe pretty comfortable, but our progress much retarded by the head wind and bad weather. Saw some boatswain birds; I observe that they prey on the lemmings, which are very numerous here. At 8h. we encamped, and the sun showing himself for a short time, I got observations.

At 6h. P.M. started. A strong north wind and snow drift. Rounded Point Robertson, and steered for the next low point northerly. The floe good and hard, the work very fatiguing, against the strong head wind. Towards midnight the sun shone out, and his influence was immediate: a thaw commenced, and the snow drift subsided; the temperature, however, when we camped, which we did at midnight, was only +27°. We pitched a mile from the highest part of a point, where I hope to get a view to-morrow, if it is fine.

Started at 4h. A.M.; a strong north wind blowing in squalls. Went on the point summit, and sent the sledge on; the land 250 to 300 feet high, with low land extending 2 or 3 miles off it. Saw the north and south extremes of Byam Martin Island distinctly, as well as the land on the opposite side of the channel; got angles, and built a cairn. Returning to the coast, we camped at 8h. 15m. A.M. The floe has not been good this march; heavy hummocks lying on the low points; the ice in the channel, I think, last year's. Last night we saw a drove of nine musk oxen; sent two men to try and shoot one, but they were very shy, and they could not get within shot; there were two very young ones with them. No birds seen to-day but boatswains.

Weather clear, with light westerly wind. Started at 7h. p.m., steering along the low land northerly. Saw three seal, but they discovered us at a long distance, and were determined not to be used for fuel; measured one of their holes; could not reach the bottom of the floe with my seven-foot bamboo. Got observations and angles to Byam Martin Island, which place the north end of it much farther to the southward than is laid down in the chart, considerably reducing the size of it; the only high part of it seems the centre. At 1h. A.M. we encamped among hummocks close to the shore.

Started at 5h. A.M., steering for what I take to be the low extreme of Point King, though considerably to the southward of the position laid down on the chart. The wind fresh from the north, and the floe pretty good. Camped at 9h. A.M. 3 miles south of Point King. The summit of this point is the highest land I have seen on this side the channel, being about 400 feet; I take it to be the Barlow range of the chart. Got observations and a good view of Byam Martin Island to-day.

Started at 7h. P.M., and rounded Point King. On this point I found a small cairn which had been erected by Dr. Bradford on the 16th of May, 1851. There was a potatoe case lying on the ground, probably disturbed by a bear, and the tin containing the record also on the ground, several feet from it. I took a copy of the papers, and left one of my own in a tin cylinder; rebuilt the cairn, which had entirely mouldered away, and replaced the potatoe case. Mr. Bradford calls his latitude 76° 33' 50'', which agrees very nearly with mine; and I have been fortunate in getting observations every day in this channel. The chart, however, is constructed nearly 20 miles at variance with this latitude. This coast is remarkably straight, being a series of very shallow bays or indentations, with level land extending some distance off them, occasionally watercourses from the inland ranges.

Leaving Point King, I walked along the land, and when about half a mile ahead of the sledge, I saw a bear about the same distance from me; he seemed to make me out about the same time, and immediately gave chase, I presume, taking me for a seal. I made the best of my way to the sledge, he taking it rather leisurely; we got behind the sledge, and prepared the

Proceedings of
Commander Richards.

Second part, 4h. 5½'.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and distance, { easterly
N. 2° E. } 13'.
Wind and weather, northerly,
6. 7. c. q. m.
Temp. 4h. A.M. + 29°.
9h. A.M. + 29°.

June 12th.

Fifth Journey.

First part, 6h.
Course and distance, { N. 40° E. } 7½'.
Wind and weather, N., c. s.
q. 7.
Temp. 6h. P.M. + 27°.
Mid. + 27°.

Second part, 4h. 5'.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and distance, { N. 40° E. } 12'.
Wind and weather, N. 7.b.
c. q.
Temp. 4h. A.M. + 25°.
9h. A.M. + 30°.

June 13th.

Sixth Journey.

First part, 6h.
Course and dist., north, 7'.
Wind and weather, westerly,
3. b. c.
Temp. 7h. P.M. + 34°.
1h. A.M. + 24°.

Second part, 4h. 6'.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and dist., northerly, 13'.
Wind and weather, north, b. c.
5. 6.
Temp. 5h. A.M. + 32°.
9h. A.M. + 38°.

June 14th.

Seventh Journey.

First part, 6h.
Course and dist., northerly, 6'.
Wind and weather, northerly,
4. 5. b. c.
Temp. 7h. P.M. + 34°.
1h. A.M. + 30°.

Proceedings of
Commander Richards.

Second part, 4h. 5'.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and dist. northerly, 11'.
Wind and weather, northerly,
b. s. q. c.
Temp. 5h. A.M. + 34°.
9h. A.M. + 32°.

June 15th.
Eighth Journey.

First part, 6h.
Course and dist., northerly, 8'.
Wind and weather, northerly,
5. 6. g. c.
Temp. 6h. P.M. + 27°.
1h. A.M. + 32°.

Second part, 4h. 4'.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and dist., northerly, 12'.
Wind and weather, northerly,
7. S. q. c.
Temp. 5h. A.M. + 34°.
9h. A.M. + 35°.

June 16th.
Ninth Journey.

First part, 6h.
Course and dist., N., 74'.
Wind and weather, N. q. g. s.
6. 7.
Temp. 7h. P.M. + 31°.
2h. A.M. + 32°.

guns. He came on steadily—very thin and evidently hungry. When about 35 yards from us he received a ball in his chest; he then ran at the sledge full speed; getting another ball in the fore-shoulder: he staggered, when the serjeant shot him in the hind quarter, and he fell; and while two hands walked up to secure him, we reloaded leisurely. To our surprise, however, he started up, and made off at a very comfortable pace on three legs, beating us hollow over the bad floe; we followed him nearly a mile, when we gave up the chase, and returned. We saw him drop afterwards, but time was too valuable to waste on him, particularly as he did not appear to have a day's fuel about him; for a mile he had covered the floe with his blood, and it seemed surprising how he should have held out so long.

Proceeded on until 1h. A.M. over bad floe, when we camped, having much difficulty in finding enough hard snow to pitch the tent upon.

A cloudy morning, with light northerly wind. Started at 5h. A.M., and struggled through a wet and uncomfortable floe until 9h. A.M., when we encamped on a patch of gravel.

The range running parallel with the coast is lower now, and the low land extends further off; hummocks line the coast, and I am scarcely able to say whether we are travelling over last year's ice, or older; certainly there is old ice mixed up with it. Saw the track of a bear this morning, probably our friend of yesterday, as he was coming from the northward. Obtained observations, angles, &c. on a neighbouring ice hummock. The latitude to-day, 75° 40' 15" N.

At 7h. P.M. we started; the evening gloomy, with an increasing breeze from the North; the floe very watery, but the wind and falling temperature improved the travelling towards midnight, though dragging against a north wind is not agreeable. Our course lay along the coast, generally outside the hummocks of ice. Saw several bears' tracks; and just after midnight, a solitary deer was observed; it being desirable to get him, I halted the sledge, and, accompanied by Serjeant Jefferies, went in chase, using a little caution and stratagem, which is necessary with these gentlemen. We succeeded in capturing him. The serjeant shot him through the windpipe with a ball, and he fell dead at 70 yards; he proved to be a very fine young buck, and not having been hitherto very fortunate in capturing game, he was very acceptable to us. We camped on a patch of gravel, at 1h. A.M. The beach line is plainly defined now, there being a less extent of low coast.

The wind freshened into a gale from N.W. this morning, with snow squalls. Started at 5h. A.M., and shortly afterwards saw five deer; lost half an hour in flirting with them; we should undoubtedly have got some of them if we could have afforded time to have attended to their caprices. Steering over low land, inside the hummocks, the snow soft and wet, but towards the end of the march it improved. Several mouths of ravines or watercourses empty themselves into the bay we are passing, which, when the low land is covered with snow, might well be taken for small inlets; they are not so, however. At 9h. A.M. we pitched; blowing strong, and thick all round, but clear overhead; got observations, &c.

There were some venison cutlets for dinner to-day, which every one seemed to approve of amazingly; we used the bacon as fuel to cook them with,—the best use it can be turned to, being almost entirely fat. Before leaving the ship, we were supplied with a portion of the bacon from selected pieces cut off from the sides, which was better; but the men do not seem to care for the bacon.

A strong wind still blowing from the northward, with occasional snow-squalls, and thick weather. At 7h. 30m. P.M. we started, keeping along the edge of the low land, the ground pretty good; the land is much more covered with snow as we get north. This evening, turning round to look how far off the sledge was, I saw four deer close to me, and following; I seldom carry a gun, and had none at the time, so I endeavoured to rejoin the party for one; they knew as well as I did, however, what I was going for, and made off inland.

At 1h. 30m. P.M. I came upon a cairn, and found it to be Dr. Bradford's furthest, erected by him on the 22d of May, 1851. It was well built of

stones, and four or five provision cases on it. The paper stated that they were detained by N.W. gales for some days, and were about to return to the southward; there was no position affixed, but its latitude is $75^{\circ} 56' N.$, my latitude at noon to-day being $75^{\circ} 52' 12'' N.$ Repaired the cairn, and replaced the document, with one of my own, in a tin cylinder. This point I consider to be Point Bradford.

Proceeded on, and encamped at 1h. 30m. A.M.; the weather thick, with snow squalls and fresh north wind.

Started at 5h. A.M., and dragged against a strong N.W. wind, with snow. The coast trending W.N.W., and becoming lower; the pressure on the shore considerable, and some very heavy hummocks thrown up. The floe is pretty good, and the travelling would not have been unpleasant, but for the bitter N.W. wind and snow in one's face.

Although the venison was considered a great luxury yesterday, I find that it does not sustain the people as well as pemmican, which to-day they requested to have; I therefore gave them the former for luncheon, after the first halt; requiring no fuel to melt snow now, we are able to afford it. I confess myself to a preference for the deer, but I have not to drag; and I believe a man can do more work on pemmican than on any other description of food.

The animals seen to-day were two deer, a goose, and a seal. Latitude $76^{\circ} 00' 00'' N.$

At 6h. P.M. we started, making a westerly course.

In an hour we saw our boat depôt, and reached her at 9h. P.M.; camped, and prepared her for travel. Found a note from Osborn; Lieutenant Hamilton and he had met, and had proceeded to the rendezvous together.

Dark, cold, gloomy weather, and the land seems more winterish here than it did on the 6th May. The wind is strong and north-westerly, from which quarter it seems to blow eternally. No traces of animals here; they appear to avoid this spot.

During these four hours, I remained encamped, in the hope of getting observations, placing our boat on the sledge, re-stowing her, &c. Succeeded in getting sights; the variation is 162° easterly, which agrees with our last visit.

The latitude of this position, $76^{\circ} 00' 30'' N.$

A strong north wind, with snow, this morning. After building a large cairn, erecting a wooden cross upon it, and depositing a record, &c., we started, steering an easterly course across the channel, to connect our search with that of Lieutenant (now Commander) Aldrich. Found the floe a most wretched one, the people sinking 12 or 14 inches deep into the snow, at every step, with a jerk that shakes one most uncomfortably.

There seems little difference between the temperature of noon and midnight now, unless the sun is out; we have rarely had it as high as the freezing point, and up to the 18th of June, have not had a day of summer; surely, the season must be a very backward one. At midnight we encamped, having made $4\frac{1}{2}$ miles in six hours, with very severe labour.

A light wind from the northward this morning; the boots and clothes left outside to dry are frozen stiff. Started at 4h. A.M.; found the floe harder and better the first two hours of the journey, when it again became as soft and distressing to travel over as yesterday. Saw a point on the east side of the strait, bearing $E.\frac{1}{2}N.$ (true), and which we are steering for. My people's boots are exhibiting unmistakable symptoms of an entire break up, which is not pleasant to contemplate at so long a distance from home. At 8h. A.M. we encamped.

Started at 6h. P.M. A light northerly wind, and gloomy weather. The travelling is better as we get into the middle of the channel, and the rounded hummocks, wrinkled and time-worn, which here and there show their backs above the deep covering of snow, speak plainly of more than one year's ice. The eastern land is distinctly visible, and shows from here like two islands. They are probably, however, projecting capes with deep bights between them, such as are described by Lieutenant Aldrich in his journal. We camped at midnight, the weather still gloomy.

At 4h. A.M. we started with a light northerly wind, passing over old ice,

Second part, 4h. 6'.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and distance, $\left\{ \begin{array}{l} N.W., \\ W.N.W., \end{array} \right\} 13\frac{1}{2}'$.
Wind and weather, N.W., c.
m. & 6.
Temp. 5h. A.M. + 30° .
9h. A.M. + 34° .

June 17th.

Tenth Journey.

First part, 3h.
Course and dist. W.N.W., 4'.
Wind and weather, N.W., g.
m. & 6. 7.
Temp. 6h. P.M. + 31° .
9h. P.M. + 30 .

Second part, 4h.
Encamped for observation, &c.

June 18th.

Eleventh Journey.

First part, 6h.
Course and dist. E., 4\frac{1}{2}'.
Wind and weather, N., q. c. s.
6. 7.
Temp. 6h. P.M. + 31° .
Mid. + 31° .

Second part, 4h., 5 miles.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and dist. E., 9\frac{1}{2}'.
Wind and weather, N. b. c. 4.
Temp. 4h. A.M. + 31° .
8h. A.M. + 36° .

June 19th.

Twelfth Journey.

First part, 6h.
Course and dist. E. + N., 7\frac{1}{2}'.
Wind and weather, N. g. m. 4.
Temp. 6h. P.M. + 33° .
Mid. + 32° .

Second part, 4h. 6'.

ours travelled, 10.
Camped for rest, &c. 14h.
Course and dist., E. by N. 13½.
Wind and weather, N. 2. 3.
b. c.

Temp. 4h. A.M. + 33°.
Sh. A.M. + 37°.

June 20th.

Thirteenth Journey.

First part. 6h.
Course and distance, { E. by N. } 5r.
 { North. }
Wind and weather, W. 3. b. c.
Temp. 6h. P.M. + 37°.
Mid. + 34°.

Second part. 4h. 4'.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and distance, { E. by N. } 9r.
 { North. }
Wind and weather, W. 3. s. 3.
Temp. 4h. A.M. + 34°.
Sh. A.M. + 38°.

June 21st.

Fourteenth Journey.

First part. 6h.
Course and dist., N. 6¼.
Wind and weather, S. 6. 7. q. s.
Temp. 6h. P.M. + 35°.
Mid. + 32°.

Second part. 4h. 4¼.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course and dist., N. 11'.
Wind and weather, S. 6. 7.
q. c. m.
Temp. 4h. A.M. + 34°.
Sh. A.M. + 34°.

June 22d.

Fifteenth Journey.

First part. 6h.
Course and dist., N.N.W. 5'.
Wind and weather, S. c. m. 7.
Temp. 6h. P.M. + 35°.
Mid. + 35°.

Second part. 4h. 3¼.
Hours travelled, 10½.
Camped for rest, &c. 13¼h.
Wind and weather, S. c. m. 4.
Course and dist., N.N.W. 8¼'.
Temp. 4h. A.M. + 35°.
9h. A.M. + 36°.

and steering for the point seen on the east shore. At 8h. A.M. we encamped; found it warm in the tent during the day, and the sun showing out at noon, I got a latitude 76° 06' N.

A light westerly wind, with rather fine weather. At 6h. P.M. we moved on, the floe very heavy from the increased temperature of the day, having rendered the snow soft, dragging almost knee deep in it between old hummocks, with severe labour to the crew. Steered for two miles towards the point, when being sufficiently close to see that there was no cairn there, and examining the extreme south point (which is about 10 miles from us) with my glass, I hauled up along the land to the northward. I now see the land plainly round the heads of these deep inlets, and it is not so low as I had at first imagined. At midnight we encamped on the back of an old hummock of ice, the only habitable place now, unless on the shore; our camp is 1½ miles from the nearest land.

Broke up our camp at 4h. 30m. A.M., and proceeded onward. During this four hours' march we have passed over the most distressing floe it is possible to conceive, the men above their knees in the snow, and reduced almost to a standing pull with the sledge, which is at times completely buried. The wind light and southerly, with gloomy weather, no sun visible, but close and sultry, with snow falling: a strange association. Camped at 8h. 30m. on the back of an old hummock, having made about a north course.

The water from the floe found its way through everything to-day; and we were not sorry when the hour to march, 6h. P.M., arrived. A strong southerly wind. The floe, I thought, was at its worst yesterday, but I was mistaken; the snow now lies much thicker, and the men sink so deep into it that they completely lose their power. The sledge entirely buried, and sometimes a part of the boat only visible. Had it not been for the strong favourable wind we certainly should have had either to abandon her, or make two journies. The additional curse of the country (thick weather) is piled heavily upon us also to-day, not being able to see 50 yards. It would, indeed, be an insult to our 21st of December to compare it with this, the longest day of summer in these *peculiarly favoured* regions. All my people are suffering more or less from the wet and the severe labour of the last few days, and I have had to administer *opium* very liberally to them.

Started at 4h. A.M. with a strong south wind and thick weather, steering about N. by W. The floe much the same as yesterday, occasionally digging the sledge out of the deep snow with a shovel. We are now crossing an extensive inlet, the head of which I saw as the weather cleared at 6h. A.M. It appears to run in about 8 miles, with a deep bight in the S.E. as well as the N.E. corner of it. As we approached the northern side of this inlet the old hummocks became more numerous, and there not being sufficient room between them, we were obliged to drag the sledge and boat over them. At 7h. A.M. I saw land bearing N.N.W., which I take to be our rendezvous hill; at 8h. we encamped, and were glad to get dry clothes on. Our practice now is to put on the wet ones before starting, which, though rather an uncomfortable process, is a highly necessary one. A strong south wind still blowing.

At 6h. P.M. we started, steering N.N.W.; weather very thick, passing over old floe; the snow between the hummocks 2 feet deep, and very soft and wet.

Two of my people very unwell, which reduces our strength considerably, and adds to the labour. At midnight we pitched the tent on the floe. We find the black waterproof tent bottom of great service now, indeed it would be impossible to sleep on the floe at this season without it.

At 4h. A.M. we moved on, and I can only compare this journey to 4½ hours passed in a *treadmill*. The snow 3 feet deep, and 5 or 6 inches of water between it and the floe. A light southerly wind and cloudy weather. Saw the cairn on the Rendezvous Bluff. The sun showed himself this morning, and I got observations. Kept on an extra half hour in chase of a patch of gravel, which seemed to travel away from us; so deceptive are appearances on the floe in thick weather, every one believed it was close to

us, when it was in reality two or three miles off. At Sh. 30m. we encamped on the floe, having made little more than three miles in $4\frac{1}{2}$ hours.

During this journey we were favoured with a change—if not an agreeable one, certainly a novelty; rain instead of snow. A fresh southerly wind and thick weather, the sail helping us. At midnight we passed the Rendezvous Bluff, and at 1h. A.M. encamped at our old depôt, after a most fatiguing march through deep snow, and latterly water, which was a decided improvement. We had our choice of ground to-night, either soft snow or soft clay; we chose the latter as being a novelty, and as reminding us of the approach to a *pigsty* in England of a November day. All the gear wet through. The passage across this channel has been by far the worst travelling we have experienced, and has produced an utter prostration of strength among the people; two of them remind me of hospital patients more than anything else. The early travelling, though the cold is intense, is by far preferable to June.

At 7h. A.M. we breakfasted, and shifted our tent to higher ground, spreading our gear out to dry.

I determined to remain here 24 hours, to give the men some rest, of which they were much in need, and if possible to repeat my observations. Took our provisions from the depôt. This morning we saw four deer grazing on the hill, but the people were too tired to go in chase. The lemmings here are very numerous; moss and saxifrage abundant, and saw some sorrel for the first time, but very small and very little of it; every thing seems most backward this year.

There is much more vegetation, however, on this side the strait than on the other; indeed there would seem to be a well-defined line of sterility on the N.E. side of Melville Island, which appears to extend 30 miles to the southward, and nearly as far to the westward of the N.E. extreme. It is remarkable, too, that no animals or traces of them were seen on that corner. I can only account for it by the force of the N.W. wind telling constantly there.

This afternoon, the sun coming out, gave me an opportunity of observations, and of using my theodolite for the first time.

Three men went in chase of the deer in the evening, but returned, having only shot two ptarmigan. The weather came in very thick again.

This morning was fine by comparison, and I determined to sacrifice a few hours more, in the hope of getting observations from the hill.

Obtained forenoon sights, and went to the Rendezvous cairn with a theodolite. Saw all the southern points, and one on the west side of the channel, but could make out no land to the northward, though a heavy bank of clouds seemed to remain stationary there. Erected a large cairn, and planted a bamboo on it, with a record of our visit, &c.

There are no stones here, and cairns built of the frozen soil in early spring are certain to thaw and moulder away in summer; ours was almost destroyed; returned to the camp; got a noon latitude. Started at 2h. P.M. for Cape Fortune; the wind fresh and north-easterly, with fine weather. At Sh. P.M. we encamped on a point, having made only 4 miles in the 6 hours.

The floe off Point Success very heavy and broken, with water and deep soft snow, having to dig the boat and sledge out repeatedly with a shovel, and a standing pull almost throughout the march.

Started at 4h. A.M., a fine morning, with N.E. wind. Steered from point to point, the indentations between them very shallow. The floe is better for travelling than yesterday, being covered with one continuous sheet of water, ankle deep. Passed one of our old encampments, which is plainly visible, now nearly a foot under water, and camped at 9h. A.M. on the land, which is covered with pools from the thaw; got sights and a variation. The latitude $76^{\circ} 40' N$. Saw two deer near the tent when I got up at noon for the latitude.

At 6h. P.M. the sledge moved on, and I started for higher ground to look for land to the northward; in five minutes, however, I got buried up to my knees in clay and snow, and having no shovel to dig myself out with, thought it most prudent to retire.

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June 23d.

Sixteenth Journey.

First part, 7h.

Course and dist. N.N.W. $7\frac{1}{2}$ °.
Wind and weather, S. 5.6. q.c.r.
Temp. 6h. A.M. + 38°.
1h. A.M. + 39°.

Second part, 4h.

Encamped for observations, &c.
Wind and weather, S., b. c. 4.
Temp. Sh. A.M. + 40°.
6h. P.M. + 38°.

June 24th.

Encamped for rest, observations &c.

June 25th.

Seventeenth Journey.

First part, 6h.

Course and dist. N.E., 4°.
Wind and weather, N.E., b. c. 4.
Temp. Sh. A.M. + 35°.
Noon + 35°.

Second part, 5h. 5'.

Hours travelled, 11.
Camped for rest, &c. 13h.
Course and dist. N.E., 9°.
Wind and weather, N.E., b. c. 4.
Temp. 4h. A.M. + 38°.
9h. A.M. + 36°.

June 26th.

Eighteenth Journey.

First part, 6h. 53'.

Course and distance, E. 5°.
Wind and weather, N.E., b. c. 4.
Temp. 6h. P.M. + 42°.
Mid. + 30°.

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Rejoined the sledge, and we shortly came to old floe, exchanging water for deep snow. The old hummocks lying very thick: this march reminded me of travelling through a thriving churchyard of the old school more than anything else I could compare it to. The hummocks are exactly the shape of well-made graves, and very thick they lie too. The labour to the men was beyond conception, and we were sometimes half an hour moving the sledge a few yards.

I had serious thoughts of parting with my boat or some of my equipment to-day, but we reached the land without resorting to such an alternative. The boat I should leave unwillingly, and only at the last extremity, as I have an idea that her services will be required in the Queen's Channel. What renders our work so laborious is that we are not travelling after the manner of returning sledges, but with nearly full weights, having a boat and much extra provisions on the sledge, in consequence of my original route having been frustrated. We encamped at midnight on the S.E. point of the harbour we had passed on our outward route.

The best travelling at this season of the year seems to me to be close to the beach, just outside the tide cracks. In the old ice among the hummocks it is almost impracticable.

Our wet traps have frozen stiff, instead of drying during the night.

A fine warm morning, wind N.E. Started at 4h. A.M., and dragged the sledge for a mile over the land; the snow then getting very soft, we launched on to the floe. Saw two deer and a fawn, but they were very wild. The young ice had formed on the floe during the night; cut my boots in breaking through it. I am sorry to say those of my people are in a very bad state, being perfect rags. Having got a pair from Captain Kellett, at Melville Island, I am in better condition myself. At 8h. A.M. we encamped, got observations and theodolite angles. The solitary mount, Cape Fortune, and the Deception Group in sight, as well as the New Island to the north, discovered on our outward route. The weather is very clear, but I can see no other land to the northward.

The wind northerly, with fine clear weather. At 6h. P.M. we started; the floe in a fearful state of dilapidation; passed over every variety of travelling, young ice, water, and sludge; by steering close round the shore of the bays we found that we kept the water, which is now a foot deep, and with a temperature of $+ 40^{\circ}$ is not particularly disagreeable to walk through. Cut off Point Fleetwood (the solitary point) by dragging over the land, where we found sufficient snow for the sledge; passed our encampment of the 25th of April, and saw our old sledge tracks very distinctly. The bay is full of old ice, which we tried to cross, but finding it impossible, we kept the coast-line, and camped at midnight on the land; saw a cairn on Cape Fortune, which must be one of Osborn's.

Started at 4h. A.M.; light northerly wind and cloudy weather. Very heavy work to-day, the old floe pressing close home on the beach, and the land snow not fit to travel on. I hoped to have reached Cape Fortune this march, but we were obliged to camp 3 miles from it. The young ice very tough, and makes the feet and shins very sore in breaking through it; saw a few Brent geese to-day, but they were very wild.

At 6h. P.M. we moved on; steered over the land a short distance, and then across the bay west of the depôt. The floe infamous; deep pools of water and heavy snow; the water too cold to be comfortable. At 9h. 30m. P.M. we arrived at Cape Fortune, where I found notes from Osborn, Lieutenant May, and Mr. Herbert, and I learn from them that the inlets to the southward are more extensive than we had imagined. Osborn had left me a sketch of them. Lieutenant May had brought provisions from Cape Lady Franklin here, according to his instructions; and Osborn, finding that I had gone to the "Resolute," and anticipating that I should not have time to complete the search, owing to the difficulty of sledge travelling in July, had taken a part of them, and dividing his sledge party into two, had undertaken the search of the south coast of the Deception Group and some of the neighbouring bays. Lieutenant May had recrossed the Queen's Channel for the ship. I also learnt from the parties who had preceded me that the bears had destroyed several depôts, eating pemmican, bacon, boats, oars, and flags indiscriminately.

Second part. 4h. 4'.
Hours travelled. 10.
Camped for rest. &c. 14h.
Course and distance. $\left. \begin{array}{l} \text{E.} \\ \text{S.E.} \end{array} \right\} 94'$.
Wind and weather. N.E., h.
v. 3. 4.
Temp. 4h. A.M. $+ 35^{\circ}$.
8h. A.M. $+ 37^{\circ}$.

June 27th.

Nineteenth Journey.

First part. 6h.
Course and dist. S.E., 74'.
Wind and weather. N., 3. b. c.
Temp. 6h. P.M. $+ 40^{\circ}$.
Mid. $+ 32^{\circ}$.

Second part. 4h. 4'.
Hours travelled. 10.
Camped for rest. &c. 13h.
Course and dist. S.E., 114'.
Wind and weather. N., 3. b. c.
Temp. 4h. A.M. $+ 34^{\circ}$.
9h. A.M. $+ 38^{\circ}$.

June 28th.

Twentieth Journey.

First part. 3h.
Course and dist. S.E., 4'.
Wind and weather
Temp. 6h. P.M. $+ 35^{\circ}$.

To my infinite disappointment this morning at 4h. the weather came on very thick, with snow; I had intended to go on the summit of Cape Fortune, as a view of the inlets from there would have been very satisfactory, and would probably have saved me much time, and my people much labour. They were employed all day in patching up what *was left* of their boots, for which purpose I had some gutta percha cases cut up, as we cannot possibly move on until this important part of our equipment is in some measure made efficient.

In the evening two men went to shoot, and brought home five king ducks (*Anas spectabilis*) and a ptarmigan, and burst the Hudson's Bay gun literally into pieces, fortunately without doing any serious injury. The weather continued very thick, with strong N.W. wind all night.

No favourable change in the weather this morning; but at 7h. A.M. I went on the hill to be ready to take advantage of any partial clear. Set up my theodolite, as a kind of "defiance;" remained four hours, and saw *nothing*. Increased the cairn to a very large and solid one, entirely of stone, which will *last for ever*, and left the usual record. The thermometer was below the freezing point, and it was particularly cold and uncomfortable on the summit of this hill; not even repaid with a single angle. Returned to the camp at noon with much reluctance, for I had set my heart on a view from this Cape, but there was no chance of a clear. I saw the saxifrage in *flower* for the first time to-day, and some stunted sorrel, but it would take one a long time to gather enough to keep the scurvy out of him for a week. At 1h. P.M., there being no appearance of a clear, we packed up and started, rounding Point Clerke, and keeping along the shore of the S.W., or, as I have called it, Sullivan Inlet. The weather cleared a little in the afternoon, and I saw the head of it, low land, and 8 or 10 miles deep. We then struck across for the south head of it, the travelling very laborious through sludge and water, more than a foot deep. At 7h. 30m. we camped on a piece of old ice, scarcely large enough to pitch the tent on, a ditch of water all round it. After six or seven hours walking through the water at this temperature the people's feet get quite benumbed, and for two hours after you are in your blanket bag you can scarcely tell if you have any or no. The weather clearer; got some sextant angles, &c.

At 3h. A.M., after a very uncomfortable rest, we started again, and steered S.S.E.; knee deep in sludge and water till 7h. 40m. A.M., when we reached the land under the south head of Sullivan Inlet, a bold bluff, 600 feet high. During this march the weather cleared, and I again saw the head of the inlet very distinctly, also the land to the eastward; before, however, I could get my theodolite up every object but the sun was obscured. Got lights, latitude, true bearing, and theodolite angles during the day by constant watching.

Started at 6h. P.M.; steering E. $\frac{1}{2}$ N., as near as the ice would permit, for a high range of hills on the east side of what I call Erskine Inlet. The old hummocks and lanes of water between them lay N.W. and S.E. Our course, therefore, lay at right angles to them, and the tracks of the former caused our sledge to complain considerably; we camped in the middle of the channel on an old piece of ice. This inlet runs nearly south for about 30 miles. Our march has been through water knee deep, and over heavy hummocks; cold work for the feet.

At 4h. A.M. we started, and steered for the eastern side of the inlet; the lanes of water less frequent but deeper on the floe, being above the knees; the hummocks of old ice lying N.W. and S.E. very thick and high, the young ice over the pools strong, rendering the operation of breaking through it with your shins rather a painful one. Altogether this has been one of our most distressing marches, making a standing pull with the boat and sledge during nearly the whole of it. At 8h. 45m. A.M. we reached the shore and encamped on it; the wind has been westerly and north-westerly all day, with very thick weather and snow.

At 6h. P.M. we moved on along the coast northerly; passed a small harbour, and 2 miles further on another very good one but full of old ice. Walked to the summit of a hill to get a view of the coast; when I got to the top I found myself within a hundred yards of a bear, who was sitting down, apparently watching for seal. Came down much faster than I went

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June 29th.

Encamped for repairs, observations, &c.

June 30th.

Twenty-first Journey.

First part, 6h.
Course and dist., 6'.
Wind and weather, N.W., c. q. 5.
Temp. 7h. A.M. + 32°.
Noon + 35°.
6h. P.M. + 34°.

Second part, 4h. 5'.
Hours travelled, 11.
Camped for rest, &c. 13h.
Course and dist., S.S.E. 10'.
Wind and weather, N.W., c. q. 5.
Temp. 3h. A.M. + 32°.
8h. A.M. + 34°.

July 1st.

Twenty-second Journey.

First part, 6h.
Course and dist., E. $\frac{1}{2}$ N., 5'.
Wind and weather, N.W., c. m. s. s.
Temp. 6h. P.M. + 36°.
Mid. + 34°.

Second part, 4h. 4'.
Hours travelled, 11h.
Camped for rest, &c. 12h.
Course and dist., E. $\frac{1}{2}$ N., 10'.
Wind and weather, N.W. 5. q. m. s.
Temp. 4h. A.M. + 35°.
9h. A.M. + 35°.

July 2d.

Twenty-third Journey.

First part, 6h.
Course and dist., N., 5 miles.
Wind and weather, N.W., b. c. and q. m.
Temp. 6h. P.M. + 36°.
Mid. + 36°.

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up; he did not follow me, but when I got to the floe I saw him several times show his head over the cliff, watching either us or the seal; as we do not want him for fuel, and have very little ammunition left, I hope he may keep at a respectful distance. The weather set in very thick again shortly after starting, and the bay ice is stronger than yesterday; camped at midnight on the shore.

Proceeded on at 4h. A.M.; fresh S.W. wind, with thick gloomy weather. The N.E. seems the only wind accompanied by fine and clear weather; with the N.W. the sun generally shows himself through the mist, but the land and horizon entirely obscured; with the S.W. the land is plain, but no sun to be seen. We have now a good view of the coast easterly, also of the Deception Group; the young ice is very strong to-day, almost bearable, but by keeping along the land the travelling was comparatively good. We crossed several cracks of water to-day 3 or 4 feet wide, and camped at 9h. A.M. on the land.

When we started at 6h. this evening, a strong S.W. wind was blowing, which by midnight had increased to a violent gale, and drew to the westward, obliging us to take the sail in, as the sledge and boat were capsizing over the hummocks. Steered along the coast, which trended easterly and latterly south-easterly; the weather is thick, and the ice, which is the heaviest I have seen, presses in hummocks close home on the coast, depriving us of our accustomed privilege of a somewhat better road, by keeping the shore on board. At 11h. P.M., considering that we must be in the best position for crossing this gulf (which I call May Inlet) at its narrowest part, we camped on the only eligible spot we could find clear of water and at some elevation. Owing to the strong wind, we had much difficulty in getting the tent to stand, which we eventually secured with large stones; by midnight we were housed, the gale still increasing.

At 4h. A.M. on the 4th of July it blew a furious gale from W.S.W., and although fair for us, it was impossible to manage our boat and sledge over so heavy a floe. At 8h. A.M. there was no abatement, and precious as time was now become, there was no alternative but to remain where we were. At 11h. A.M. it moderated a little, and we breakfasted, ready for a start.

At noon, by building an embankment of stones, I got a latitude; and we then started, but I confess not without a misgiving as to reaching the opposite side of the gulf without an adventure. For the first 3 hours we made rapid progress; the floe was a perfect sea, and anything but a calm one; except for the backs of the old hummocks we might have floated our boat and sledge across easily. The strong wind prevented our showing any sail, but she ran under *bare poles*, the men supporting her on either side; it was a rapid but certainly not pleasant mode of travelling; the sledge jumping over the hummocks, broke one runner and a top rail. At 3h. P.M. the wind suddenly shifted to East and blew strong for half an hour, when it backed round to the old quarter, and continued, though with less violence. At 6h. 30m. P.M. we landed on the east side of May Inlet; it is a very deep one, and the land at the head of it is rugged and much broken up; the ice in it seems very old, and though a glance was sufficient to show that any search was unnecessary, yet I should like much to have gone round it if time and the ground would have admitted of it. My people are much distressed by this march, and don't seem to care for their supper, preferring rest. The constant walking in the water has caused swelling in their feet and legs; as for the boots, they are now mere apologies for that articles of dress.

This morning we had rain; the wind variable and squally; the sky covered with heavy clouds. At 4h. A.M. we moved on, following the indentations of the coast to avoid as much as possible the heavy floe. The ice in these inlets is, I imagine, very old, and seldom clears out; saw 3 seals, old and young, with their summer clothes on, very handsome. At 9h. 30m. we encamped, having kept under weigh an hour and a half later than usual, to make up for our detention by yesterday's gale; the people suffering a good deal in their feet. Got observations, and employed myself in completing up my rough chart. The salt water now flows up between the floe and the shore, and I find it was high water shortly after noon to-day; the rise and fall about 5 feet.

Second part, 4h. 5'.
Hours travelled, 10.
Camped for rest, &c. 14h.
Course & dist., N. and N.E. 10'.
Wind and weather, S.W., 9.m. 5.
Temp. 4h. A.M. + 35°.
9h. A.M. + 36°.

July 3d.

Twenty-fourth Journey.

First part, 5h. 5 miles.
Course and dist., East and S.E.,
5 miles.
Wind and weather, S.W. and
West, S. 9. 9. c.
Temp. 6h. P.M. + 35°.
Mid. + 36°.

Second part
Encamped.
Hours travelled, 5.
Camped for rest, &c. detained
by weather, 19h.
Wind and weather, W.S.W.,
10. c. m.

July 4th.

Twenty-fifth Journey.

First part, 6h.
Course and dist., Easterly, 74'.
Wind and weather, W.S.W.,
E., W.S.W., 8. 7. b. c.
Temp. noon + 40°.
7h. P.M. + 30°.

Second part, 5h. 6'.
Hours travelled, 12.
Camped for rest, &c. 12h.
Course and dist., 13h. 6'.
Wind and weather, variable,
g. c. 5. 6.
Temp. 4h. A.M. + 38°.
10h. A.M. + 47°.

A gloomy afternoon; the wind E.S.E.; low water at 6h. P.M., at which time we started, passing a succession of points. The coast a rounding one, trending from N.E. to E. The land high, with deep ravines, down which the water poured in wide and rapid streams. I had selected a promising hill to ascend, but the weather coming on very thick, with rain, nothing could be seen from it; one deer I saw feeding on the summit.

At 11h. 30m. I saw a cairn of Osborn's, in which I found two days provisions deposited for my party, and a note dated the 11th of June. Camped at midnight on very rough and wet ground. The travelling to-day has been bad, and no possibility of avoiding the old hummocks which have pressed close home on the coast. The floe, however, seems to be draining itself of water.

A thick, dirty morning, with rain, the wind light from the westward. At 5h. 30m. we moved on, following the coast, which, from our camp, trends southerly of east; the land high, about 500 feet, and the water running in rapid streams through the ravines, and into the sea through the tide cracks, making a noise as of so many waterfalls. The floe here is completely bare of snow, and seems to me like a gigantic graveyard; the graves very close and large, in fact, the *graves of giants*. There is no road but over them; and I look at the crippled sledge with wonder, to see her sustain the shocks she does, and hold together.

The absence of snow, however, and decrease of water, renders the travelling far less laborious to the men. We camped at 10h. A.M.; the ground very wet with rain and the melting of the snow. The saxifrage is now in full bloom, a very pretty little pink flower, resembling something the blossom of the peach.

A thick, gloomy evening, with N.W. wind and rain. At 5h. 30m. we started, the coast trending E. to E.S.E.; the ice heavy close home to the land. At 11h. 30m. P.M. we reached the west point of the gulf, just westward of Cape Lady Franklin, and encamped upon it; saw the land about Cape Lady Franklin. From this point the ice seems newer, though it is certainly more than one year's. The cracks become wider and more frequent, and the thickness of the floe from 3 to 4 feet. Got theodolite angles by watching during intervals of clear weather, built a cairn, and deposited documents.

Started at 4h. A.M., and steered across the gulf; wind N.W., and thick weather; the floe, a very uncomfortable and watery one. At 11h. 30m. P.M., we encamped on an island on the eastern side of the gulf. Got observations, angles, &c.

A finer day, calm but cloudy. Started at 7h. 30m. P.M., and at 9h. rounded the N.E. point of the island, when we came immediately on the smooth ice of last year; made a circuitous course to avoid the cracks, which in some places were 12 feet wide. The thickness of the new floe 4 or 5 feet. Saw a cairn and flag on the summit of Cape Lady Franklin, erected, I suppose, by Osborn. Camped at 1h. A.M. of the 8th of July, just to the eastward of Cape Lady Franklin; found much difficulty in getting to the shore, on account of the water and heavy hummocks which line it.

Moved on at 5h. A.M., wind light and westerly. Steered along the land over new floe. At 8h. the constant cracks obliged us to unlash the boat, and use her to ferry us and our traps across. At 9h., being immediately under the summit of the cape, I hauled inside the heavy hummocks, and halted for observations and angles from the cairn, whither I at once proceeded, despatching the sergeant overland to the depôt with a note, acquainting Osborn of my arrival. At 11h. the sergeant returned with two of the "Pioneer's" men and a letter, from which I learned that Osborn, with five of his crew, had left on the 25th of June, in the whale boat, to search the coast to the S.E. The "Pioneer's" people were a sick man, and the captain of the sledge left in charge of him; the sick man was convalescent. At noon we moved on, and arrived at the Grand Depôt at 3h. P.M., exactly one month from the "Resolute," during which time we have come over some of the worst travelling ground I have seen in these regions; but beyond excessive fatigue and lame feet, I am thankful to say that my people are none the worse for their long journey.

July 5th, 6h.
Twenty-sixth Journey.
First Part.
Course and distance, N.E. to E.
7½'.
Wind and weather, E.S.E.;
q. r. 4.
Temp. 6h. P.M. + 43°.
Midnight, + 36°.

Second Part, 4h. 4½'.
Hours travelled, 10.
Camped for rest, &c., 14h.
Course and distance, N.E. to
E. 12'.
Wind and weather, Westerly;
c. g. n. 3.
Temp. 6h. A.M. + 37°.
10h. A.M. + 36°.

July 6th.
Twenty-seventh Journey.
First Part, 6h.
Course and distance, E. to
E.S.E. 6'.
Wind and weather, N.W.;
q. r. 5.
Temp.

Second Part, 7½h. 10'.
Hours travelled, 13½.
Camped for rest, &c., 10½h.
Course and distance, Easterly
16½ miles.
Wind and weather, N.W.;
4. q. c.

July 7th.
Twenty-eighth Journey.
First Part, 5½h.
Course and distance, 6 miles.
Wind and weather, calm, b. c.
Temp. 7h. P.M. + 40°.
11h. A.M. + 39°.

Second Part, 8h. 6m.
Hours travelled, 13½.
Camped for rest, &c., 10½h.
Course and distance, various,
11½ miles.
Wind and weather, S.E.
3. 4. b. c.
Temp. 5h. A.M. + 40°.
6h. P.M. + 36°.

Proceedings of
Commander Richards.

Remarks on the new mode of
travelling adopted on the
Homeward Journey.

By adopting this new mode of travelling, viz., dividing the long march into two, I have certainly gained several days on my homeward journey; and where time is a great object (which it always must be at this season of the year), I decidedly recommend it. I am not sure that it would be desirable for early travelling, however, as it involves the camping and breaking up of the camp twice instead of once; and during the excessive cold, this is a very distressing operation.

July 9th.
Encamped at Grand Depôt at
Cape Lady Franklin.

A very thick morning with the "Queen's Channel;" wind S.S.E. Employed myself to-day in laying the coast down on paper, taking an account of the provisions remaining here, and had a grave dug for those which we shall leave behind as a depôt. Open water in the channel, seen from the hill about 10 miles to the S.E., and two large cracks making from this point across the strait. The people patching the boat up, and making paddles out of boarding pikes, bamboos, &c. Got some angles and observations this afternoon.

July 10th.

Got sights and a latitude to-day. At noon I saw two people coming over the hill, which I took to be Licutenant Osborn and one of his party; but to my great surprise, on coming nearer, one turned out to be Mr. Loney, from Northumberland Sound, who had been sent with a cutter to recall me if I should have arrived, and help to carry my people across the strait, which I could ill have done with the small boat alone. The tent was struck, the gear placed in the wooden tray or sledge top, on the sledge; and leaving a record, the depôt, a note, and orders for Osborn, with the captain of his party, we were on the floe in an hour.

Twenty-ninth Journey.
First Part. 7h.
Course and distance, South-
easterly, 10'.

I found the wooden waterproof tray answer well; it carried the sledge and gear across some wide lanes of water without giving us the trouble of unloading, and putting them in the boat. At 11h. A.M. Mr. Loney and myself arrived at the cutter, (which was about 10 miles from Cape Lady Franklin,) and sent her crew out to assist in bringing in my boat and sledge.

We were seated quietly in the cutter, which was hauled on the floe 100 yards from the land, when suddenly we perceived the ice to be in motion; and in a few moments, the floe, with the boat on it, was forced 20 feet up on the steep beach, and rested on a mass of rugged hummocks; she was turned completely over, with enormous pieces of ice hanging over and about her, threatening instant destruction.

There was no help at hand, and all we could do was to pick up some of the gear and instruments, which had been turned out of her, and look on (looking out for ourselves at the same time). It was more than half an hour before we could recall the people by firing guns, &c., during which time the boat was being moved about among the hummocks in a manner that surprised us how she was not crushed to pieces; it seemed impossible that she could escape. The ice, however, stopped running, and she eased down and *saved herself* by a miracle, resting on her mastheads, bottom up against the broken ice.

I am persuaded, that had a ship been in the same position, it would have been total destruction to her. The lightness and pliability of the boat's frame was alone her safeguard: but it was an extraordinary sight to look at her, tossed about more than 20 feet above our heads, like a nutshell, among pieces of ice twenty times her own weight, and sustain so little damage. The crew soon got her safe on the land, and we succeeded in saving nearly all the gear, though Mr. Loney's sextant got an awkward twist in the arc.

11th July.
Twenty-ninth Journey.
Second Part. 8h. 13 miles.

At 2h. A.M. we were encamped on a rugged bed of large stones. While Mr. Loney prepared the two parties for starting, by launching the boats, unlash the sledge, &c., I got a theodolite station on a neighbouring hill, built a cairn, left a record and note for Osborn, and returning to the beach, we left the western shore of the "Queen's Channel" at 8h. A.M. From the summit I had seen a good deal of close pack drifting about the strait, but we squeezed through it, occasionally hauling on the top of a piece of floe to let the pack drift past, and arrived at "Barrow" Island at

4h. P.M., both the boats very leaky, the cutter from last night's adventure, and the small boat from the jolting of the previous month on the sledge. Got a theodolite station on the summit of the island, where Mr. Loney had built a large cairn on his passage across to us. Barrow Island is a peculiar island, rising with so gentle a slope that you can scarcely tell where its summit is; it reminds me, in its shape, of a sleeping turtle. It runs nearly north and south, and is three miles in length; the formation is lime slate, which occasionally lies in very large pieces on the surface. I shall recommend my friend Mr. Barrow, who, I presume, is the proprietor, to embark in an Arctic building speculation, and send to his own island for the materials.

We camped here for the night, and rather *hard lying* it is on "Barrow" Island; shot a duck or two (very tough and fishy), but they went down, with the assistance of a bottle of Shaw and Maxwell's *Queen's Sherry*, which Mr. Loney had brought to me. I thought "Barrow" Island, in Her Majesty's Channel, a fitting place to drink it at.

A thick foggy morning; high water at 4h. A.M., when the stream turned, and ran along the west side of the island to the northward about $1\frac{1}{2}$ miles an hour.

The ice closed in upon the island as we were about to start, and there seemed to be no lead in any direction. At 6h. however, as the pack was rather loose, we launched into it, in the hope of being able to push through.

The fog continued very dense during the forenoon, but after various stoppages, and hauling the boats over floe pieces occasionally, we made the land, only a few yards from us, which we concluded to be the Spit Island we had been steering for.

We landed, however, to ascertain its identity; and Mr. Loney and myself walking to the summit, while the people got their dinners, we proved it beyond a doubt, for the fog clearing at the same moment almost, we had the satisfaction of seeing the ships in their old position.

The wind sprung up fresh and fair, and we were soon running towards them under sail, the little boat towing astern. At 4h. A.M. we were at the floe edge, 200 yards from the ships; a canal was cut up to them, and they were ready for sea. The dock gates were opened to us, and I had the satisfaction of delivering to Sir Edward Belcher despatches from Captain Kellett, 32 days from Bridport Inlet, Melville Island.

Having now, Sir, completed a detailed account of this journey, it becomes my pleasing duty to bring under your notice the conduct of the officers and seamen composing the division you did me the honour to place under my command.

Conclusion.

I have invariably received the most cordial support and assistance from my able second, Lieutenant Osborn, and I am much indebted to him for the judicious adaptation of his orders to altered circumstances, viz., when he became aware of my deviation from my original instructions; thus ensuring the search of an extensive portion of coast, which, from the state of the ice on my return, it would have been impossible for me to have completed.

Lieutenant Osborn.

To the officers of the division my best thanks are due, and the singular exemption from accident, or illness, among so large a party, I must attribute, under Providence, to the care and attention to their people exhibited by them.

The conduct of the petty officers and seamen composing the sledge crews has been throughout most praiseworthy.

Their cheerful endurance under circumstances of frequent difficulty, and always of severe labour, is above all praise of mine.

My own sledge crew, four of them petty officers, and three able seamen, all most deserving men, I trust I may be permitted to bring under your especial notice. During a journey of 94 days on very arduous and trying service, their conduct has been most creditable to themselves and satisfactory to me.

Although the absence of all traces by cairns or otherwise (above Beechey Island) would seem to indicate the improbability of the "Erebus" and "Terror" having ever passed up the Wellington Channel, yet it will be remembered that ships leave no traces of their passage, *even among the ice*, and that the frosts of winter, and the thaws of summer, will moulder a cairn to dust, and completely obliterate all evidences of its existence in a much shorter time than has elapsed since the visit of the missing ships to these regions. Add to this the improbability of Sir J. Franklin having had time to erect any very enduring marks of his passage, and I believe that some more conclusive evidence than the aforesaid absence of cairns or traces will be necessary to disprove the fact of his having gone into the Polar Sea through this channel.

The "Assistance" and "Pioneer" passed up the Wellington channel on the 14th of August, 1852, and arrived (having sailed in open water) at Northumberland Sound, at the head of the Queen's Channel, in three days. Here they were arrested in their progress by an impenetrable barrier of heavy pack, and large old floe pieces, and found their winter quarters as early as the 19th of August.

Travelling parties proceeded to the N.E. with sledges and boats attached, on the 23d August, passing over large floe pieces, with lanes of water between them, and reaching North Cornwall, in latitude 77° 45' N., for a considerable part of the distance in water.

From there and from the adjacent islands of Exmouth and Londeborough, lanes of water were seen, navigable for ships assisted by steam; and there was a regular tide observed, of flood running to the westward, and ebb to the eastward, at a rate of from two to three miles an hour during the springs. The floe and pack ice in this ocean was of a heavy description, and the pressure on the N.W. points of the islands very considerable, showing the prevailing winds to be from that direction. The tides were also considerably affected in their velocity by these winds, and I observed the eastern or ebb stream almost to cease for a whole tide during a fresh gale from N.W. This party returned on the 9th of September, and found that the ship had been firmly frozen in for several days.

On the same parties visiting Hungry Island, in the Queen's Channel, in the end of September and commencement of October, in the same year, they were cut off from the mainland by water, produced by a gale of wind from S.E., and so late as the 4th of October (the day of their release), the ice in the Queen's Channel was in rapid motion, and there was sufficient water in that immediate neighbourhood for a ship to navigate, although no opening could be observed in the barrier to the westward or north-westward.

The ice in the Queen's Channel was not sufficiently consolidated to admit of our depôts being carried across at all during the Autumn of 1852.

Yet although there was no passage during the *open season* of 1852, for a ship from the Queen's Channel into the Polar Ocean, there may *possibly* have been one in 1846 for the "Erebus" and "Terror," and if so, *when there*, they may have found navigable water.

The experience of the western parties, however, which penetrated to Melville Island in the spring of 1853, goes to prove the improbability of a ship passage near the northern coasts of Bathurst or Melville Islands. The ice there, for a considerable distance off shore, being old, and apparently very seldom in motion, except in the vicinity of the northern entrance to the Byam Martin, or as it is called by us, the "Polar Strait;" and the probability is, we having seen two islands, and Captain M'Clintock having discovered a group some forty miles northerly of the N.W. coast of Melville Island, that the old floe is confined between this archipelago and the main island, and seldom, if ever, moves off at all.

Assuming this opinion to be a correct one—then, if Sir John Franklin passed out of the Queen's Channel, he must have passed at a considerable distance from the northern shores of Bathurst and Melville Islands, and outside or north of the archipelago before mentioned. In fact he must have taken a N.W. route.

We found the prevailing winds, indeed I may say, the almost constant winds, immediately on emerging from the Queen's Channel, to be from the N.W., which, with the effect of the westerly current (I have seen myself the easterly one almost neutralized by a N.W. wind), would cause, in my opinion, an almost insurmountable difficulty to the advance of a sailing vessel in that direction so far in one season from Beechey Island as to be without the limit of a possible return, by travelling over the ice to Melville Island or Beechey Island, or even to Pond's Bay, in the spring of 1847. I take it for granted, that had they been arrested at such a distance in the Autumn of 1846, and had reached any *place of shelter*, they would undoubtedly either have adopted such a course in the spring of 1847, or have remained by their ships (in the hope of their breaking out in the summer) till the spring of 1848, when they would have been *compelled to desert them*. They would certainly never have thought of pushing on a third season, when so little had been gained during the first and second.

If accident had befallen the ships, or they had *determined to desert them* in the spring of 1847 or 1848, their most probable route (supposing them to have penetrated any considerable distance to the westward) would have been for the north coast of Melville Island, and to have travelled along its shores, and those of Bathurst Land, eastward; and if they were no more than 100 or 150 miles north of those lands (which is the utmost limit I give them), there would have been comparatively little difficulty in reaching them in 1847, supposing the latter case, viz., had an organized abandonment of the ships been determined on in the spring of that year.

If, however, such a course had been adopted with success, some evidences would assuredly have been found by our parties, or *have been found* by those of Captain Kellett's division.

I have now, I think, considered almost every case incident to a western or a north-western route, except this last one, which is, that the "Erebus" and "Terror" did find an outlet westward from the Queen's Channel in 1846, and sailed so far N.W. as to be unable to retrace their steps or to leave their ships subsequently with any hope of reaching Melville Island or the continent of America.

It is almost impossible to believe that the Polar Sea, so far as our experience enables us to judge, and without the protection of large islands, is ever entirely and quietly frozen over, even in the depth of winter; and if this be true, their ships, unless they found the shelter of a harbour to pass that season in, would inevitably be exposed to imminent danger, indeed, to almost certain destruction at any and at every hour. Totally unable to help themselves, they would be drifted about in the pack at the mercy of it and the winter gales, and the result must be too obvious to need further comment. It must be remembered, also, that it was their last chance of making the N.W. passage.

If they failed to make it in 1846, they failed altogether, and the officers in command of the "Erebus" and "Terror" under such circumstances would not have been anxious to seek for early winter quarters.

I have thought it right to state this supposition of the case as *possible*, though it seems to me a highly improbable one.

It is scarcely likely that so fortuitous a chain of events as the opening of the "Wellington Strait," the "Queen's Channel," and a passage into the "Polar Ocean," should have occurred together in one season; and surely if the ships had *wintered* in the Queen's Channel or its neighbourhood in 1846-7, some traces of them *must* have been found by our ships or parties.

During the season of 1852 (a very open one), and up to the 14th of July 1853, there was no opening for a ship into the Polar Sea, and, indeed, I am of opinion that there was little chance of there being one during the remainder of the year. If the last case which I have supposed has occurred, it is hopeless to attempt to find any traces of the missing ships with an expedition like the present. Two steamers of *power*, their resources within themselves, and unencumbered by heavy sailing vessels, is, in my opinion, the only hope of finding any traces of the "Erebus" and "Terror" *in the Polar Sea*.

There is, however, another possibility, viz., that having found an opening from the Queen's Channel into the Polar Sea, they may have failed in making progress to the N.W., may have been unable to retrace their steps through that channel, and may have either voluntarily taken a N.E. route, or have been driven in that direction by the force of the winds or currents. I have already stated that although the tides, from the little opportunity I had of judging, seem to be regular, they are still materially influenced by the N.W. wind.

Your own subsequent explorations, however, along the northern coast of Prince Albert Land, North Cornwall, and the Victoria Archipelago, will enable you to form a much more correct judgment on this point than I can possibly pretend to, and I therefore forbear to offer any remark on this particular branch of the subject.

In conclusion, having given the matter my best consideration, and having accustomed myself to view the subject constantly in all its numerous bearings, I am compelled to adopt the belief that Sir John Franklin, with the "Erebus" and "Terror," *did not* pass up the Wellington Channel; indeed, that they did not pass above Beechey Island in their ships.

Dated on board H.M.S. "Assistance," Wellington Channel, in winter quarters, 10th of November 1853.

(Signed) GEO. HENRY RICHARDS, Commander,
H.M.S. "Assistance."

Enclosure No. 32. of Sir Edward Belcher's Letter.

SIR EDWARD BELCHER, Knight, C.B., to the respective Officers commanding the following Sledges.

GENERAL ORDERS for the Information of Officer commanding Her Majesty's Ship "North Star."

No. 1.—To Mr. F. W. Pym (Acting Mate), "Reward." 48 hours' repose, revictualled, and to rejoin this ship with all possible dispatch.

(Signed) E. BELCHER, Captain.

No. 2.—The "Dauntless," Mr. J. Blair Grove (Mate). 48 hours repose; to be completed with 550 rations (12 days deducted for crew loose), the remainder in packages *for depôt*. Bread in *light casks*. To return to Assistance Bay, carefully stow depôt, return to "North Star," and on to ship. Dates:—Return, 5 April; +2 rest +6 forward +4 back +6 ship = 24 April.

(Signed) E. BELCHER, Captain.

No. 3.—The "Success," Mr. F. B. Herbert. On return 48 hours rest, revictualled, similar to "Dauntless." To perform similar duty, returning to ship on the 3d May. Dates:—Return, No. * 15 April; +2 +6 +5 +5 = 33 3 May.

(Signed) E. BELCHER, Captain.

No. 4.—Lieutenant May, "The Lady Franklin," will return to "North Star;" and, if no orders to the contrary have arrived, to return to ship after 48 hours repose.

(Signed) E. BELCHER, Captain.

No. 5.—Mr. Shellabear, Second Master, "North Star." On return to "North Star" will load to 550 rations, and deposit the same quantity at Assistance Bay as the "Success" has done, taking simply the same number of hours.

(Signed) E. BELCHER, Captain.

Sir EDWARD BELCHER, Knight, C.B., to Commander PULLEN, or Officer left in command of Her Majesty's Ship "North Star."

You are hereby required to furnish each officer with a copy of the order under his number, countersigned as a true copy by yourself, and to cause the officer to sign the receipt of the same, returning this paper to me when so completed.

Given under my hand, on board Her Majesty's Ship "Assistance," in Wellington Channel, this 15th day of February 1854.

(Signed) EDWARD BELCHER, Captain,
Commanding Arctic Searching Squadron.

The above Orders to be signed for and implicitly obeyed by the officers to whom they apply, as,—

- No. 1. Mr. Pym, Mate Acting.
 „ 2. „ Grove, Mate.
 „ 3. „ Herbert, Mate.
 „ 4. Lieutenant May.
 „ 5. Mr. Shellabear, Second Master.

Names.	Rank.	Return.	Date Signed.	Second Departure.	Third Departure.	Left for Ship.	Hours Detained.
	Commander						
	Master -						
	Lieutenant						
	Mate - -						
	Mate - -						
	Mate - -						
	2d Master						

(Signed) EDWARD BELCHER.

Enclosure No. 33. of Sir Edward Belcher's Letter.

Commander RICHARDS to Sir EDWARD BELCHER, Knight, C.B., commanding Arctic Expedition.

Her Majesty's Ship "North Star," Beechey Island,
March 1st, 1854.

Sir,

I have the honour to report to you the arrival of the first division (consisting of the sledges "Sir Edward" and "Success") at Beechey Island.

Leaving the party on the morning of the 27th ult. just north of Point Innes, I proceeded overland and reached the "North Star" at 5h. P.M. of the same day.

I found Commander Pullen with his sledges packed, and about to start westward on the first favourable change of weather.

A party was dispatched from this ship yesterday to assist mine, but, owing to the severity of the weather, they were compelled to leave the sledges north of Cape Spencer.

The people arrived on board in the afternoon, and the sledges were brought in to-day.

On the passage down the channel we passed over a good and smooth floe of last year's ice. For the last three days of the journey we experienced strong northerly winds. These, together with the low temperatures, caused two of the crew of the "Success" to be rather badly frost-bitten.

They, as well as some slight cases of indisposition produced by cold and over fatigue, are in a fair way of being fit for duty in a few days.

The preparations for provisioning the sledges and the caches are in progress, and I only await the arrival of the second division to proceed in the execution of the service entrusted to me.

I have, &c.

(Signed) GEO. HENRY RICHARDS, Commander,
Commanding Western Division of Sledges.

Enclosure No. 34. of Sir Edward Belcher's Letter.

Commander RICHARDS to Sir EDWARD BELCHER, Knight, C.B., commanding Arctic Squadron.

Sir,

Her Majesty's Ship "North Star," Beechey Island,
March 5th, 1854.

I have the honour to report to you the arrival of the sledges "Reliance" and "John Barrow," under Lieutenant May, at 3h. p.m. of this day.

I regret to say that two men of his crews, Thomas Marshall and Thomas Hall, are frost-bitten; Thomas Marshall severely in the great toe, so much so that I fear he will not be able to accompany the division to the westward.

The medical report of casualties I shall enclose as soon as the arrival of the last division of the sledges enables me to obtain them from Mr. Ricards, the surgeon of this ship.

I have, &c.

(Signed) GEO. HENRY RICHARDS,
Commander of Her Majesty's Ship "Assistance,"
Commanding Western Division.

Enclosure No. 35. of Sir Edward Belcher's Letter.

Commander RICHARDS to Sir EDWARD BELCHER, Knight, C.B., commanding the Arctic Expedition.

Sir,

Her Majesty's Ship "North Star," Beechey Island,
March 6th, 1854.

I have the honour to acknowledge the receipt of five sealed packets by Lieutenant May, to be placed in the depôt. The three marked for the southern shore of Barrow Strait will be delivered to Commander Pullen, and the two for Griffith's Island and Cape Walker to the officers who are directed to visit these spots.

I have, &c.

(Signed) GEO. HENRY RICHARDS, Commander,
Commanding Western Division of Sledges.

Enclosure No. 36. of Sir Edward Belcher's Letter.

Commander RICHARDS to Sir EDWARD BELCHER, Knight, C.B.

Sir,

Her Majesty's Ship "North Star," Beechey Island,
March 10th, 1854.

The period having arrived when my instructions authorize me to set out on my journey westward, and there being no sledges in sight to the northward from the summit of Cape Spencer, I am induced to think that you may have altered your views with regard to the "Dauntless" and "Reward" for the present, knowing that the force I have now at my command is adequate to the fulfilment of the most pressing portion of my orders.

I have, therefore, determined, after due consideration and consultation with Commander Pullen, with the seven sledges, viz., "Sir Edward," "Reliance," "John Barrow," and "Success," of "Assistance," and the "Owen," the "Cardigan," and the "Steadfast," of the "North Star," to leave Beechey Island on Monday the 13th instant, or as soon after as the temperature and state of the weather shall admit, leaving the requisite orders for Mr. Grove to carry out the duties assigned to the "Dauntless" and "Reward," as soon after his arrival here as the state of his crews will allow.

The strong necessity of an early junction with Captain Kellett, as well as the importance of Commander Pullen's division recrossing Barrow Strait to

the "North Star" before the disruption of the ice (he being of opinion that the season will be a very early one), has induced me to adopt this step, and I trust that it will meet with your approval.

Under these altered circumstances, I shall direct Mr. Jenkins, mate of this ship, with the third sledge of hers (to whom no specific duty has been assigned by you), to perform those allotted to Mr. Grove.

Mr. Grove and Mr. Pym will be directed to proceed to Assistance Bay, each with a load, and to deposit them there.

Mr. Pym, on his return to North Star, will proceed, as directed by you (after 48 hours rest), to the "Assistance;" and Mr. Grove will reprovision, and again cross the channel to Assistance Bay with another full sledge. He will then return to the North Star, and await further instructions from you.

Lieutenant Cheyne will complete my advancing sledges at Assistance Bay, and return to the North Star for another supply, when he will proceed in the execution of his former orders from you, to search Griffiths Island, and then establish himself at Cape Hotham.

These are the only alterations which this arrangement will entail. The placing depôts of provisions to the westward, for the relief of parties from "Resolute" or "Investigator," will not be in any degree affected by them.

I regret to say that Thomas Marshall, of the "Reliance," is not sufficiently recovered to accompany the division, but probably may be so on the first return of that sledge.

An officer will visit Cape Spencer the last thing before leaving, to ascertain whether the sledges are in sight from there. They would be seen at nearly two days march from "North Star," from that cape.

I have, &c.

(Signed) GEO. HENRY RICHARDS, Commander,
Her Majesty's Ship "Assistance,"
Commanding Western Division of Sledges
at Beechey Island.

Enclosure No. 37. of Sir Edward Belcher's Letter.

Commander RICHARDS to Sir EDWARD BELCHER, Knight, C.B.

Her Majesty's Ship "North Star," Beechey Island,
March 16th. 1854.

Sir,

The morning of the 13th (the day I had intended to start) came in with a strong N.W. wind, and its accompaniments of drift, &c.

On the 14th, though finer, the thermometer stood at -38° .

With the change of the moon at 4h. P.M. bad weather again succeeded, and during the whole of to-day it has blown strong from S.E.

Under these circumstances, and with several of my people just out of the doctor's hands, I have thought it prudent not to risk the failure of the entire enterprise by a premature movement.

The sledge crews, as a body of men, are, I can plainly see, not what they were last year, in point of physical endurance, although there are many of them that I feel no doubt about. The sledges are fully equipped and provisioned, and are ready to start on the first favourable change of weather.

I enclose the surgeon's report, and am sorry to say that I am deprived of the services of a second man, George Green, private R.M. of "Success," Commander Pullen having no men to supply their places, and Mr. Osborn, midshipman, having volunteered as a pulling hand, has been attached to the "Reliance."

I keep the letter open, in order to acquaint you of any circumstances the last moment before our departure.

16th March.—The weather being fine, and temperature -20° , the division is on the point of starting from Beechey Island.

I have, &c.

(Signed) GEO. HENRY RICHARDS, Commander,
Her Majesty's Ship "Assistance,"

List of Men belonging to the Western Division of Sledges under the Command of Commander Richards, who are and have been under Medical Treatment on board H.M. Ship "North Star."

Date of Entry.	Names.	Age.	Quality.	Sledge.	Disease or Accident.	Date of Discharge.	How disposed of.	No. of Days ill.	REMARKS.
February 28 1854.	Isate Stallard	27	Pt. Marine	"Success"	Frost-bite of fingers of both hands.	March 13	To duty	13	
"	George Green	34	Pt. Marine	"	Frost-bite of ears and great toe.	March 6	To duty	5	
"	John McCormick	30	Pt. Marine	"	Diarrhoea	March 8	To duty	7	
"	James Sinnett	32	A. B.	"	Diarrhoea	March 8	To duty	7	
March 5	Thomas Marshall	39	Coxswain of Launch.	"Reliance"	Severe frost-bite of great toe.	March 13	To duty	8	
"	Thomas M. Hall	32	Gunner's Mate.	"John Barrow"	Frost-bite of great toe.	March 13	To duty	8	
"	William Huggett	32	A. B.	"Reliance"	Abrasion	March 7	To duty	2	
"	Reoboth Robinson	23	A. B.	"Success"	Sprain	March 12	To duty	7	
"	John Simmonds	28	A. B.	"Sir Edward"	Abrasion	March 8	To duty	3	
"	Arthur Dickens	38	Captain Fore-castle.	"John Barrow"	Sprain	March 10	To duty	5	
"	George Edwards	28	Carpenter's Mate.	"Sir Edward"	Cynauche	March 12	To duty	5	

The two men remaining on the list (Green and Marshall) are at present unfit for travelling; and Marshall, I fear, will be for some weeks to come unable to resume his duties. Green, whose case is much less severe, will be fit for duty in a few days.

March 13th, 1854.

JOHN B. RICARDS, Acting Surgeon,
H.M. Ship "North Star," Beechey Island.

Proceedings of
Lieut. Vesey Hamilton.

Enclosure No. 38. of Sir Edward Belcher's Letter.

Captain KELLETT to Lieutenant R. V. HAMILTON, of Her Majesty's Ship
"Resolute."

By Henry Kellett, Esq., Captain of Her Majesty's Ship "Resolute."

With "Express."
Mr. Roche, mate, two men, and
the dogs.

"Union."
Mr. Court and seven men.

Taking command of the two sledges named in the margin, fully equipped and provisioned for fifteen days, you will leave this ship to-morrow, March the 4th, at 8h. A.M., and proceed to Beechey Island, where Sir Edward Belcher will probably be found, or a notice of his having taken up some safer position in that vicinity—Gascoine Inlet. To him or any other, your senior officer, you will deliver the accompanying despatches. Before you part with Mr. Court, you will give him full instructions for his journey along the coast, and crossing the Wellington Channel.

You will deposit a record at or near the first conspicuous point you make, and one at the boat depôt at Cape Hotham. One sledge must make the land as soon as practicable, for this purpose.

Having delivered the despatches with which you are charged to the senior officer at Beechey Island, and given your men sufficient rest, you will return to me without loss of time. You will bring back as much pemmican as can be carried without loss of despatch, as well as the articles of travelling gear named in the margin, private letters, newspapers, and the brown paper parcel of letters belonging to "Intrepid," sent to Beechey Island last year; but on no account are you to bring back parcels of any weight.

1 tent, 1 small ax., 1 black
floor cloth, felt bags, and felt
robes.

Although I can hardly contemplate the idea of there being no ships at Beechey Island or Gascoine Inlet, yet it is possible. Should such be the case, you will leave the despatches there, and bring copies of any records you may find there, particularly that of the resources of the place, sending Mr. Court across to Port Leopold, after increasing his crew, by adding Emanuel Bidgood, A.B., from your party, for the purpose shown in my order to Commander Pullen (which you will under these circumstances open), returning yourself to me, with the dogs.

I have the fullest confidence in your great ability to carry out the service with the utmost celerity compatible with the health of your crew.

Given under my hand, on board H. M. S. "Resolute," in Barrow's Strait, lat. 74° 41' N., long. 101° 22' E., Cape Cockburn N. 34 E. 28 miles, March 3rd, 1854.

(Signed) HENRY KELLETT, Captain.

Lieutenant HAMILTON, to Sir EDWARD BELCHER, Knight, C.B.

Sir,

Her Majesty's Ship "North Star," Beechey Island,
March 21st, 1854.

I have the honour to inform you that in consequence of orders received from Henry Kellett, Esq., C.B., Captain of Her Majesty's Ship "Resolute," I left that ship at 8h. A.M. of the 4th of this month; but in consequence of my sledge breaking down the first night, and from Mr. Roche having been unfortunately wounded on the following day, I did not finally leave till the 7th, and arrived on board this ship on the evening of the 19th, having, in compliance with my instructions, left records at Cape Frazer and at the boat at Cape Hotham. Finding that Commander Richards, with the division of sledges under his orders, had left this ship for the westward on the morning of the 16th, I shall leave to-morrow with one man and the dogs, provisioned for ten days, for the purpose of overtaking him before his arrival at Cape Cockburn, and informing him of the position of Her Majesty's Ship "Resolute" thereby, in case he has not fallen in with my records, saving him an unnecessary journey to Dealy Island. In order to do this, it is necessary that I leave one of my men on board this ship, so that I may travel as light as possible.

Mr. Court, acting master of H. M. S. "Investigator," is expected here daily with a sledge, manned with seven men. As soon after their arrival

as practicable, the sledge will be despatched under Mr. Nares, mate of Her Majesty's Ship "Resolute," to inform you of the position of that ship, and to convey to you Captain Kellett's despatches.

Proceedings of
Lieut. Vesey Hamilton.

I have, &c.

(Signed) R. VESEY HAMILTON,
Lieutenant of H.M.S. "Resolute."

Enclosure No. 39. of Sir Edward Belcher's Letter.

Mr. J. B. GROVE, Mate, to Sir EDWARD BELCHER, Knight, C.B.

Her Majesty's Ship "North Star," Beechey Island,
March 24th, 1854.

Proceedings of
Mr. Blair Grove.

Sir,

I have the honour to enclose you an account of the proceedings of Her Majesty's Sledges "Dauntless" and "Reward;" and also a copy of Commander Richards' orders to me.

I arrived here in company with the "Reward," Mr. Pym, on the 21st, at 1h. P.M. I am glad to say, with the exception of a few frost-bites in the face, the men were perfectly well, except Benjamin Young, who suffered somewhat from his arm; Mr. Ricards, surgeon, considered him unfit for further sledge service at present. I have received a man in licu from the "North Star."

In consequence of the boisterous weather, I have not yet been able to start for Assistance Bay; but the sledge and men are perfectly ready, and waiting for the first lull to proceed.

I have, &c.

(Signed) JAMES BLAIR GROVE, Mate.

COPY of ORDERS for Mr. J. B. Grove, Mate, Her Majesty's Sledge "Dauntless," on his arrival on board the "North Star."

By Commander G. H. Richards, of Her Majesty's Ship "Assistance," commanding the Western Division of Sledges at Beechey Island.

As it has become necessary that the division of sledges under my command should move westward before your arrival,—

It is my direction, that as soon as your crews are sufficiently recruited, you carry out the following instructions. You will proceed, in company with the "Reward," Mr. Pym, to Assistance Bay, on the east point of which you will find, erected by my party, a cairn with a flag or tin upon it. There you will deposit your provisions, (carefully securing them,) retaining only sufficient to carry you back to the "North Star."

You will also find further directions from me (should they be necessary) in a tin cylinder, probably lashed to the staff. I enclose Sir Edward Belcher's orders to Mr. Pym, which you will deliver to him; and he is to deposit his provisions, all but sufficient to carry him back, in the same spot as yours. On your return to the ship, ("North Star,") Mr. Pym will proceed to the "Assistance," carrying the despatches left by me with the commanding officer of the "North Star," and you will be re-provisioned for 50 days; recrossing the Wellington Channel to Assistance Bay, you will place in dépôt a similar cache to your first.

Any letters, &c. from Sir Edward Belcher, you will place in the cylinder at Assistance Bay, also any intelligence which you may be able to afford me yourself.

You are aware that Lieutenant Cheyne will be established at Cape Hotham, where he will build a conspicuous cairn; and all sledges following me are to visit it both on their outward and homeward route (but this will not refer to your first journey across the strait). He is directed to assist any sledges crossing the Channel, and is to be considered as the officer directing operations at Cape Hotham.

On your return to the "North Star," after depositing your second load at Assistance Bay, you will await further instructions from Sir Edward Belcher. Should any of your men be unfortunately disabled on your arrival here from the "Assistance," you will not detain the sledges beyond

Proceedings
of Mr. Blair Grove.

a reasonable time, say 3 days, but will make your first passage across the strait with a reduced crew, reducing your weights by the provisions and equipment of the men so left behind. You would probably find your people recovered on your first return to the "North Star." Thomas Marshall, of "Reliance," will remain behind on board "North Star," and, if sufficiently recovered, will join the "Success," Mr. Herbert, on his return to that ship.

You will request Mr. Ricards, surgeon of "North Star," to report on the fitness of Benjamin Young, ice quartermaster; and if he should be considered in all respects fit for sledge duty, you will bear him as No. 3 in "Dauntless."

If, on the contrary, he should not be considered able to bear the extended duty, you will exchange him with No. 3 of "John Barrow," Lieutenant Cheyne, on your meeting with that officer, unless you have other orders on the subject from Sir Edward Belcher.

On your arrival on board the "Assistance," you will present these orders or a copy of them, as Sir Edward Belcher may direct.

Given under my hand on board Her Majesty's Ship "North Star," at Beechey Island, this 14th day of March, 1854.

(Signed) GEO. HENRY RICHARDS, Commander,
Her Majesty's Ship "Assistance,"
Commanding Western Division of Sledges.

Enclosure No. 40. of Sir Edward Belcher's Letter.

Proceedings of
Mr. Jenkins, Mate.

Commander PULLEN to Mr. JENKINS, Mate, of Her Majesty's Ship
"North Star," commanding "Cardigan" Sledge.

By William J. S. Pullen, Esquire, Commander of Her Majesty's
Ship "North Star."

The remaining sledges not having arrived from H.M. Ship "Assistance," and Commander Richards requiring your services to assist to lay out depôts to the westward, it is therefore my direction that you place yourself under his command.

On my return, you will deliver to me a fair copy of your proceedings for the senior officer, or should he be at the "North Star" prior to my return, you will deliver the same to the officer in command, to be forwarded.

Given under my hand, on board the "North Star," at Beechey Island, this 14th day of March, 1854.

(Signed) W. J. S. PULLEN.

Commander RICHARDS to Mr. R. P. JENKINS, Mate, of Her Majesty's Ship
"North Star," commanding the Sledge "Cardigan."

By Commander G. H. Richards, of Her Majesty's Ship "Assistance,"
and commanding the Western Division of Sledges at Beechey Island.

The sledge "Cardigan" under your charge, having been attached to the western division,—

It is my direction, that you observe the enclosed orders from Sir Edward Belcher, C.B., commanding the Arctic Squadron, addressed to Mr. Grove, Mate, of Her Majesty's Ship "Assistance" (in the event of his non-arrival at Her Majesty's Ship "North Star" before the departure of the division).

Should the sledges of Mr. Grove and Mr. Pym, however, arrive in time to accompany the main body, you will then, being fully victualled from the "North Star," proceed in company with me to Assistance Bay, where, after depositing your provisions in depôt, you will return to "North Star." Again filling up your sledge there, you will deposit a similar load at the same depôt, and returning to the ship at Beechey Island, you will be released from further duty in my division, unless fresh orders should await you there from Sir Edward Belcher, or any other your superior officer.

Lieutenant Cheyne will be established at Cape Hotham, and on crossing the channel the second time, you will communicate with him on your outward and homeward route.

Given under my hand, at Beechey Island, this 9th day of March, 1854.

(Signed) GEO. HENRY RICHARDS, Commander,
Commanding Western Division of Sledges.

Proceedings of
Mr. Jenkins, Mate.

REPORT of PROCEEDINGS of Her Majesty's Sledge "Cardigan."

Her Majesty's Ship "North Star," Erebus Bay, Beechey Island.
March 30th, 1854.

Motto, "En grace affie."—At 10 A.M., on the 16th of March, left Her Majesty's Ship "North Star," in company with the western division of sledges, under the command of Commander Richards, and proceeded towards the western point of Beechey Island, where we all struck off amongst a heavy mass of hummocks, and whilst working our way through them, the "Cardigan" broke down at 2h. 30m. P.M. Reporting the same to Commander Richards, he ordered me to return to the "North Star," and lighten my depôt, by taking back ten days' of the weighty stores. At 3h. returned to the ship, with sledge and the stores, leaving the tent and remainder of the provisions in charge of two of the party on the spot.

Thursday, 16th March

Carpenters repairing sledge.

Friday, 17th.

At 8h. 30m. A.M. left the "North Star," arriving at the tent at 9h. 15m.; when the two men reported, that during my absence, they had been surprised by a bear, which was shot this morning by one of Commander Pullen's party. Packed and proceeded in company with Her Majesty's Sledge "Owen," under Commander Pullen. Continued the whole day on Commander Richards' track, occasionally double-banking sledges. Floe getting more regular as we advanced. 6h. 15m. encamped; wind fresh from N.W., with snow drift.

Saturday, 18th.

At 8h. 15m. A.M. packed and proceeded on a good floe; but at 1h. 25m. P.M., in consequence of a fresh breeze springing up from N.W., with much snow drift, encamped, weather being too severe to proceed.

Sunday, 19th.

Still blowing a fresh gale from N.W., with much snow drift the whole day; could not proceed.

Monday, 20th.

At 8h. 30m. A.M. the weather having moderated, packed and proceeded. At 3h. 30m. P.M. saw a sledge to the westward; Commander Pullen left sledges to communicate with ditto; which proved to be a sledge from Her Majesty's Ship "Resolute," in charge of Mr. Court, acting master, late of Her Majesty's Ship "Investigator." 5h. 30m. encamped; wind light from N.W., but bitterly cold.

Tuesday, 21st.

At 8h. 30m. packed and proceeded; shortly after noon, saw a sledge ahead, and at 1h. 45m. Mr. Shellabear (Second Master) returned back from his advanced sledge, the "Steadfast," to meet us. 6h. encamped; wind light from N.W.

Wednesday, 22d.

In consequence of a fresh gale from N.W., accompanied by much snow drift, remained pitched all day.

Thursday, 23d.

The weather moderating, at 11h. A.M. proceeded. 6h. encamped; wind fresh from N.W., with snow drift; very cold.

Friday, 4th.

At 9h. A.M. packed and proceeded, occasionally under sail. At 2h. P.M., saw the boat on the beach near Cape Hotham left by Her Majesty's Ship "Resolute;" made towards ditto. 4h. saw Mr. Shellabear's party encamped about half a mile off Cape Hotham; proceeded to the spot, encamped in company with ditto. At 5h. 30m. Her Majesty's Sledge "John Barrow," in charge of Lieutenant Cheyne, arrived from Assistance Bay, and encamped in company; wind fresh from N.W., with much snow drift, and bitter cold.

Saturday, 25th.

At 7h. 30m. A.M. the "John Barrow" left for Beechey Island. Exchanged Edward Sanders (A.B.) and John Webb, (R.M.) with Commander Pullen's party, in lieu of John Jackson (A.B.) and William Gilbert (A.B.); the former having the fingers of both hands frost-bitten, the latter unable to drag, having an abscess on his back; and also exchanged Israel Holmes (A.B.) with Mr. Shellabear's party, in lieu of William Morris (A.B.), severely frost-bitten in the left foot. Gave to Mr. Shellabear the following provisions (see Enclosure), per order of Commander Pullen.

Sunday, 26th.

Proceedings of
Mr. Jenkins, Mate.

Monday, 27th.

At 9h. A.M. in pursuance of orders from Commander Pullen, proceeded to the boat at Cape Hotham, and deposited in her the following depôt (see Enclosure); also one india-rubber boat and gear complete. At 1h. P.M. proceeded for Beechey Island; saw the track of a wolf. 5h. 30m. encamped; wind fresh from N.W., with snow drift; weather very severe.

Tuesday, 28th.

At 7h. 30m. A.M. packed and proceeded, occasionally under sail. Heard the cry of a wolf. 4h. pitched, the weather being too severe to proceed; wind very fresh from N.W., with much snow drift.

Wednesday, 29th.

During the night blowing a heavy gale from N.W., with a considerable quantity of snow drift; but the weather moderating enough, about 10h. A.M. packed and proceeded, greatly assisted by the sail. Much snow drift the whole day; wind fresh N.W. 5h. saw Beechey Island ahead during a lull; encamped. William Glass (A.B.) frost-bitten on both wrists.

At 6h. 30m. packed and proceeded, landing on the western point of Beechey Island shortly before nine o'clock. At 9h. 30m. met Messrs. Nares, Grove, and Pym, *en route* to the westward. 10h. arrived on board the "North Star," crew all well, except the four men before named; wind light, S.E.; weather mild.

Issued extra, on account of the severity of the weather—tea $6\frac{1}{2}$ ozs., sugar 13 ozs.

(Signed) ROBERT JENKINS, Mate,
Commanding Her Majesty's Sledge "Cardigan."

LIST OF CREW.

William Greensted	- - -	Sailmaker's Mate.
Daniel Steele	- - -	Captain maintop.
Edwin Lloyd	- - -	A.B.
Edward Saunders	- - -	ditto.
William Glass	- - -	ditto.
Thomas Hawkins	- - -	ditto.
Charles Warne	- - -	ditto.
Israel Holmes	- - -	ditto.
John Webl	- - -	Private Royal Marine.

LIST of PROVISIONS taken out of the Depôt, and issued to Mr. SHELLABEAR'S Party.

Biscuit	- - - - 60 lbs.	Sugar for ditto	- - - 4 $\frac{1}{8}$ lbs.
Pemmican	- - - - 84 "	Preserved potatoes	- - - 12 "
Rum, (conct.)	- - - 2 gals.	Pepper	- - - 3 $\frac{1}{2}$ ozs.
Tea for chocolate paste	- 1 $\frac{2}{16}$ lbs.	Salt	- - - 14 "
Sugar for ditto	- - - 3 $\frac{2}{16}$ "	Tobacco	- - - 2 $\frac{1}{16}$ lbs.
Tea	- - - 1 $\frac{2}{16}$ "		

LIST of PROVISIONS left in Depôt at Cape Hotham.

Biscuit	- - - - 230 lbs.	Preserved potatoes	- - - 43 lbs.
Pemmican	- - - - 81 "	Pepper	- - - 12 $\frac{1}{4}$ ozs.
Preserved meat	- - - 70 "	Salt	- - - 3 $\frac{1}{16}$ lbs.
Bacon and pork	- - - 108 $\frac{3}{4}$ "	Tobacco	- - - 9 $\frac{1}{16}$ "
Rum, (conct.)	- - - 4 $\frac{7}{8}$ gals.	Cayenne	- - - 4 $\frac{1}{16}$ "
Tea in lieu of chocolate paste	- 4 $\frac{1}{16}$ lbs.	Mustard	- - - 1 $\frac{1}{16}$ "
Sugar for ditto	- - - 13 $\frac{1}{16}$ "	Onion powder	- - - 4 $\frac{1}{16}$ "
Tea	- - - 5 $\frac{1}{16}$ "	Fuel	- - - 50 "
Sugar for ditto	- - - 15 $\frac{1}{16}$ "		

(Signed) ROBERT JENKINS, Mate,
Commanding Her Majesty's Sledge "Cardigan."

Enclosure No. 41. of Sir Edward Belcher's Letter.

Proceedings of
Mr. Blair Grove.

Mr. J. B. GROVE, Mate, to Sir EDWARD BELCHER, Knight, C.B.

Her Majesty's Ship "North Star," Beechey Island,
April 10th, 1854.

Sir,

I have the honour to forward you a letter of proceedings of Her Majesty's Sledges "Dauntless" and "Reward."

March 29th.—Left the "North Star" at 9h. 15m. A.M., and proceeded in company with the "Reward," steering for Cape Hotham.

April 1st.—Reached Cape Hotham. For some time previous Walter

Marshall, A. B., had complained of severe pain in his groin. Obligated to put him on the sledge; took his place at the drag rope; left the "Reward" outside the hammocks, and double-banked the "Dauntless" into the land, where we pitched at 5h. 30m. P.M. Next morning went out and brought the "Reward" in. In consequence of Marshall and Christopher Allen both being unwell, and unfit for quick and heavy travelling, I took three men from the "Reward," and all her provisions except six days, and pushed on for Assistance Bay, leaving Mr. Pym to await my return. On passing the boat depôt at Cape Hotham, I went in and deposited your document in the tin, which was lashed to a staff over the depôt. The depôt was secure, and had not been disturbed.

April 3d.—Reached Assistance Bay at 5h. 30m. P.M.

April 4th.—Buried the depôt, consisting of 680 rations, with fuel included. Lunched, and started 10h. 40m. for Cape Hotham, which I reached at 4 P.M.

April 5th.—Started for the "North Star." Met Mr. Hamilton; pitched in company. Arrived on board the "North Star" with one sledge, the "Reward," (leaving the "Dauntless" behind) on the evening of the 6th, at 7h. 30m. P.M., having two men on the sledge, Richard Bex (marine), and Walter Marshall, A.B. Next morning brought the "Dauntless" in.

I also beg to forward you a copy of Commander Richards' orders, which I found at Assistance Bay.

Richard Bex is fit again for travelling, and also Benjamin Young; but not so Marshall, so I leave him behind, and start to-morrow morning for the westward, as per order.

I have, &c.

(Signed) JAS. BLAIR GROVE, Mate.

Statement of Weights.

From Assistance Bay to Beechey Island	-	1,642.5 lbs.
Mean weight per Man	-	164 "
Effective force	-	10 men.
From Beechey Island to Assistance Bay:		
Mean weight	-	2,454 lbs.
Effective force	-	245 „ per man.
Effective force	-	10 men.

State of Ice.—In the Wellington Channel apparently young floe.
Cracks.

Pack, &c.—Heavy hammocks off Cape Hotham and Beechey Island.

Open water.—None.

Yea or nay.

Enclosure No. 42. of Sir Edward Belcher's Letter.

Mr. F. B. HERBERT, Mate, to Sir EDWARD BELCHER, Knight, C.B.

Her Majesty's Ship "North Star," Beechey Island,
April 11th, 1854.

Sir,

I have the honour to report the arrival of the sledge under my command on board this ship on Sunday last, the 9th inst., from Cape Bunny, where I have deposited a depôt of 370 rations of bread, pemmican, bacon, and rum, and 473 of all other stores, according to the scale established by you on the 25th January this year.

Upon Commander Richards parting company from the division on the 22d of March, I received from him orders to proceed in company with Lieutenant May to Assistance Bay, there to complete provisions to fifty days for ten men, and then to proceed to Cape Bunny, and leave all my provisions, except sufficient for the consumption of the crew back to Assistance Bay, from which depôt I was to provision the sledge back to H.M.S. "North Star."

We arrived at Assistance Bay on the 24th of March, and on the afternoon of the 25th, having completed provisions, started for Cape Bunny;

Y y

Proceedings of
Mr. Herbert.

but, in consequence of very severe weather during the whole of the last week in March, which detained us one day and a half in the tent, did not arrive at Limestone Island until the 1st of April. There, upon a spit on the eastern extreme of the island, I buried the depôt, covering it well and high up with shingle, and leaving a flag and staff, with a cylinder attached, containing a notice. The next day, on my return, I met Mr. Shellabear, Second Master of the "North Star." He has since informed me that he deposited his depôt in the same cache with mine, and built a conspicuous cairn upon Cape Bunny, with exact directions where to find the depôt.

On the 5th of April I arrived at Assistance Bay, and taking from that depôt forty rations, started for Beechey Island. On the 6th I met Lieutenant Hamilton proceeding towards the "Resolute," and on the 8th met Mr. Jenkins (Mate), by whom I was made aware of your General Memorandum, bearing date April 2d, 1854, and on the 9th, at noon, I arrived on board this ship.

With the exception of Thomas Cooplund (A.B.), who suffered much from pains and cramps in his limbs, and was exchanged at Assistance Bay for John Green, P.R.M., of the "John Barrow," my crew have enjoyed good health, and, I am happy to state, have conducted themselves much to my satisfaction.

In conclusion, I beg to inform you that it is my intention to start on Monday next the 17th inst., in the further execution of your orders; the period for the repose of the crew, recommended by the surgeon, having then expired.

I have, &c.

(Signed) F. B. HERBERT, Mate.

The total weight on leaving the "North Star" was 2394 lbs. There were nine effective men and the officer dragging, so that the dragging weight per man was 239½ lbs.

On leaving Beechey Island a heavy pack extended towards the westward for about four miles. After that the ice was good, with the exception of occasional ridges of pack, and all, in my opinion, of last year's formation. The ice in Barrow Strait, between Assistance Bay and Cape Bunny, had the same appearance.

Proceedings of
Commander Pullen.

Enclosure No. 43. of Sir Edward Belcher's Letter.

Commander PULLEN to Mr. R. JENKINS, Mate.

By W. J. S. PULLEN, Esq., Commander of Her Majesty's Ship "North Star."

It is my direction, that you proceed with all speed to H.M. ship "Resolute," following the beaten track, and deposit at Cape Hotham with your depôt, or near Captain Kellett's boat, the spare sledge with which you have been supplied for that purpose.

On your arrival at the "Resolute," you will report yourself to Captain Kellett, and receive further instructions from him for your guidance.

Given under my hand, on board the "North Star," at Beechey Island, this 28th of April, 1854.

(Signed) W. J. S. PULLEN.

Mr. JENKINS, Mate, to Commander W. J. S. PULLEN.

Her Majesty's Ship "North Star," Erebus Bay, Beechey Island,
28th May, 1854.

Sir,

In compliance with your order of the 28th of April, I proceeded in charge of H.M. sledge "Cardigan" towards Cape Hotham; the following day I communicated with Lieutenant May, *en route* from Assistance Bay to Beechey Island, arriving at the cape on the 30th. I deposited the spare sledge with which I was supplied, and immediately proceeded for H.M. ship "Resolute," in furtherance of your orders.

On the 1st of May I was compelled to encamp at Assistance Bay, from bad weather, which detained me 22 hours. The sledges "Dauntless" and "Reward," of H.M. ship "Assistance," in charge of Messrs. Grove and Pym, (Mates,) were encamped at the depôt; from the former I obtained one day's provisions.

On the 9th inst. I communicated at Cape Cockburn with Mr. Roche, (Mate of H.M. ship "Resolute,") who was in charge of two sledges proceeding to increase the depôt 8 miles east of that place.

On the 10th, whilst encamped, Mr. De Bray and Dr. Domville, with two sledges, came up, *en route* to Beechey Island, with sick and invalids from H.M. ship "Resolute."

On the 11th I arrived on board H.M. ship "Resolute," and reported myself to Captain Kellett; here I found that Lieutenant Cheyne and Mr. Shellabear had arrived on the 9th inst.

In obedience to the directions of Capt. Kellett, my sledge crew was increased to nine men, by breaking up Mr. Shellabear's crew; the remainder of which were employed under Lieutenant Cheyne.

On the evening of the 13th, being provisioned for 16 days, and having received provisions for the Cape Cockburn depôt, also several packages as per margin, I left H.M. ship "Resolute" in company with Lieutenant Cheyne, and arrived at the depôt on the 18th inst.; the provisions for this depôt were deposited, and a portmanteau received; the sledges then proceeded towards Beechey Island.

1 case of chronometers.
Lieut. Meecham and crews' clothes.
1 musk ox skin.
2 skeletons of musk ox.
1 case of instruments.
Depôt.
3 cases of bacon.
1 tin of sugar.
2 tins of preserved meats.

We passed Baker Island on the 21st inst., and saw several deer grazing on it.

I arrived at the depôt, Assistance Bay, on the 25th inst., and took from it one day's provisions. About two hours after encamping at this place, Captain Kellett, with four sledges, arrived and pitched in the vicinity; his sledges have been in sight at various times during the journey from "Resolute."

After four hours rest I again proceeded, and on the evening of the 26th communicated with Mr. Court at Cape Hotham; arriving on board this ship at noon to day.

The crew, without a single exception, have behaved well, and although nearly the whole of them have suffered severely from snow blindness, several having their eyes bound up whilst on the march, it did not damp their exertions at the drag ropes, and I beg most strongly to bring them under your notice for their exemplary behaviour.

I have, &c.

(Signed) ROBERT JENKINS, Mate.

Enclosure No. 44. of Sir E. Belcher's Letter.

Commander PULLEN to Sir EDWARD BELCHER, Knight, C.B.

REPORT OF PROCEEDINGS.

Her Majesty's Ship "North Star," Beechey Island,
April 18th, 1854.

Sir,

I have the honour to inform you that I arrived on board from Port Leopold last evening, suffering severely from rheumatism and snow blindness, and have since, with the exception of a few hours, been confined to my bed, from which this is dictated; and Commander McClintock's arriving this evening and about to proceed immediately to H.M.S. "Assistance," leaves me barely time to give you in a condensed form, in this way, a summary of my proceedings, leaving the detailed account until my health is sufficiently recovered.

2. Previous to my reaching Cape Hotham, I learnt from Mr. Court the position of the "Resolute" and "Intrepid," and on my arrival there, Lieutenant Cheyne came in on his way to this ship, with invalids, &c., and learning from him the alterations Commander Richards had made in the arrangements, we set out forthwith; and I also having disabled men, ordered Mr. Jenkins, mate, (who by Commander Richards' orders was to go no further west than Assistance Bay), to deposit his load at Cape

Proceedings of
Commander Pullen.

Hotham, and return as speedily as possible with these men. I also learnt from Lieutenant Cheyne, that Lieutenant May, and Mr. Herbert, mate, had left Assistance Bay the same day as himself, the former for Cape Walker, and the latter for Cape Bunny; and as Mr. Shellabear (with me) was to deposit his depôt at Cape Bunny, ensuring, as you have expressed in your orders (C. 34), the certainty of two officers visiting that spot, I determined on making a direct course for Cape Rennell, moreover considering that it could not be your wish to keep parties out in this severe weather longer than was actually necessary.

3. On the 26th, therefore, after delivering to Mr. Shellabear your sealed packet for Cape Bunny, we parted company, and about noon of the 21st ultimo, I got into the land of North Somerset, but it being hazy at the time, I fear I mistook the first point eastward of Cape Rennell for it, and thereat deposited your sealed packet, with a notice of my visit. From thence I proceeded on to Port Leopold, which place I reached at 11h. 30m. A.M. of the 6th inst. Here I remained, examining the state of the provisions and other stores, until the morning of the 10th, when, after depositing your notice amongst other documents, commenced my return, and last evening at 9h. 30m. reached the ship in the state before mentioned.

4. I have found no traces whatever of any one having visited that coast since Mr. Kennedy, of the "Prince Albert," and outside Port Leopold, in the direction east and south, as long as I was there, saw open water; how far it extended I cannot say for certain, for it was generally so covered with a dense vapour, that the greatest distance I can vouch for is from four to five miles either way; but taking into consideration the dark water sky constantly seen in that direction, leads me to suppose that there was a larger body of open water than under circumstances could be ascertained.

5. On my return, I made for the northern shore from the Cape M'Clintock, keeping as direct a course as possible for Cape Riley, passing over much young ice pressed up into hummocks (evidently of only one season's formation), meeting but few patches of old floe, and occasionally to the eastward seeing a dark sky, generally indicative of water underneath.

6. In conclusion, I think, from the quantity of open water seen, and state of the ice over which I have travelled, together with what I have before stated in C. 34, paragraph 6, confirms me in my opinion of the forthcoming season being an open one.

Accompanying this I beg to forward Mr. Shellabear's journal of proceedings.

I have, &c.

(Signed) W. J. S. PULLEN, Commander.

Proceedings
of Mr. Shellabear.

MR. SHELLABEAR, Second Master, to Commander W. J. S. PULLEN.

Sir,

Her Majesty's Ship "North Star." April 14th, 1854.

I herewith enclose a copy of journal of my proceedings from the 16th of March to the 11th of April inclusive. The severity of the weather has been the cause of so long a time having been taken to carry out the service. The travelling has been pretty good throughout, from Cape Hotham to Cape Bunny, the ice being nearly all of last year's formation; but for the first fortnight we could get little or no rest by night, and this of course had a great effect on the men's dragging. I parted company with Commander Pullen off Cape Hotham on Sunday the 26th of March, my orders being to proceed to Cape Bunny, and bury my depôt, leaving a paper which he gave me, and afterwards return to the "North Star," calling at Assistance Bay, to report that Mr. Jenkins' depôt had been left at Cape Hotham.

I buried my depôt in the same cairn with Mr. Herbert's, on the eastern extreme of the Island, there being no place on the north side (which is a cliff) suited for it, and built a cairn, and left a notice on a conspicuous place to direct attention to it. I also left in the cylinder with the depôt the paper I brought from Commander Pullen. From the top of the island I looked carefully round for marks of a visit from any party from Captain Collinson's ship, but could see nothing.

The bacon and pork, and fat for fuel, in the depôt at Cape Hotham, had been eaten by bears and foxes, and a bag of biscuit damaged. Sixteen preserved meat tins I found on the floe, fifteen I again buried in the boat, and the other being broken into, I brought back to the ship.

With the exception of a few frost-bites, the men who returned were in pretty good health, and their behaviour gave every satisfaction.

I have, &c.

(Signed) W. B. SHELLABEAR, Second Master

JOURNAL of the PROCEEDINGS of Her Majesty's Sledge "Steadfast,"
Mr. W. B. SHELLABEAR, Second Master, commanding, detached from
Her Majesty's Ship "North Star," to place a Depôt on Cape Bunny.

Thursday, 16th March.—Left the ship in company with all the sledges, and proceeded round the south end of the island. About a mile and a half from the ship, in going over some hummocks, carried away three or four of the hide lashings of the sledge. Unloaded, and relashed with white line. This, however, would not stand, for in clearing some hummocks an hour afterwards, the rudder went right under, carrying away the upper rail and uprights. The sledge of Commander Pullen being also broken, two men from each party were left in charge of the provisions, and the remainder returned, with the broken sledges, to the ship.

Friday, 17th.—At 9h. 30m., my sledge being repaired and relashed, I received orders to go on, and endeavour to overtake Commander Richards. Fifty rations of biscuit and preserved meats were left behind, as the sledge was found to be so heavy. When I arrived at the provisions, the sledges were in sight from the island, about three miles off. By taking half my load at a time, we cleared the heavy hummocks without any accident, and loaded and went on a short spell before lunch. After lunch, I caught sight of the sledges, and endeavoured to overtake them; but we came along so heavily, that I soon found all our efforts were fruitless. Pilcher (who was one of the men who remained with the provisions) complained all day of pains in the stomach, and could consequently drag but little. Thinking he might be better after a night's rest, I encamped at four.

Saturday, 18th.—At 7h. breakfasted, and went on on Commander Richards' track. Pilcher still unwell, and the sledge coming along heavily, requiring a standing pull at every ridge of snow. We could occasionally see Commander Richards' sledges ahead. Encamped at 4h. 30m. Gave Pilcher two of the purgative pills. Wind N.W. 3 c. m.

Sunday, 19th.—A very cold morning; sledges still in sight ahead. Found some rivets had worked out of the sledge runner, unloaded, and pulled them out. At 3h. 30m. it came on to blow hard, and I lost sight of the sledges ahead. Several of the men complaining of their toes, I encamped, and made them shift their boots. Morris, Pilcher, and Hodge had their toes slightly frostbitten; the last two soon brought them round in their bags, but Morris was several hours before he could do so. Whilst cooking, Johnson had his thumb frostbitten. N.W. 3 c. m.

Monday, 20th.—Blowing hard from the N.W.; remained in the tent all day. Miserably cold there. the only advantage to be derived from remaining was, that we escaped frostbites. N.W. 8. 2.

Tuesday, 21st.—Went on at 7h. on the track. At about 2h. p.m. a sledge was seen to the northward. Leaving our sledge, I went after her; and after a long chase, came up with her, and found that she was a sledge from the "Resolute," in charge of Mr. Court, acting master of the "Investigator." After communicating with him, and learning that he had left Commander Richards two hours and a half previously, I returned to endeavour to overtake him. At 5h. encamped, having passed Commander Richards' encampment of last night about two hours.

Wednesday, 22d.—After passing a miserably cold night, started at 7h., following the track as before. Just as we had finished lunch, a sledge was seen astern. Sending the sledge on, I walked back and communicated with

Commander Pullen and Mr. Jenkins, who had also seen Mr. Court's party the day before. Commander told me to go on, and he should most probably overtake me; but if he did not, to wait at Cape Hotham. I therefore walked on, and, overtaking the sledge at 4h. P.M., encamped about 6h. Commander encamped about a mile astern.

Thursday, 23d.—Blowing a stiff breeze from the northward. Waited until 9h. for the Commander to come up, when, as we could carry our sail, I packed and went on at a good pace, which prevented our getting frost-bitten, except in the faces, which were pretty well marked by the time we stopped. About 1h. the wind fell light, and we lunched. After passing two of Commander Richards' encampments (none being passed yesterday) encamped at 5h. P.M.

Friday, 24th.—This morning Morris's toe pained him very much, and it appeared very bad. I therefore told him that I should get him back to the ship the first opportunity. Still heavy squalls from the N.N.W.; waited until 9h. to start, fearful of more frostbites. Went on along the land till 1h., when the squalls coming on more heavily, I encamped off Cape Hotham, one mile distant.

Saturday, 25th.—Got under weigh, and went on for two miles, when, as we were abreast of the cape, and could see no marks, we left the sledge and walked along the land to the N.N.E., where we found the staff erected by Captain Ommanney, and the boat left by Captain Kellett in the "Resolute." Here I left a note for Commander Pullen, returned to the sledge, and encamped, to await his coming up. After lunch, at noon, I took the party back to assist in bringing up the sledges. Commander Pullen and Mr. Jenkins encamped in company about 4h. 30m., and about an hour afterwards Mr. Cheyne, returning from Assistance Bay, did the same.

Sunday, March 26th.—Having received orders from Commander Pullen to complete my provisions from Mr. Jenkins' depôt, I received from him the quantity enclosed, at the same time exchanging Morris (who was to go to the ship) for Israel Holmes, A.B. Mr. Jenkins then left to bury his depôt, and the Commander and myself packed sledges and proceeded to the S.W. for about an hour and a half, when, as it was blowing and drifting, we encamped, and waited for the weather to clear up, which it did at lunch time. After lunch, Commander Pullen ordered me to proceed to Cape Bunny, and bury my depôt, and leave a paper which he gave me from Sir E. Belcher. We then parted company, he going direct for Cape Rennell. Went on to the S.W. until 5h., when, coming to some heavy hummocks, encamped.

Monday, 27th.—Went in shore to clear the hummocks, and after rounding them, on to the westward. At noon, it came on to blow hard from the W.N.W., with thick weather; but we kept on till 3h. P.M., when, being surrounded by heavy hummocks, blowing, and drifting, and thick weather, I encamped.

Tuesday, 28th.—Blowing hard all day from W.N.W.; remained in the tent.

Wednesday, 29th.—Packed and started at 7h. Weather hazy in the morning, but it cleared up by 9h., when we had a beautiful day. Rounded the hummocks by going to the southward, and then proceeded to the S.S.W., steering by the sun. Towards evening a light breeze from the eastward. Griffiths Island in sight during the day.

Thursday, 30th.—A breeze from the N.E. Went on under sail S.S.W., weather generally thick, but we occasionally caught a glimpse of Griffiths island.

Friday, 31st.—Wind easterly; went on under sail as yesterday. Griffiths Island now drawing well aft.

Saturday, April 1st.—A light breeze from the eastward. At lunch we could see the southern shore, and went on for it till 5h. When it cleared in the evening, I could see Cape Bunny looking 10 or 12 miles off.

Sunday, 2d.—7h. 30m., went on for Cape Bunny. At 9h. came to some heavy hummocks. After working through them I perceived a sledge track,

and a little further on a tent. I walked on and found it to be Mr. Herbert's. He had landed his depôt the day before, and having reached his tent again late had not yet started to return. After communicating with him went on. At 5h. P.M. encamped about three miles from Cape Bunny.

Monday, 3d.—Leaving the tent, sleeping gear, &c., placed the depôt on the sledge and took it on shore. After burying it with Mr. Herbert's, and leaving the papers brought from Sir E. Belcher, I walked to the top of the island. There was a smooth floe to the westward and southward, but no sign of a ship or party. I could just see the loom of the land about Cape Walker, as the weather was hazy. I built a cairn, and left a bamboo on the high part of the spit of the island, where it could be seen from the westward, southward and eastward, and left a notice stating where the depôt was placed and the positions of the ships. In the depôt cairn I left a paper saying the depôt (enclosed) was brought by a sledge party from H.M. ship "North Star," lying in Erebus Bay, Becchey Island, on the 2d of April 1854. After leaving the depôt we returned to the tent at 2h. 30m. P.M., and lunched; afterwards packed, and went on for two hours.

Tuesday, 4th.—Blowing a gale from the westward. Sh. got under weigh and made sail, but it was blowing so hard that we could not keep the sledge from capsizing every hummock she came to, rendering it necessary to stop frequently; so I encamped at eleven and remained all day. Turpitt had his wrist frost-bitten. Wind, westerly, 2. c. m.

Wednesday, 5th.—Still blowing hard from the westward. Waited till 9h. then went on under sail. Made during the day a journey of 11 or 12 miles. Two small bears were seen in the evening.

Thursday, 6th.—Went on, keeping on Mr. Herbert's track as the weather was thick. At noon could see the North Land and Cape Hotham. At 2h. passed an encampment of Mr. Herbert's. 5h. encamped 10 or 11 miles from Assistance Bay.

Friday, 7th.—6h. 30m. A.M. Went on for Assistance Bay. A beautiful clear day. 12h. 20m. lunched. 4h. 30m. encamped a mile to the eastward of the depôt, on the eastern point of Assistance Bay, outside the hummocks. I then walked to the depôt and left a paper reporting my visit, and stating that the depôt brought out by Mr. Jenkins had been left at Cape Hotham. I found a paper left there by Mr. Herbert on the 5th. Returned to the tent and had supper. Calm.

Saturday, 8th.—6h. 30m. started, going along the land for Dungeness Point, which we rounded by noon, and stopped to lunch. After lunch went close along shore for the depôt at Cape Hotham, where we arrived at 2h. 30m. P.M. On reaching the depôt I perceived that it had been visited by a bear and foxes. There was a tin of pemmican lying out alongside the boat. On digging out I could find nothing but the large bread case, a four gallon tin of rum, and two tins of pemmican. I took from the depôt the provisions enclosed, to complete ten days' allowance, intending to go on again, but by the time we had replaced the depôt it was half-past four o'clock, and a breeze springing up from the north, I determined to remain and start earlier in the morning to avoid the glare which we all began to suffer from.

Sunday, 9th.—6h. packed the sledge. On going up the rising ground to look for a lead through the hummocks, I perceived a bag out on the ice and a number of preserved meat tins. I brought these up and buried them with the exception of one tin which had a hole in. This, with the empty bacon bag, I brought back to the ship. Having clear weather and a good floe, we made a straight course and a distance of 12 or 13 miles, encamping at 5h. 30m. P.M.

Monday, 10th.—Under weigh at 6h. and went on to the eastward. At 8h. 30m. it cleared and we could see the island. At 10h. a sledge was seen to the southward, and a man coming towards us. I left the sledge and met Mr. Jenkins, who was going to place a depôt at Assistance Bay. Rejoined my sledge; at 11h. 30m. lunched. About 1h. entered the Calm, o. f.

Proceedings
of Mr. Shellabear.

hummocks and had some heavy dragging the remainder of the day. 5h. encamped 5 or 6 miles from Beechey Island.

Tuesday, 11th.—Under weigh a little before six and went on for the island. In working through the hummocks one of the uprights was knocked out of the runner. Arrived on board at 10h. 45m.

LIST OF SLEDGE CREW.

1	Mr. W. B. Shellabear	-	-	Second Master.
2	Robert Wilkinson	-	-	Boat's Mate.
3	— Johnson	-	-	Captain Forecastle.
4	W. Shaw	-	-	A.B.
5	W. Harper	-	-	A.B.
6	E. Hodge	-	-	A.B.
7	— Morris (Holmes)	-	-	A.B.
8	— Turpitt	-	-	A.B.
9	— Pilcher	-	-	A.B.
10	W. Cooper	-	-	A.B.

W. B. SHELLABEAR, Second Master,
in charge of Party.

LIST of PROVISIONS received from Mr. Jenkins at Cape Hotham, on the
Outward Journey.

Biscuit	-	60 lbs.	Pepper	-	3½ oz.
Pemmican	-	84 ..	Salt	-	1½ "
Rum (concen.)	-	2 galls.	Tobacco	-	2¼ lbs.
Tea (in lieu of chocolate)	-	1¼ lbs.	Tea	-	1½ "
Sugar for ditto	-	32 ..	Sugar	-	4¼ "
Preserved potato	-	12 ..			

PROVISIONS taken from the Depôt at Cape Hotham on the Return Journey to
complete 10 Days for 10 Men, the Bacon and Pork being destroyed.

Biscuit	-	40 lbs.
Pemmican	-	45 .. (no smaller quantity being there)
Rum	-	10½ gills

W. B. SHELLABEAR, Second Master,
in charge of Party.

CONTENTS of the Depôt left at Cape Bunny (396 Rations of Small Stores,
436 of Rum, and 296 of Biscuit and Meats).

Biscuit	-	296 lbs.	Salt	-	3 lbs. 9 oz.
Pemmican	-	148½ lbs.	Tobacco	-	10 lbs. 9½ oz.
Preserved meats	-	98 lbs.	Cayenne Pepper	-	4½ oz.
Bacon and pork	-	129½ lbs.	Onion powder	-	5 oz.
Preserved potato	-	49½ lbs.	Cases, wood	-	1 in number.
Choc. paste (made on board)	-	37 lbs. 2 oz.	" metal	-	5 "
Tea	-	6 lbs. 3 oz.	Banco, six galls.	-	1 "
Sugar	-	18 lbs. 9 oz.	Tins, spirit, four galls.	-	1 "
Rum (concentrated)	-	7gal. 3¼ pts.	Bamboo	-	1 "
Pepper	-	14½ oz.	Tin cylinders	-	1 "
Mustard	-	1 lb. 12½ oz.			

The original list made out by Mr. Elliott, Clerk in Chief, was left in the cairn.

W. B. SHELLABEAR, Second Master,
in charge of Party.

Enclosure No. 45. of Sir Edward Belcher's Letter.

Proceedings of
Commander Pullen.

Lieutenant MAY to Sir EDWARD BELCHER, Knight, C.B.

Sir,

Her Majesty's Ship, "North Star," Beechey Island,
April 19th, 1854.

I have the honour to inform you, that in pursuance of Commander Richards' orders of the 22d of March, I proceeded to Assistance Bay, where I deposited a depôt of 141 rations.

Why 141?

Taking my departure for Cape Walker on the 25th, did not reach the same till the 31st instant, in consequence of a long continuance of very severe weather; and having placed the document received from Commander Richards in a cairn, which I found erected on the summit of the cape by the former expedition. I left for Assistance Bay, *via* the north end of Griffith's Island, on the 5th, depositing also another document on the eastern shore of the latter.

Arriving at Assistance Bay on the 11th, I found that bears had broken into the depôt, destroying all the fuel and some biscuit, together with a few small stores. Having taken the necessary provisions, I secured the depôt, and proceeded on my journey for Beechey Island, where I arrived on the 15th instant, and since that period have been recruiting my crew under the surgeon; also preparing the sledge equipment, to execute your orders of the 2d of April. -

No amount stated.

I have, &c.

(Signed) W. W. MAY,
Lieut. in charge of sledge "Reliance."

STATEMENT of WEIGHTS on First Journey.

Average weight per man - - -
Non-effective - - -

Delivered to Lieutenant May, to be amended, 13th May.
Returned, unaltered, 15th.

(Signed) JAMES LEWIS,
Clerk in charge.

No statement of what he took from the depôt.

No statement of any robbery committed on the spirits by Mellish.

Enclosure No. 46. of Sir Edward Belcher's Letter.

Commander PULLEN to Sir EDWARD BELCHER, Knight, C.B.

Reporting in detail Journey to Port Leopold and back.

Sir,

Her Majesty's Ship, "North Star," Beechey Island,
April 28th, 1854.

Having now so far recovered the use of my sight, since my return from the duties you ordered me on, I am enabled to furnish you, by this first opportunity of communicating, the details of my journey to Port Leopold.

2. After Mr. Shellabear leaving me, as before stated in my letter of the 18th instant, half-a-day's journey south of Cape Hotham, I travelled over smooth floe, passing over small ridges of apparently young ice, forced into hummocks by pressure, and got into the land of North Somerset, on a clear lead, at the time going direct for Point Rennell; but, as I before stated, it being hazy at the time, deposited the notice at what I considered the most conspicuous point to the eastward, as shown in my track. In fact, I considered I had got to the eastward of the real point.

3. I now proceeded eastward along the land, and the travelling rather hummocky and tedious, our progress was not so rapid; however, at 11h. 30m. AM. of the 6th, I arrived at Port Leopold.

II.

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4. My first object was to examine into the state of the provisions, stores, &c., which appeared to me to be in rather a confused state, with many empty casks lying about, which service fully occupied me until noon of the 5th, and on opening some of the casks I found the provisions in a very bad state; the brine in the salt provision casks was in hard and solid masses, and the pork very yellow, one piece of which I boiled was hardly eatable; one cask of bread opened was damp and greatly mildewed; tea, peas, barley, suet, and chocolate good; vinegar, sugar, and flour I did not open, as the latter can hardly have suffered; but the cask of sugar which Mr. Kennedy speaks of as having been opened by the bears, was a short way under the upper surface bad; cranberries, pickles, and lemon juice casks open, and their contents lying about in all directions; one cask I saw marked on its head blanket bags, but on turning it over was found to contain old newspapers; and the number I made on counting was 272 full, and 10 empty, making the whole 282, being 22 short of what Sir James Ross's lists gave.

5. There was only the skeleton of the frame of the house remaining, all the covering, &c., torn down and to pieces, and I could only find sufficient remaining to hang up at one corner, under the lee of which the tent was pitched.

6. The coals were all buried under the snow, the coke in bags only partially, but apparently short as to quantity: I had no means of ascertaining; I used some of it for the purpose of thawing and drying our blanket bags, for they were more like two deal boards than anything I can compare them to on reaching that place; in fact I consider it was the means of averting much sickness, all the sleeping gear being in such a state, from the severe weather, that it was a difficult job to make use of it.

7. The preserved meats were all of Mr. Goldner's supply, and I must do him the justice to state that out of 12 or 14 I opened, only one was bad; they, however, seemed short of weight.

8. The boat appears to be in rather a precarious position, rather too close to the point, on which there has been forced a great deal of ice; and one piece of land, 30 or 40 feet high, looks as if it would almost fall into her; it is possible that the point may have given way somewhat. The steam engine is close too, and apparently uninjured.

9. When I first saw the open water outside Port Leopold, I could hardly conceive that it could really be other than land lightly covered with snow, but on getting close saw immediately what it was; throwing stones in it showed there was a very light covering of ice at the time forming in the calm still weather, but not sufficient to prevent a seal swimming about, who looked at me with as much astonishment as I did at the large space of dark surface before me. This was the afternoon of my arrival, the 6th; the three following days it blew fresh, so that on Monday (the 10th) the day I came away, being calm and fine, I saw more of it than I had previous, that dense vapour, generally lying over it, having somewhat dispersed. One of the great northern divers was seen passing over this water, flying south.

10. I could find no tallow, which we were much in want of; from having had so much wind on our outward journey, our stock was all expended but 5 lbs. I, however, took a little oil, but what I found in the cask was very far short of what is given in the lists. I also took about 25 lbs. of biscuit, and a case of pemmican, thinking that I might have to keep well to the westward from seeing so much open water.

11. After having removed nearly every cask that I could find, partially clearing the snow out of the boat, copying all notices I found there, copies of which I enclose, leaving your notices and a flag attached to the signal staff, still standing, I commenced my return on Monday, the 10th of April, keeping close along shore inside the hummocks, towards Cape M'Clintock, passing over the narrow neck of land, both going and returning; in fact, I hardly think we could have got round Cape Clarence by reason of the water.

12. The second day I was detained after 10h. a.m. by a heavy gale, which breaking early on the morning of the 12th, I was again able to proceed, but, much to my chagrin, not very far. All the morning I had felt very unwell, when on getting a little beyond Cape M'Clintock, at 11h. 30m., I was so ill that I could not move any further; obliged to pitch the tent and get into my bag as fast as possible, just at the time too when a fair wind was springing up. This was the second time I had been so similarly attacked and obliged to stop (very acute rheumatism), and I now gave up all idea of going further west; therefore resolved on making the best of my way to the ship as soon as I recovered.

13. All the following day it blew a gale from south, veering occasionally to S.E., causing a very heavy snow drift, when on the morning of the 14th it moderated so much and wind veered to the west, being somewhat recovered, that I was enabled to proceed and make for the northern shores of Barrow Straits. About noon, however, another gale came on just before I had cleared the first ridge of in-shore hummocks, which completely belted the shores of North Somerset, east from Rennell, nearly the whole way to Port Leopold, and we were once more detained until the next morning, which, coming in fine, I moved on; and at 6h. 30m. p.m. of the evening of the 17th I got into the land a short way east of Cape Riley, reaching the ship the same evening as mentioned in my former letter.

14. In my journey across to Cape Hotham the ice generally was apparently of young formation, such that would soon break up, except that immediately along the shores of Cornwallis Island, as far as I saw, and round Beechey Island; that, especially the latter, and on its southern shore, which I know for certainty to be the heavy stuff driven there by the gale of September 1852.

15. I have seen but little old ice in Barrow Straits; and coming from Port Leopold, after getting over the first belt and heaviest hummocks, all the remaining journey was smooth floe, crossing narrow belts of small hummocks occasionally, formed of young ice by pressure from either wind or current. Among these hummocks there were quantities of soft snow, such as I found it at the same time last year in those channels, between the islands in Wellington Channel.

16. Accompanying this I send trace of my route, with a copy from my daily notes of the temperatures morning and evening, also a copy of the notices I left.

I have, &c.

(Signed) W. J. S. PULLEN, Commander.

DETENTIONS ON THE ROUTE.

	Days.	Hours.	
Going - -	{	From the ship to Cape Hotham	2 5 by a gale.
		Cape Hotham to land of North Somerset	1 4 by a gale.
		Eastward to Port Leopold	0 by illness.
		At Port Leopold - - - - - examining into the state of the provisions, &c.	3 0 by gales and
Returning -	{	From Port Leopold to ship	1 6 by gales.
		And - - - - -	½ 0 by illness.
Total	-	9 6	

Eight to nine hours, including stoppages for lunch, has been my usual daily travelling.

(Enclosure to C. $\frac{23}{4}$.)

Cape Rennell, March 31st, 1854.

Commander PULLEN, of Her Majesty's Ship "North Star," deposited these Notices on the 31st March, 1854, when on his way to Port Leopold.

At Cape Bunny there is a large cache of provisions, also another sealed notice from Sir Edward Belcher. He is at present with his ship "Assistance" in the Wellington Channel, on eastern shores, in lat. $75^{\circ} 31' N$.

Captain Kellett, with "Resolute," S.W. (true) 18 miles off Cape Cockburn.

On the opposite shores large depôts of provisions are 3 miles west of Allison's Inlet, Assistance Bay, and Cape Hotham.

At Beechey Island a house has been built, on the S.E. part, in which is stowed a large quantity of provisions, clothing, &c.

The "North Star" is in Erebus Bay.

A ship is expected from England this year.

Commander PULLEN, of Her Majesty's Ship "North Star," arrived here on the noon of the 7th April, 1854, and deposited these Notices on the morning of the 10th, previous to his departure on return to Beechey Island, where the "North Star" has wintered, 1852, 1853, 1854.

On the S.E. part of Beechey Island a house was built, now containing a large store of provision, &c., brought out by Her Majesty's steam ship "Phoenix" last year.

Sir E. Belcher, in command of the expedition, is at present with his ship "Assistance" and tender "Pioneer," on the east shores of Wellington Channel, in lat. $75^{\circ} 31' N$.

Captain Kellett, with his ship "Resolute" and tender "Intrepid," 18 miles S.W. of Cape Cockburn, with the crew of Her Majesty's ship "Investigator" on board, they having deserted their ship last year after being fast bound in the ice 1851, 1852, 1853, in the Bay of God's Mercy, on the north shores of Baring Island, or Bank's Land, and no hope of getting clear, were discovered last year by Captain Kellett's travelling parties.

A ship will most probably be out from England this year, and from the difference in appearance of ice when finally closing in 1853 to what it was in 1852, with the long prevalence of N. and N.W. winds this winter, and so much open water as now to be seen here, we may reasonably expect an open and early season in these latitudes, or totally contrary to what it was last year.

Provisions are in cache 3 miles west of Allison's Inlet, Assistance Bay, and Cape Hotham, besides Beechey Island on the north shore.

On this shore at Cape Bunny, besides this place, and those at Admiralty Inlet, left by "North Star," in 1849.

No tidings of the missing ones.

Port Leopold, 10th April. All well.

TEMPERATURES taken in travelling to Port Leopold and back, between the
18th March and 17th April 1854.

Proceedings of
Commander Pullen.

Date.	A. M.	P. M.	REMARKS.
Generally taken at 8h. A.M. and 7h. P.M.			
18 March, 1854	-	23.5 -	Wind fresh all night from N.W.
19 "	-	26 -	29.5 - At 5h. P.M. gale came on from N.N.W.; much drift.
20 "	-	31 -	32 - Gale and heavy drift; stopped all day.
21 "	-	28 -	30 - Wind moderate from N.W.
22 "	-	30 -	31.5 - Fine; wind N.W.
23 "	-	29 -	28 - Strong wind; much drift; stopped all day.
24 "	-	29 -	24 - Strong wind W.N.W.; no moving until 11h. A.M., when the wind lulled, and we were enabled to travel until 4h., when gale up again.
25 "	-	24 -	27 - Fine morning; strong breeze in afternoon; wind N.N.W.; heavy drift.
26 "	-	23 -	28 - Fresh breeze from W.N.W.; sent Mr. Jenkins back with disabled men; proceeded, and stopped 4 hours by gale.
27 "	-	34 -	18 - Wind strong N.N.W., crossing Barrow Strait.
28 "	-	28 -	19 - Wind strong from W.; stopped all day.
29 "	-	11 -	10 - Moderate W.N.W.; best travelling day yet had.
30 "	-	15 -	11 - Fine morning; light wind from E.
31 "	-	21 -	32 - Got into the land, and deposited notice.
1 April	-	29 -	32 - Fine weather; one man sore eyes.
2 "	-	31 -	23 - Wind light from W.N.W.; fine.
3 "	-	25 -	27 - Fresh wind from W.N.W.
4 "	-	29 -	17 - Wind light from W.
5 "	-	12 -	6 - Wind light from N.W.; stopped half the day by illness; also one man.
6 "	-	2 -	8.5 - Wind light from E.; fine weather; arrived at Port Leopold; sea, open water.
7 "	-	11 -	19 - Weather fine; wind light from N.W.
8 "	-	15 -	17 - Fine W. wind; light from N.W. in the morning; gale in evening; much open water in Port Leopold.
9 "	-	10 -	15 - Gale; wind N.
10 "	-	9 -	17 - Fine weather; wind light from N.; leave Port Leopold.
11 "	-	15 -	11 - Gale from N.W.; moved on till 10h. A.M., then obliged to stop.
12 "	-	9 -	2 + Fine weather; moved; at 11h. illness, again obliged to stop.
13 "	-	1 +	2 + Gale from S. and S.E.; stopped all day.
14 "	-	5 +	10 - Fine morning; wind W.N.W.; move on until 11h.; gale; stop again.
15 "	-	12 -	7 - Fine weather; move on.
16 "	-	3 -	4 + Fine weather.
17 "	-	9 +	- Hazy weather; reached the ship in evening.

August 6, 1849.

The signal-pole to which the cylinder that contains this paper will be attached was erected by a party from Her Majesty's Ships "Enterprise" and "Investigator," to direct Sir John Franklin or any party from his Expedition to the depôt of provisions left at Whaler Point (the low point of Leopold Harbour). The ships having passed the last winter in that harbour, are now endeavouring to cut out and pursue the object of their voyage, by examining Wellington Channel and Melville Island, and will return to Port Leopold before taking a final departure for England, should circumstances admit of doing so; but the present appearance of the ice to seaward and the extreme backwardness of the season do not encourage us to hope to accomplish much during the brief period of navigable time now remaining.

The ships will not remain in the neighbourhood later than the middle of September.

(Signed) JAS. C. ROSS, Captain,
Her Majesty's Ship, "Enterprise."

Port Leopold, August 15, 1849.

The provisions and stores landed here from Her Majesty's Ships "Enterprise" and "Investigator," being intended for the use of Sir John Franklin and his party, it is earnestly desired that any other persons (not in absolute distress) who may find them will leave them undisturbed, and will return this paper into the cylinder which contains it, as it is intended to inform Sir John Franklin or any of his party who may arrive here.

The "Enterprise" and "Investigator," having wintered in this port, and having sent parties during the spring in every direction in search of, but without obtaining tidings of them, are now about to proceed to sea, with the view of continuing their examination of the north shore of Barrow Strait as far to the westward as the season may permit, and that they will endeavour to touch again at this port before they shall finally depart for England.

But the latter part of the plan of operations must greatly depend upon circumstances of weather and season, which at present appear by no means favourable for its successful execution.

(Signed) JAS. C. ROSS, Captain,
Her Majesty's Ship "Enterprise."

(Signed) EDWARD BIRD, Captain, "Investigator."

Her Majesty's Ship "North Star," Port Leopold, Cape Clarence,
August 13, 1850.

This paper is placed here to certify that Her Majesty's Ship "North Star" was beset at the east side of Melville Bay on the 29th July last year, and gradually drifted from day to day, until, on the 26th of September, we found ourselves abreast of Wolstenholme Island, when, perceiving the ice a little more loose and the sound perfectly clear, made all sail and pressed her through it, anchoring in the lower part of the sound that evening, and arrived in North Star Bay, Wolstenholme Sound, on the 1st of October, where she remained throughout the winter until the 1st of August 1850; when she got liberated and proceeded to the westward, passing through the pack in the centre of Ross's Bay, and reached Possession Bay on the evening of the 8th August 1850, where we left despatches, and proceeded on to this place, where we arrived early on the morning of the 13th August 1850.

(Signed) J. SAUNDERS,
Master and Commander.

Her Majesty's Ship "North Star," August 14.

P.S.—The "North Star," not having been able to reach the west side last year, as contemplated by the Admiralty, and being entirely without instructions as to where to land the provisions, she has, therefore, now called here to see if any instructions had been left for her guidance.

The season being so far advanced, and the harbour being so full of ice, and there appearing no prospect at present of getting in to land the provisions, I shall, therefore, proceed and land the provisions either at Port Bowen or Port Neill, according to circumstances, as my orders for returning to England this year are so peremptory.

(Signed) J. SAUNDERS,
Master and Commander.

August 23, 1850.

The "Prince Albert" returned here from off Fury Point, having been unable to proceed towards Brentford Bay in consequence of a barrier of ice extending across Prince Regent's Inlet. She is now about to proceed to Cape Reilley, and perhaps Cape Hotham, and thence back to Cape York and Prince Regent's Inlet entrance.

(Signed) CHARLES C. FORSYTH,
Commander, R.N.

Port Leopold, October 21, 1851.

This notice is left here to inform parties that the "Prince Albert," Lady Franklin's little vessel, is now at Batty Bay, and will pass this coming winter there, and in the course of it will have parties searching along both shores of Boothia Felix for Sir John Franklin and party. A party of five having got separated from her on the 9th September, remained here until this date, but will return to rejoin her to-morrow, a party from her under the conduct of M. Bellot, a French naval officer, (a volunteer in Lady Franklin's service,) having arrived to inform the separated party that the "Prince Albert" was safe in Batty Bay, where she had been supposed to have been carried to Port Bowen. The entire crew of the "Prince Albert," amounting, all told, to eighteen, are in excellent health and spirits.

The "Prince Albert" carried out a large number of letters and papers for those engaged in the Arctic expedition, but has been unable to land them anywhere; they are, therefore, still on board.

Commander Saunders, of the "North Star," landed his cargo of provisions on the eastern shores of Navy-board Inlet, immediately within Woolaston Island, where it still remains for the use of those engaged in the search for Sir John Franklin.

While here the party of five from the "Prince Albert" made free with all they found here that could conduce to their comfort, as they were left here with barely what they had on at the time of landing.

(Signed) W. KENNEDY,
Commanding Lady Franklin's Private
Arctic Expedition.

Port Leopold, May 25, 1852.

This is to give notice that Lady Franklin's little vessel, the "Prince Albert," passed the winter of 1851-52 in Batty Bay.

In January a party from her visited Fury Beach, and found no traces whatever of Sir John Franklin or party; the stores landed there, however, from the "Fury" still safe. In the month of February 1852 fourteen hands left the "Prince Albert" again for Fury Beach, where, after some preparation for a long journey southward, they took their final departure on the 29th of March. Their intention was to have gone first to Brentford Bay, and there cross to the westward, with a view to strike the supposed western sea of Sir James Ross, and then follow that coast down to the Magnetic Pole. After, however, travelling for about 100 miles into the interior in a due west course from Brentford Bay, they found nothing but one uniform level plain, which it was supposed might lead to Bank's Land. As they had no means to enable them to reach that distant point, they turned northward, expecting to find a channel leading to the S.W. of Cape Walker. Up to Cape Walker, which they reached on the 4th May, they

found the land continuous, and gave it the name of Prince Albert Land. From Cape Walker, they, being short of provisions, steered for this point, which they reached on the 15th May. During this journey not the smallest trace of Sir John Franklin was found. Cape Walker was carefully examined, but bore no evidence whatever of its having ever been visited by Europeans.

Of the fourteen hands (including officers) which left Fury Beach, eight hands formed a fatigue party as far as Brentford Bay, from which point they returned to the ship. The party that performed the above journey were composed of the following individuals:—W. Kennedy, M. Bellot, John Smith, Andrew Irvine, Richard Webb, and Wm. Adamson, with five Esquimaux dogs.

When they reached this point they were all so much affected with scurvy that they had to delay here over a week to recruit. They are now, on the 25th of May, ready to return to the ship, and only wait a change from the present boisterous weather, Regent's Inlet and Barrow's Straits being quite open, as far as the eye can reach, in the direction of Lancaster Sound. They will proceed in the gutta percha boat by water as far as they can.

After reaching the ship the examination of the bottom of Grinnell Inlet will form a first object; then, probably, Wellington Channel, that is, provided Sir J. Franklin will not be traced in that direction.

Any one finding this is respectfully requested to send a copy of this notice to Lady Franklin.

(Signed) W. KENNEDY,
Commanding Lady Franklin's Private
Arctic Expedition.

Whaler Point, 17th July, 1852.

This is to give notice that a party of ten from the "Prince Albert," still in Batty Bay, arrived here yesterday, their object being to take to the ship the gutta percha and jolly boats which had to be left a little south of Cape Seppings (the first on the 28th of May last, and the last in October, 1851).

Regent's Inlet was found to be open as far as to Batty Bay, but all south of that is still quite sheeted over with ice, though evidently breaking up. Batty Bay itself is still fast, the ice where the ship is anchored being 5½ feet thick. This gives rise to the apprehension that it will be late in the season before the ship can be got out to prosecute her duty. I am happy to say the entire crew at this date is in good health and spirits, though in May all were more or less affected by scurvy; so nothing further has been done in the work of search since the date of last notice; but this will be entered into as soon as circumstances permit.

Leopold Harbour is at this date half cleared of ice; Barrow Strait entirely, so far as the eye can reach, in the direction of Lancaster Sound, up to near Cape Riley.

Any one finding this notice will confer a favour by sending a copy to Lady Franklin.

(Signed) W. KENNEDY,
Commanding Lady Franklin's Private
Arctic Expedition.

The highest and southernmost point of this store was found to be 11 feet 11 inches and five-tenths above the mean level of the ocean, deduced from hourly tidal and barometrical observations made during the nine months preceding the 1st of August, 1849, on which day the measurement was completed.

(Signed) JAS. C. ROSS, Captain,
H.M.S. "Enterprise."

LIST of PROVISIONS and STORES from H.M. Ship "Investigator" at Waaier Point, Port Leopold.

Proceedings of
Commander Pullen.Her Majesty's Ship "Investigator," Port Leopold,
August 14, 1849.

SPECIES.	QUANTITY.	Contained in				Irish Tierces.
		Hogsheads.	Barrels.	Half-Hogsheads.	Small Casks.	
Biscuit	4,988 lbs.	23	-	10	-	-
Salt Beef	266 8-lbs. pieces	-	-	-	-	7
" Pork	640 4-lbs. pieces	-	-	-	-	8
Flour	8,936 lbs.	17	-	2	-	-
Suet	112 "	-	-	1	-	-
Peas	14 bushels	-	-	4	-	-
Sugar	2,000 lbs.	-	4	-	-	-
Chocolate	769 "	-	-	7	-	-
Tea	189 "	-	2	-	-	-
Preserved Meats	3,036 "	tins.	-	-	-	-
" Soups	1,534 pints	do.	-	-	-	-
" Vegetables	1,742 lbs.	do.	-	-	-	-
Pemmican	2,000 "	-	-	31	-	-
Tobacco	509 "	-	-	4	-	-
Soap	401 "	-	-	4	-	-
Lemon Juice	74½ galls.	-	-	-	8	-
Pickles	760 lbs.	-	-	-	7	-
Scotch Barley	360 "	-	-	2	-	-
Cranberries	230 "	-	-	-	5	-
Pepper	16 "	-	-	1	-	-
Salt	16 "	-	-	-	-	2

STORES—ENGINEER'S.

1 rotary engine, complete.	1 pinion for shaft.
1 shaft.	1 propeller.
1 boiler, complete, with funnel, exhaust pipe, safety valve, lever and weight, guager filling complete, 2 guage cocks with man-hole door and blow-off pipe.	
1 hand pump.	1 main steam pipe with regulating valve.
1 suction pipe for ditto.	4 feet for holding down boiler.
1 deliverer ditto.	16 bolts for ditto.
1 suction pipe for pumps of engine.	
1 deliverer for ditto.	

SPARE, contained in a Box.

6 tubes.	1 chipping hammer.
1 propeller sheet steel dovetail step.	2 flat chisels.
2 springs for slides.	34 files of sorts.
1 plunger, crank piece, and roller wheel pinion	2 cross cut.
1 sheet of vulcanized rubber for steam joints.	1 mandril for tubes.
6½ in. bolts and nuts for feed and hand pump joints and slide boxes; 2½ in. ditto for splice; 4½ in. ditto for funnel; 6½ in. screws for joints for feed and hand pumps, steam pipes, and water guagers; 2½ in. bolts and nuts for flange of engine.	3 glass guager tubes.
	1 spring for grease pump.

PIPES and BENDS.

4 2-in. pieces.	9 1-in. bends.
17 1-in. ditto.	17 1-in. pieces.
7 2-in. bends.	

LOOSE.

3 stoking irons and 1 plunger for grease pump.	Spunyarn, white	-	-	0	1	4
1 spanner for man-hole plate.	Twine	-	-	0	0	12
2 spanners for 1 suck bolt.	Hemp, long	-	-	0	0	14
2 ditto	Oil, animal	-	-	-	-	37 gallons.
2 ditto	Felt	-	-	-	-	20 sheets.
1 ditto 1½	Bath bricks	-	-	-	-	6 in number.
1 ditto 1	Emery paper	-	-	-	-	29 sheets.
1 wrench for 1 suck cock.	Needles, sail	-	-	-	-	12 in number.
1 ditto ½ ditto	Oil feeders	-	-	-	-	2 "
1 ditto ½ side spanner.	Oil cans, large	-	-	-	-	1 "
1 joining, 1 prober for oil pipe at stern.	Tallow kettles, copper	-	-	-	-	1 "
	Coke	-	-	-	-	7 tons 2 cwts.
Tallow, white	Coal sacks	-	-	-	-	120 in number.
Cotton, waste	White lead	-	-	-	-	50 lbs.

Proceedings of
Commander Pullen.

BOATSWAIN'S STORES.

Sails, mainsail - - - -	1 in number.	Rope 2 inch - - - -	24 fathoms.
" mizen - - - -	1 "	" 1½ " - - - -	78 "
" jib - - - -	1 "	" 1¼ " - - - -	20 "
" foresail - - - -	1 "	Thimbles - - - -	8 in number.
Block, single 6 in. - - -	2 "	Leads, hand - - - -	2 "
" " 5 " - - - -	14 "	Twine - - - -	10 lbs.
" double 5 " - - - -	1 "	Needles, sail - - - -	10 in number.
" " 4 " - - - -	2 "	" bolt rope - - - -	2 "
" clump 4 " - - - -	2 "	Palms, sailmaker - - -	6 "
Rope 2½ inch - - - -	20 fathoms.		

CARPENTER'S STORES.

Pinnacle - - - -	1 in number.	Boot-hooks - - - -	2 in number.
Masts - - - -	2 "	Copper pump - - - -	1 "
Bowsprit - - - -	1 "	Stove - - - -	1 "
Bunkin - - - -	1 "	Hand-screw - - - -	1 "
Oars - - - -	20 "	Coals - - - -	2 tons.

CARPENTER'S STORES used for House.

Cloth housing, quarter deck - - - -	1 in number.	Spars, boom - - - -	2 in number.
Cloth housing, quarter poop - - - -	1 "	Spars, middling - - - -	6 "
Hand mast 6½ in. - - -	1 "	" small - - - -	8 "
		Ice poles - - - -	18 "
		Swinging booms, spare -	1 "

(Signed) EDW. BIRD, Captain.

LIST of Provisions and Stores from "Enterprise."

SPECIES.	QUANTITY.	IN WHAT PACKAGES.				
		Hogsheads.	Barrels.	Half Hogsheads.	Small Casks.	Irish Tierces.
Biscuit - - - -	6,077 lbs.	41	—	—	—	—
Salt Beef - - - -	228 8-lbs. pieces	—	—	—	—	6
" Pork - - - -	640 4-lbs. "	—	—	—	—	8
Flour - - - -	7,892 lbs.	15	—	2	—	—
Suet - - - -	112 "	—	—	1	—	—
Peas - - - -	14 bushels	—	—	4	—	—
Oatmeal - - - -	16 gallons	—	—	1	—	—
Sugar - - - -	1,750 lbs.	3	—	1	—	—
Chocolate - - - -	772 "	—	—	7	—	—
Tea - - - -	190 "	—	2	—	—	—
Lemon Juice - - - -	803¾ "	—	—	—	8	—
Tobacco - - - -	639 "	3	—	2	—	—
Soap - - - -	470 "	3	—	2	—	—
Preserved Meats - - - -	3,192 "	—	—	—	—	—
" Soups - - - -	2,608 "	—	—	—	—	—
" Vegetables - - - -	1,826 "	—	—	—	—	—
Pickles - - - -	765 "	—	—	—	7	—
Cranberries - - - -	225 "	—	—	—	5	—
Pemmican - - - -	1,984 "	—	—	19	12	—
Barley - - - -	120 "	—	1	—	—	—
Pepper - - - -	13 "	—	—	—	—	—
Salt - - - -	16 "	—	—	—	1	—

STORES.

Plank, oak, 4 in. - - - -	25 feet.	Nails, iron, 20d. - - -	8 lbs.
" " 3 " - - - -	10 "	" " 10d. - - - -	16 "
" " 2 " - - - -	18 "	" " 6d. - - - -	9 "
" elm 4 " - - - -	4 "	Caulking gear, sharp	1 in number.
" " 3 " - - - -	2 "	" spike - - - -	1 "
Mahogany board - - - -	108 "	" trenail - - - -	1 "
Oakum, black - - - -	25 "	" mallet - - - -	1 "
Pitch - - - -	1/16 of a barrel.	" axe - - - -	1 "
Thrumms - - - -	1 lb.	Compasses - - - -	1 pair.
Pitch pot - - - -	1 in number.	Gimlets, spike - - - -	2 in number.
Hooks for ditto. - - - -	1 "	" small - - - -	6 "

STORES—continued.

Lead, sheet	- 30 lbs.	Hammers, hatchet	- 4 in number.
White paint	- 10 "	Hooks, nail	- 2 "
Oil, linseed	- 1 gallon.	Iron, soldering	- 2 "
Cans, tin, for oil	- 1 in number.	Knives, drawing	- 1 "
Chalk	- 4 lbs.	Lines, chalk	- 2 "
Mineral tar	- 3 gallons.	Mallets	- 1 "
Brush, yarn	- 1 in number.	Mauls, double-head	- 1 "
Fearnought	- 4 yards.	" pen	- 1 "
Iron rod	- 10 lbs.	Planes, jack	- 1 "
Copper scarp tacks	- 2 "	" smoothing	- 1 "
Nails, iron, 30d.	- 10 "	Housing cloth	- 1/2 "
Rings and forelocks	- 1 "	Coals	- 2 tons.
Caulking iron	- 1 in number.	Punches, brad and nails	- 1 in number.
" meeking	- 1 "	Rules	- 2 "
Ladles with spout	- 1 "	Saws, compass	- 1 "
Adze, common	- 1 "	" cross cut	- 1 "
Augers	- 12 "	" hand	- 2 "
" shanks	- 12 "	" whip	- 2 "
Chisels	- 12 "	Hand-mast, 6 1/2 hands	- 1 "
Files, saw, of sorts	- 12 "	Spar-boom	- 1 "
Gongs	- 2 in number.	" small	- 3 "
Hammers, claw	- 2 "	Ice poles	- 13 "
" clench	- 2 "	Capstan bar (broken)	- 1 "
" set	- 1 "	Bed bottom, iron	- 1 "
" sheathing	- 1 "		

Proceedings of
Commander Pullen.

15th August, 1849.

(Signed) JAMES C. ROSS, Captain.

The above and foregoing are correct copies.

(Signed) W. J. S. PULLEN, Commander.

Enclosure No. 47. of Sir Edward Belcher's Letter.

Commander PULLEN to Sir EDWARD BELCHER, Knight, C.B., reporting
Arrival of "Investigator's" Crew, &c.

Sir,

Her Majesty's Ship "North Star," Beechey Island,
April 28th, 1854.

I have the honour to inform you of the arrival of the crew of Her Majesty's ship "Investigator," having travelled in separate divisions, and reaching this ship in the following order. Lieutenant Haswell, with Mr. Paine (paymaster), the carpenter, and 20 of the crew, on the morning of the 23d April; Lieutenant Pim ("Resolute"), with Dr. Armstrong, the boatswain, and 17 men arrived (4 "Resolute's") on the 24th; and on the 27th, Commander McClure, with Messrs. Piers (assistant-surgeon) and Miertsching (interpreter), and 17 men, which are the whole surviving number of her crew, with the exception of one man left behind in "Resolute," sick. I beg to enclose the surgeon's report of his inspection on their arrival. Commander Richards returned on the 25th instant.

1 Enclosure.

(2.) I have, in compliance with your orders, dispatched all my available men for sledge duties to the "Resolute;" they going off in the following order, viz.:

Mr. Shellabear, with 7 men, on the 22d instant; Lieutenant Cheyne, with 6 men, on the 26th instant; and Mr. Jenkins, and 7 men, this evening.

And as the crew late of Her Majesty's ship "Investigator" must perform the necessary duties of the ship in their absence, I have therefore to request that you will be pleased to supply them with as many sea-boots as you can spare; for they have literally nothing to wear in the thawing weather now approaching.

I have, &c.

(Signed) W. J. S. PULLEN, Commander.

REPORT on the State of that part of the Crew, late of Her Majesty's Ship
"Investigator," examined on board Her Majesty's Ship "North Star,"
April 25th, 1854.

Names.	Age.	Rating.	State of Health.
Subordinate Officers:			
Henry Sugden -	33	Steward - -	Debilicated.
James McDonald -	37	A. B. - - -	"
John B. Farquharson -	32	Corporal Marines	"
James Evans -	34	Caulker - -	Dropsical.
Henry May -	54	Quartermaster -	Debilicated.
William Newton -	49	Ice Mate - -	"
Elias Bow -	38	Private Marine -	Good.
William Batter -	48	A. B. - - -	Debilicated.
Joseph Facey -	34	Sailmaker - -	"
George Gibbs -	33	A. B. - - -	Rheumatic and debilitated.
Samuel Bonsall -	29	A. B. - - -	Debilicated.
John Keeffe -	29	A. B. - - -	Good.
Samuel McKenzie -	28	A. B. - - -	Good.
James Williams -	34	Captain of Hold	Debilicated.
Michael Flynn -	36	Quarter Master -	"
Edward Fawcett -	46	Boatswain's Mate	"
Mark Griffiths -	27	A. B. - - -	"
Thomas Bancroft -	34	Private Marine -	Good.
Henry Bluff -	32	Boatswain's Mate	Good. Unfit for sledge duty.
Charles Anderson -	26	A. B. - - -	Lost both great toes. Debilitated.
David Harris -	33	A. B. - - -	Good.
Frederick Taylor -	26	A. B. - - -	Good.
George Partiti -	35	Private Marine -	Debilicated.
Thomas Carmichael -	27	A. B. - - -	"
George Olley -	28	A. B. - - -	Good.
Peter Thomson -	29	Captain Foretop	Debilicated.
William Carroll -	30	A. B. - - -	"
Mr. George James Ford	33	Carpenter - -	Ruptured on both sides.
Mr. George Kennedy -	39	Boatswain - -	Debilicated.
John Ramsay -	35	A. B. - - -	"
William Whitefield -	33	Carpenter's Crew	"
John Willcocks -	26	Purser's Steward	"
Robert Tiffney -	31	Captain Maintop	Good.
George Brown -	29	Quartermaster -	Good.
John Davies -	34	" - - -	Good. Unfit for sledge duty.
Thomas King -	30	Private Marine -	Legs weak. Debilitated.
Cornelius Hullott -	25	Capt. s Coxwain-	Lost six toes. Debilitated.
Henry Stone -	30	Blacksmith - -	Debilicated.
Thomas Toy -	30	A. B. - - -	Good.
George Milner -	32	Gun-Room Steward	Debilicated.
John Calder -	35	Capt. Forecastle	Good.
James Saunders -	30	Private Marine -	Good.
Charles Steel -	29	A. B. - - -	Disease of the liver. Debilitated.
Samuel Reffe -	33	A. B. - - -	Debilicated.
Sohn Woon -	29	Serjeant Marines	Good
Henry Gaun -	30	Carpenter's Mate	Debilicated.
James Biggs -	31	Corporal Marines	Good.
Richard Ross -	43	A. B. - - -	Stricture. Debilitated.
Isaac Stubberfield -	32	Ship's Cook - -	Good.

(Signed) JOHN B. RICARDS,
Acting Surgeon.

Enclosure No. 48. of Sir Edward Belcher's Letter.

Proceedings of
Commander Richards.By Sir EDWARD BELCHER, Knight, C.B., commanding the Arctic
Searching Squadron.

Having selected you for the very important command of the division connected with the western search from Beechey Island, &c.

You will repair forthwith to the "North Star," where Commander Pullen has been instructed to afford you, not only every possible assistance in your equipment, but also to accompany you, and to receive from you his ultimate instructions, as in the enclosed packet directed to him.

You will demand in writing all stores which you may require from his vessel, and he is required to man 3 sledges (commanded by himself, Lieutenant Cheyne, and his mate or second-master), or as to you may appear most desirable.

To Lieutenant Cheyne, independent of my special instructions to him, you will give the command at Cape Hotham, or, as circumstances may arise, either to him or Lieutenant May.

The post is important, and without any regard to seniority or rank, it must be maintained by the most efficient you can select before you finally quit Cape Hotham on your return.

The sledge force from this ship will include 6, with 3 from the "North Star," amounting in all to 87 men, with 4,030 rations, the distribution of which is set forth in the accompanying tables.

1 Commander	10 men	- 11
1 Lieutenant	7 "	- 8
1 Quar.-master	10 "	- 11
		<hr/>
		30

The period of starting from the "North Star" must be governed by circumstances connected with the temperature. Men who have to undergo the extended travel to which your crews will be subject must not be exposed to frostbites; and I cannot perceive how they can safely take the floe before the termination of the ten first days of March.

It is a puzzling question to arrive at any precise period of parallel temperature. The guess of last year, although exact in every essential point, does not appear to conform this season to the general deductions resulting from the reports of my predecessors.

Nevertheless, I will advise you to quit on the first decided rise of temperature after the 10th of March, and to nurse your crews from that date until the 23d; after which I consider absolute winter at an end, and spring suddenly to commence.

Your first position will be the east point of Assistance Bay, where Captain Kellett deposited 630 rations,—less probably by 130 taken by the sledge crew which passed to the "North Star;" 500 therefore may remain to be examined by the relief parties following your traces.

Having reached this position, you will at once be able to discover whether the "Intrepid" has been in the neighbourhood, or left any record of her movements, or those of the "Resolute."

If any traces be there found, of course it will interfere in some measure with your westerly journey; unless the "Intrepid" alone has progressed.

If the "Intrepid" has left records of her easterly advance, then the orders to Commander Pullen, Lieutenants May and Cheyne, must be vigorously carried out.

Your precise duty is, to find Captain Kellett; to deliver to him the accompanying instructions; furnish him with every information he may require, and return to me with all possible despatch.

During your journey to the "Resolute," you will *decide* on the most appropriate positions for depôts.

At present the islands appear to furnish the most direct lines. But you must take into consideration, that as spring advances they may become surrounded by water, and access barred. It will therefore be incumbent on you to fix upon decided points, where the crew of the "Investigator" or Captain Kellett may be *certain* of finding supplies, without disturbing those especially set aside for the relief of our distressed countrymen.

Captain Kellett's second cache appears to be about 3 miles west of Alison's Inlet, and at present probably consisting of 1,000 rations.

However, it is probable that Captain Kellett, being detained near this spot, landed the provisions. You will examine the spot; and if necessary,

after releasing Lieutenant May at Cape Cockburn, desire him to leave instructions for its removal to Cape Cockburn.

All the depôts for the return parties should be on the main land, so as not to involve any water risk.

Captain Kellett will, of course, make good the depôts for any who may follow up his traces to Cape Cockburn. To that point I shall direct our main supplies to be pushed.

On your outward route, it will very much conduce to the comfort of the travellers, as well as to their speed, if you designate four distinct points between Cape Cockburn and Assistance Bay caches (for you must consider them to be laden with documents, instruments, &c.), say Cape Cockburn, Frazer Point, Cape Rosse, and the eastern point of Assistance Bay. These will *insure* safe inshore travelling, even if the water makes.

On reaching Cape Cockburn on your return, you will give such directions to any officers commanding sledges as may appear to you likely to aid the advance of the weak, or invalids, either of the "Investigator" or "Resolute." If it be possible, I think that one large sledge, with provisions, up to Byam Martin Island, might be very grateful to the retreating crews. But these remarks apply more directly to the sick and feeble, particularly to the crew of the "Investigator;" they must form the first division. The second will of necessity have to remain until the final necessary duties have been completed. And as they will advance, forming caches up to Byam Martin Island, you will assure them of all necessary supplies from Cape Cockburn easterly. I now arrive at a more difficult question, that is, the probability of finding, before you reach Cape Cockburn, information of the movement of Captain Kellett last season, and of the unaccountable non-appearance of "Intrepid."

My general measures have been adapted to meet this peculiar matter. Commander Pullen is instructed to cross the channel to Cape Bunny and to move on to Port Leopold.

You will then have to select such a route as will deviate completely from that pursued by him, taking probably that intended for Lieutenant May; and you will give him one over a deviating line, but ensuring the visit of two or more officers to Cape Bunny, where I intend to establish the southern turning-post, and divert my travellers from Captain Collinson to Beechey Island, instead of the misery they must inevitably encounter at Port Leopold.

In this latter part of your instructions you will have to bear in mind that you are seeking persons in all probability in want of sustenance, and therefore no question of expeditious travelling must be suffered to interfere with the full load of provision which may be available; and you must also bear in mind my object of placing on Cape Bunny, on the eastern side of Peel's Strait, a large cache, in the event of Captain Collinson coming up that channel, or calling at Cape Walker, on a northern march. Especial sealed notices will be prepared for that branch of the searching division.

By the accompanying table you will understand my final arrangements, by which the entire southern lines will be traversed by Commander Pullen, Lieutenant May, and, possibly, by Lieutenant Cheyne.

Your provisions have been increased in bread and meat, under the conviction that, on this second season, men should eat all that appetite can render salubrious; indeed, it must be excited by herbs and other adjuncts supplied. I cannot, therefore, urge more than the preservation of all which is not consumed.

This does not apply to spirits; my own experience satisfies me that the men are enervated even by their present allowance, and, immediately after it is drunk, are not fit for undue exertion. It is possible that it may not injure them before sleeping, but its entire loss would not grieve me.

I now arrive at a subject which I would wish to avoid; but the duty I have to perform renders it imperative. I have to report *instantly* my proceedings. Under my former orders—unfortunately, those of my predecessor—I enjoined "Journals within a *reasonable period*" after return. In some few cases they were sent in. But that order, or rather request (for it has not been responded to as an order), I shall supersede. The custom of the service requires, copy of log, track chart, and report of pro-

ceedings. This will enable me to execute my duty; and I decline receiving any further journals, for which I shall have full reasons to give to my superiors, should they require them.

You will therefore, on your return, furnish me, within 48 working hours, with your report of proceedings, track chart, or the one you made use of, and explain verbally any matters I may not then ask for in writing. But your journal of proceedings you will prepare for their Lordships. With matter concocted on board I have nothing to do; it belongs to your private journal. The idea of waiting three months for a report of proceedings is too absurd, unless where daily verbal explanation has put me *au courant* with all that I required.

You are furnished with copies of my former orders to Captain Kellett as well as to Commander Pullen, by which you will be guided when not met by these instructions. You have also my final instructions of this date to Captain Kellett; these cannot be sealed at present, as they must in some degree guide you; but you will consider them as confidentially open to you, and seal them before you deliver them to Captain Kellett.

My general orders respecting notices and cairns you will carry out; and, without reasons to be explained, those relating to the commands of sledges will of course be observed.

You will, in the full spirit of the instructions, draw up, during your detention at the "North Star," such further hints to the officer left in command as may prevent any possible misconception of the duties intended.

I will further send especial orders by the next division as to the second journeys of the sledges to Assistance Bay.

Every possible facility has been afforded to you for the most perfect equipment of the sledges placed under your direction; and having full confidence in you, and that your energy will be fully adequate to the arduous service intrusted to your command, I now commend you and your gallant companions to the care of the Great Disposer of events, praying earnestly that your return in safety may be attended with the welcome intelligence of the well-being of Captain Kellett's division.

Given under my hand, on board Her Majesty's Ship "Assistance," in the Wellington Channel, this 15th day of February, 1854.

(Signed) EDWARD BELCHER.

A JOURNAL of the PROCEEDINGS of the Western Division of Sledges from Her Majesty's ship "Assistance," in her winter quarters in the Wellington Channel, towards Melville Island, to communicate with Captain Kellett's ships, and to establish depôts of provisions, &c. From the 22d of February to the 3d May 1854.

This division, which consisted of 6 sledges from Her Majesty's ships "Assistance" and "Pioneer," and 3 from the "North Star," (to join it at Beechey Island), making 9 in all; manned by 85 officers and men, was to have started simultaneously on the 15th of February, in pursuance of the object above stated.

The very severe weather, however, which extended over the whole of that month, rendered it inadvisable to trust so large a body of men (who had already undergone the rigour of two severe winters; and many of whom were more or less affected in their health) to exposure on the floe, at so early a period. It was therefore decided by Sir Edward Belcher, that our sledges should go down the Wellington in pairs; taking advantage of any rise in the temperature, or favourable change in the weather, so as to enable the whole to rendezvous on board the "North Star" at Beechey Island by the early part of March, the 10th day of which month was fixed for the final departure.

On the 22d of February, the weather being fine and calm, and the thermometer having stood at between -35° and -45° for the previous few days, the sledges "Sir Edward," Commander Richards, and "Success," Mr. Herbert, left the "Assistance" at 8h. 30m. A.M., and accompanied by the officers and a part of the crews of both vessels, shaped a course down the

22d February.

Course and dist. S.W. 9;
Wind and weather, calm; b.c.
Hours travelled, 8½.
Camped for rest, cooking, &c.
15½ h.
Temp. 6 A.M., -35°
6 P.M., -35°

Proceedings of
Commander Richards.

Wellington Channel, over a good and new floe. We carried our own equipment and part of the provisions. The heavier food, such as pemmican, &c. was to be taken from the "North Star's" denôt at Beechey Island. Our weights on starting, amounted to about 190 lbs. per man. My sledge, the "Sir Edward," was supplied with a tender, fitted with a fixed tent for sleeping two people under. This small sledge which, including its cooking apparatus, weighed 100 lbs., was intended to make a rapid march to Dealy Island from Cape Cockburn, with dogs, should no traces be found of Captain Kellett's ships before arriving there. At 11h. A.M. the party who had been assisting us turned homeward, and the two sledges proceeded, on alone. We passed over, during the remainder of the day, a new floe, steering parallel with the coast, and a mile off shore. At 5h. P.M. we camped 2 or 3 miles south of Cape Osborn; having made about 9 miles during the march.

The pressure at Cape Osborn, although so prominent a turning point, does not appear to have been so heavy as at our winter quarters. There has been no wind all day, and the weather has been fine; but the cold is intense, and the people feel it a good deal. The cooking is a tedious operation in cold weather; but still a most *indispensable* one. I felt very glad when it was over, and not sorry to get into my bag; but any attempt at undressing I found impossible, even the seal skins.

I find little recorded in my note book to-day, and that little in hieroglyphics. The floe was still good, and the weather fine, though distressingly cold. We started at 8h. A.M. before the sun had made his appearance over the eastern hills, which he did some time after 9h. At noon, we halted for a few minutes to luncheon; the bacon, however, defied both knife and axe. The rum, although concentrated, was frozen; indeed marching was preferable to eating; and we proceeded on. My sledge came on heavily, with the tender attached; so Mr. Herbert and myself, after loading it up to two hundred-weight, took charge of it, and it served to keep us warm. At 4h. 30m. P.M. we encamped off Helpman Head.

A fine morning with no wind. Started at 8h. A.M., steering over good ice for Cape Grinnell, the northern extreme of Griffin Bay; shortly afterwards saw a staff erected on shore; visited it and found a small depôt of provisions left by Commander Pullen, on his passage down the channel from us last autumn. It was buried at the scene of poor Bellot's disaster; and much of his gear, torn and rendered useless by the ice, was lying about under the snow. There is very heavy pressure in this neighbourhood. At 4h. P.M. we were abreast Cape Grinnell, a very remarkable bold headland, upon which the ice is piled to a great height. We tried to ascend the summit, but heavily clad as we were (anxious as we felt to know the *state of the road* ahead) we could not manage it, and proceeded on. At 4h. 30m. we halted, just north of a belt of pack, which made us feel nervous for to-morrow's march.

At 8h. A.M. we started; and by getting on a slight elevation, we saw that good ground was not very far from us. Picking out the loosest of the pack, in little more than an hour we were on beautiful smooth ice again. The weather was thick, and the wind began to blow in squalls from the north. Griffin Bay on our left, was full of pack; and pack was on our right, but still before us lay a fine streak of ice, which had doubtless been a lane of water last autumn. We pushed on till 4h. P.M., increasing the small sledge up to 300 lbs; we then pitched, the north wind making the cold keenly felt. During the night, the wind blew in heavy squalls, and I felt serious misgivings as to the probability of being able to travel on the morrow. Our night was a long, sleepless, and miserable one truly; no possibility of keeping any warmth in you, and glad were we all when day dawned, and brought with it more moderate weather.

At 8h. 30m. A.M. we moved on; the weather squally with wind from the north, and considerable snow drift. Every one in black masks of beaver skin, like so many negroes; the contrast to all around not unpleasing. The wind being fair; we made sail; two pocket handkerchiefs being set on the tender. At 10h. A.M., the weather clearing a little, we saw Cape Bowden; the sledges running over a new floe with pack on either side of us. At 2h. P.M.

23d February.

Course and dist., S. by E. 7.
Wind and weather, calm, v. b. c.
Hours travelled, 8½.
Camped for rest, cooking, &c.,
15½ h.
Temp., 6 A.M., -40°.
6 P.M., -37°.

24th February.

Course and dist., S. by E. 6.
Wind and weather, variable.
1, 2, h. c.
Hours travelled, 8½.
Camped for rest, &c., 15½ h.
Temp., 6 A.M., -42°.
6 P.M., -37°.

25th February.

Course and dist., S. by E. 6.
Wind and weather, N., 3, 7.
9, m.
Hours travelled, 8.
Camped for rest, &c., 16 h.
Temp., 6 A.M., -41°.
6 P.M., -37°.

26th February.

Course and dist., S. by E., 8°.
Wind and weather, N., 5, 7.
9, m.
Hours travelled, 8.
Camped for rest, &c., 16h.
Temp., 6 A.M., -41°.
6 P.M., -37°.

we were passing this remarkable cape at a rapid rate; saw the depôt on its low extreme. The wind now increased to a fresh gale, and the people had difficulty in keeping up with the sledges; which, steering wild, fouled each other, nearly causing damage to the crews as well as the masts and sails. A sledge under sail, caught in a heavy squall, is an unmanageable barque. After passing Cape Bowden, the narrow lead of new ice expands into a broad channel, nearly 3 miles in width; all evidently of last year's formation. We encamped at 5h. 30m. P.M., 4 or 5 miles south of Cape Bowden; pitching our tents under the lee of the shore hummocks, which we had some difficulty in effecting, owing to the strong wind.

A fine morning, with light wind from the N.W. We were under weigh at 7h. A.M.; Point Innes in sight ahead. Being anxious to reach the "North Star" as soon as possible, in order to prevent arrangements being carried out, which my arrival would cancel, Mr. Herbert and myself started to walk in, steering for the land, 4 or 5 miles north of Point Innes. We walked inshore, cutting off Cape Spencer, and fell into Union Bay, through a narrow and steep ravine. After noon, the weather had come on thick, and a fresh gale sprung up from N.W., which blew us through the ravine more rapidly than was pleasant. At 4h. P.M. we saw the "North Star," and at 5h. arrived on board, tired enough, and able to appreciate the comforts of the ship and the welcome of her officers, who seemed indeed a little surprised to see us.

It blew a strong gale all night, and I found that it had blown heavily from the N.W. since we first got the breeze off Cape Grinnell. The prevalence of N.W. winds at Beechey Island, as experienced by the "North Star," and the almost entire absence of them at our winter quarters for two years, on the eastern side of the Wellington and Queen's Channel, is very remarkable, and is confirmatory of the opinion entertained by most on board, that our winds were entirely local, and not a true test of those blowing in the channel. The ice we have passed over, is undoubtedly of last year's formation; and there can be no question but the Wellington Channel was open its whole length on the eastern shore in 1853. When we have crossed it, I shall be able to say more about its centre and western side.

This morning, a part of the "North Star's" crew went out to assist my sledges in; and at 2h. 30m. P.M. the crews arrived on board, having left their sledges northward of Cape Spencer. They went out again on the 1st of March, and brought them in.

My people all suffered more or less from superficial frost bites, and want of rest; which it was impossible to get at night, in consequence of the intense cold; but at the end of a week, they were recovered, and fit for duty. I am of opinion, however, that early travelling in a temperature of 40°, cannot be carried on for any extent of time, particularly with heavy loads; and I am convinced, that even with the fine weather we were favoured with, the people could not have endured it for many days.

The next week was employed in preparing provisions for the division. I amused myself looking out a road for the sledges, observing the channel from the summit of Beechey Island, and visiting Captain Pullen's house; the "Mary" of Sir John Ross, and the objects of interest and inquiry in the neighbourhood. The temperature, however, remained very low, and there was too much of the floe in anticipation, not to make the residence on board the "North Star" very desirable. On the 5th March, Lieutenant May arrived with the "Reliance" and "John Barrow," two of his people being severely frost-bitten in their toes; and all having suffered considerably from the cold. A few days, however, under the surgeon, put them to rights, with the exception of the two men, Thomas Marshall and George Green, who were not likely to be able to accompany the division.

On the 10th of March the sledges were ready—four of the "Assistance" and three of "North Star;" and we only waited for the remaining two to come down the Wellington Channel, to form the whole division. This was the day also on which I was authorized by my instructions, to sail. The sledges were therefore hauled into the fairway in line ahead; and we gave the "Dauntless" and "Reward" grace, until Monday the 13th. The 13th, however, brought with it a N.W. gale, snow drift, and a temperature of -32°; we were therefore obliged to abandon the idea of starting. On the 14th, an officer went to the summit of Cape Spencer, but no signs of our consorts were seen to the northward.

27th February.

Course and dist., S. by E., 9'.
Wind and weather, N., 3, 7.
q. m.
Hours travelled, 9½.
Camped for rest, &c., 1¼ h.
Temp., 6 A.M., -32°.
6 P.M., -30°.

28th February.

Course and dist., S. 9'.
Wind and weather, N.N.W.
7, 8, q. m.
Hours travelled, 7.
Camped for rest, &c., on board
"North Star."
Temp., 6 A.M., -18°.
6 P.M., -16°.

March 10th.

Proceedings of
Commander Richards.

March 16th.

Course and dist. W. by S., 24.
Wind and weather, calm, b. e.
Hours travelled, 7½.
Camped for rest, &c., 16½ h.
Repairing sledges.
Temp., 6 A.M., -23°.
6 P.M., -19°.

On the morning of the 16th, the weather was favourable; a light S.E. wind, and temperature of -23°. At 8h. 30m. A.M. therefore, we started from the "North Star;" the division consisting of the following sledges:

"ASSISTANCE."

- "Sir Edward," provisioned for 40 days; Commander Richards.
- "Reliance," provisioned for 50 days; Lieutenant May.
- "John Barrow," provisioned for 40 days; Lieutenant Cheyne.
- "Success," provisioned for 50 days; Mr. Herbert.

"NORTH STAR"

- "Owen," provisioned for 40 days; Commander Pullen."
- "Cardigan," provisioned for 50 days; Mr. Jenkins.
- "Steadfast," provisioned for 50 days; Mr. Shellabear.

Steering close round Beechey Island, inside the hummocks, until we arrived at its S.W. extreme, we struck off across the channel for Cape Hotham. From the rising ground, we had seen that the heavy packed ice extended for some miles off the island, and, with our heavy sledges, anticipated some little difficulty. By the aid, however, of our picks and shovels, we made progress, slow indeed, but we had hope of a better road before us. The sledges began, however, shortly to shew their inability to carry such heavy weights over such ice; and one or two accidents occurred which were remedied. At 3h. P.M. the "Owen broke down; a few minutes later the "Cardigan" and "Steadfast" became total wrecks, and all three returned to their ship for repairs. This was not very cheering; but we had got through as bad a road before, and hoped to do it again. The "Success," however, was the next unfortunate; she became disabled. At 4h. P.M. I therefore pitched the tents; and the two carpenters of the division, although in a temperature of 30°, put her in order, and she was stowed ready for a start the next morning. So ended this disastrous day; our camp not half a mile from Beechey Island. During the time supper was preparing, we macadamized the road for half a mile ahead of us.

March 17th.

Course and dist. W. by S., 5'.
Wind and weather, S.E., No.
3, 7, q. g.
Hours travelled, 9½.
Camped for rest, repairing
sledges, &c., 14½ h.
Temp., 6 A.M., -26°.
6 P.M., -18°.

At 6h. 30m. A.M. we moved on; a light S.E. wind with gloomy weather. At noon it shifted to N.W., and the weather set in very thick. Cutting our way foot by foot, and, owing to the mist, probably not taking the best route, shortly after noon, my sledge fell into a crack, which had been concealed by snow drift, and broke all the stanchions on one side. This was a sad calamity to me, but our carpenters were never at fault, and in two hours, though it was most distressing to use tools in such a temperature, the "Sir Edward" was re-stowed and journeying on with the rest, although in the rear. With three crippled sledges out of four, we were obliged now to be doubly careful in cutting our road, and it was truly tedious work; we might almost as well have tried to level the waves of the Atlantic, as to smooth the frozen pack in the Wellington Channel. It was like mowing tomb-stones down in a thickly populated churchyard, and left us about as good a road after they were down. At 4h. P.M. we pitched, perhaps 5 miles from Beechey Island, after two days' severe labour. I fancy I see from the top of a hummock, however, a somewhat better road ahead.

March 18th.

Course and dist. W. by S., 5'.
Wind and weather, N.N.W.,
5, 6, c. m.
Hours travelled, 8.
Camped for rest, &c., 16 h.
Temp., 6 A.M., -26°.
6 P.M., -28°.

Last night it blew in heavy squalls from the north, which made me apprehensive that the tent would come down; and what is still worse, gave us the comforting assurance that we were in for the equinoctial gales. The dogs fighting at the back of the tent for a piece of bear that one of them had stolen, and the wind howling, kept us awake until near morning, when the latter moderated, and the former getting sleepy, retired to rest, as did we. At 7h. 15m. A.M. we started, the morning gloomy with a fresh wind from north, steering somewhere in a westerly direction, more with a view to good ground than any direct course. Before noon, the wind shifted to N.W., and increased with very thick weather, which obliged us to shorten sale. The floe is improved, though it is bad still; and officers as well as men are doing their work at the drag ropes. For myself, I find quite sufficient work in getting from the top of one hummock to another to find the best road, and then to retrace it back to the sledges; which, with their heavy loads, necessarily travel very slowly. During the afternoon, the wind increased considerably, and shortly after 3h. P.M. we encamped per force. It continued to blow all night, and the dogs persisted in fighting; the latter was the more provoking, as it was inconvenient to go outside to separate

Proceedings of
Commander Richards.

March 19th.

Course and dist., W. by S., 5.
Wind and weather, N.W.,
6, 7, g. m.
Hours travelled, 8.
Camped for rest, &c., 16.
Temp., 6 A.M., -32°.
5 P.M., -31°.

March 20th.

Course and distance, none.
Wind and weather, N.W., 8, 9,
g. m.
Hours travelled, camped for
rest, detained by bad weather.
Temp., 6 A.M., -32°.
6 P.M., -32°.

March 21st.

Course and dist., W. by S. 8°.
Wind and weather, mo., 2, 3,
b. c.
Hours travelled, 9.
Camped for rest, &c., 15 h.
Temp., 6 A.M., -33°.
6 P.M., -30°.

March 22d.

Course and dis. W. by S. 8°.
Wind and weather, N.W., 4, 3,
b. c.
Hours travelled, 9.
Camped for rest, &c., 15th.
Temp., 6h. A.M. -33°.
6h. P.M. -30°.

them, and more particularly as they had done nothing to help us yet. They will however, no doubt, when the floe gets smother.

We breakfasted at 6h. 30m. A.M., but could not start until 8h. when the wind lulled a little, and we moved on; the weather very thick, and no land in sight. At 1h. P.M. we saw Cape Hotham ahead. The floe, which had been pretty good all day, was now exchanged for pack; and at 4h. we encamped in the middle of it, the people suffering a good deal from the low temperature and frost-bites. The wind, however, is our greatest enemy; in a calm we can drag in any temperature. All night it blew strong from N.W. with heavy squalls.

This morning the wind had increased to a heavy gale from N.W., with snow drift, that limited our vision to less than 10 yards, and prevented the possibility of our moving, anxious as every one was to get out of the influence of this celebrated channel; such a day as this one seldom meets with even on the floe; and I believe, if it were possible to travel, it would be comparative comfort to lying in a frozen blanket bag, with a temperature below 30°. It was not possible, however; so I tried to read some of Mr. Cobden's letters, and failed. The wind moderated a little at 7h. P.M., and after 27 hours on our backs, we eagerly took advantage of the lull, to pitch our tent on fresh ground, for the sake of getting some of the snow out of our gear, and then we lay down for 12h. more.

This morning the wind was light from N.W., and the weather fine, which I believe we all felt grateful for. At 7h. A.M. we started, steering for Cape Hotham, the floe a more comfortable one; at 9h. we saw something like a sail to the N.W., but put it down to one of those distorted appearances which are so common among pack ice; in a short time, however, we made out that it was moving, and an undoubted sledge under sail. I steered away towards it, directing the division to proceed on their course. At 11h. I came up with the sledge "Union," from Her Majesty ship "Resolute," under Mr. Court, master of Her Majesty's ship "Investigator," and learned that Captain Kellett, with his two ships and all the company of Her Majesty's Ship "Investigator," had wintered in the pack, 28 miles S.W. of Cape Cockburn, and that Lieutenant Hamilton, with a light dog sledge, had crossed the channel a day before, with despatches for Sir Edward Belcher. Under these circumstances it became necessary for me to deviate from my instructions; and Mr. Court joining my sledges, I pitched a tent in order to make the requisite arrangements, and inform Sir Edward Belcher of them. Mr. Court's crew were the same that I had met so unexpectedly in the spring of 1853, at the north point of Mellville Island, although there was some difficulty in recognizing them. The temperature of March gives men new faces, or rather leaves them without any. At 1h. P.M. we parted company and resumed our course for Cape Hotham, pitching our tents at 5h. P.M.

A fine morning, with no wind, but cold is no name for it; the thermometer stood at -35° at starting, which we did at 7h. A.M. I had determined to lighten my sledge at the first land, and therefore steered for the southern Cape of the Wellington Channel, which has received the name of the "Ragged Bluff," on account of a heavy land-slip which has occurred, probably within the last few years, and left it rather a picturesque object (if such a term may be applied to anything within these regions). Halting the division just outside the broken ground, we loaded my tender sledge with everything we could possibly dispense with, keeping only 25 days' provisions on the "Sir Edward," and all the clothes we intended to wear to the "Resolute" on our backs; these things we covered with large stones at the foot of the Ragged Bluff. A tent was pitched, and the officers who were about to leave me received their instructions according to the altered state of affairs. We parted at 4h. P.M., and my sledge being considerably lightened, with the assistance of the five dogs, on an improved floe, soon left them behind; we camped abreast what I consider the true Cape Hotham; that is the S.W. table hill of the Wellington Channel. In burying the depot to-day, my people found themselves rather inconveniently close to a large bear; they had no gun, but the dogs were with them; these noble animals, however, declined acting on the offensive, and the gentleman kept about 20 yards from them; evidently intent on making himself acquainted

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with the locality of our provisions. On their return we all went back with the two guns, but our friend had hid himself among the heavy hummocks which surround the Ragged Bluff, and we could not afford the time to throw away on him. Having now crossed the Wellington Channel, I may remark, that all the ice I passed over, with the exception of two insignificant patches, was of last year's formation. For the first 3 or 4 miles from Beechey Island, the pressure had caused a heavy mass of hummocks to be thrown up. The rest of the channel is what?—an open pack, if one may apply the word pack to ice in a state of rest; it seems to run in ridges in a north and south direction generally, but often in inconsiderable patches. I think that in crossing, I kept too far north, and that by doing so, I did not get so smooth a road as I might have done; but the thick weather prevented our choosing our way. In Barrow Strait the floe seems to be a smooth one.

March 23d.

Course and dis. W. 12'.
Wind and weather. W.N.W.
5. 7. b.c.
Hours travelled, 9.
Encamped for rest, &c., 15h.
Bad weather.
Temp. 6h. A.M. — 31°.
6h. P.M. — 35°.

At 7h. A.M. we started; the weather fine, steering over a good floe; saw a cairn on Cape Hotham, erected by Captain Austin's expedition. At noon, the wind sprung up fresh from W.N.W., and what had been comparatively comfortable travelling before, became now most unpleasant. Time however is everything, and we pushed on as we best could, with masks and other precautions. At 4h. P.M. we encamped, having made about 13 miles, we must be westward of Assistance Bay, but the weather has been so thick that we have seen nothing. At 5h. P.M. a large bear was seen making down upon the tent; we received him at 40 yards with 3 barrels, and he tumbled over, but after a moment was up again and among the hummocks; our dogs declined taking any part. We followed him up, but found re-loading a difficult operation. He was killed however, and we left him half a mile from our tent. He was a beautiful animal, very large, with a capital skin, which I regretted leaving, but the cold would not admit of taking it off; and not being much in want of food, we did not even remain to saw a leg off for the dogs; who, by the by, did not deserve it. Some frost-bites were the consequence of this affair. It blew in violent squalls all night, which made me feel nervous about the tent, for in — 35° or — 40° and a gale, I knew we should *never* have got it up again. We passed a sleepless night; our bags frozen as stiff as sheet iron.

March 24th.

Course and dis. W. 5'.
Wind and weather 7. 8. W.N.W.
b. c. m.
Hours travelled, 6.
Encamped for rest, &c., 18h.
Bad weather.
Temp. 6h. A.M. — 33°.
6h. P.M. — 31°.

The wind blew strong from the W.N.W. this morning, with a very low temperature; and there was no possibility of moving before 10h. A.M., when we tried it, as preferable to the misery of the tent. Muffled up in masks and shawls, moving on in the lulls, and taking short but frequent rests, we made perhaps 5 miles to-day, certainly under as great difficulties as I have known on the floe. The gale increased towards evening, and at midnight blew furiously; but our tent held on.

March 25th.

Course and dis. W.N.W., 10.
Wind and weather. W.N.W., 5.
8. g.m.
Hours travelled, 8.
Encamped for rest, &c., 16h.
Temp. 6h. A.M. — 32°.
6h. P.M. — 30°.

At 8h. A.M. we moved on; the wind still blowing strong from W.N.W. Saw Griffith Island. The dogs showed strong objections to moving, which were overruled. Passed along the land at a distance of 2 miles. The floe new ice. At 4h. P.M. we encamped close under Cape Martyr. Frost-bites to-day have been very frequent, and very few faces are left which deserve the name. I could scarcely refrain from laughing this evening to see my people with a pair of scissors cutting each others beards off, to enable them to get their shawls off; they refused to come separately. I feel very much like a piece of iron myself. Towards night, the weather moderated a little, which is indeed a comfort. Cold is bearable enough, but when accompanied by wind, it is scarcely so.

Sunday, March 26th.

Course and dis. W.N.W., 14.
Wind and weather, W.N.W.
5. 8. g. m.
Hours travelled, 10.
Encamped for rest, &c. 14h.
Temp. 6h. A.M. — 31°.
6h. P.M. — 30°.

A very thick morning, with a strong W.N.W. wind. This I had not anticipated from the appearance of last night; and had looked forward to making 15 miles. At 8h. we started; steering for Point Sherringham, which was occasionally seen through the fog. The people getting frost-bitten very frequently; and there were many opportunities of seeing to-day how entirely dependent one is on his neighbour; for indeed he cannot help himself. The run, even in its concentrated state, was too thick to pour to-day and stopping to luncheon being a matter of form, we dispensed with it. At 6h. P.M. we camped, 3 or 4 miles westward of Point Sherringham, a very remarkable and *graceful* looking point of land. Browne Island was seen ahead. It blew a strong gale from N.W. all night, with violent squalls; the dogs howling and fighting for the warmest place underneath the sledge; they

were left to settle it among themselves, for it was not convenient to go outside to separate them.

At 10h. 30m. A.M. there was a lull, so we packed and started. Shortly, however, the wind sprung up again, with a heavy snow drift, and some one was getting frost-bitten every moment. At 12h. 30m. we were compelled to halt, and we only got encamped in time, for the gale increased rapidly, and blew with a violence that made me expect we should be unhoused every moment. It continued without abating in any degree, until 3h. A.M. of the 28th, and we passed rather an anxious night. On our last march we gained perhaps 2 miles.

Shortly after 3h. A.M. we started again, in the hope that the gale had broken; but we were disappointed, for it commenced again almost immediately. The weather was very thick, with a heavy drift; but the floe good although deep snow on it. No land in sight, and I conclude we have not passed Browne Island. Steering westward by occasional glimpses we get of the sun, and halting every few minutes. At 2h. P.M. we camped perforce, and had some difficulty in securing our tent. The weather very thick; not able to see 10 yards from the tent for drift. The moon changes tonight, so I have some hope that it may bring some change for us.

At daylight this morning Browne Island was seen W.N.W. 3 miles distant. The wind light, from the same quarter. This is indeed a source of comfort to all, for such a ten days as the last has been I have not experienced on the floe before.

The travelling was good to-day; we passed one mile south of Browne Island. The ice we have come over up to this time is certainly last year's. At 4h. 30m. we encamped, having made 15 miles during the march.

At 7h. A.M. we started; the floe not so good as yesterday; belts of pack extending across our course. At noon we got into heavy pack and edged away to the south in clearer ground; passed all the forenoon mounting hummocks, but could see no lead through this heavy mass of packed ice, which extended in every direction as far as I could see from the top of a piece 15 feet high. At 2 P.M., therefore, I retraced my steps reluctantly, for it is disheartening work to go over unnecessary ground with a rather heavy sledge. I saw, however, that we must round the pack edge northerly. At noon the wind shifted to N.E. out of M'Dougall Bay, and the weather became very cold. Let the dogs adrift, for they are no use dragging with men in a pack; with a light sledge to themselves they can work anywhere. At 5h. P.M. we camped, not at all satisfied with the day's work, having gone over 18 miles, and not made more than eight.

Started at 7h. A.M., and shortly rounded the eastern edge of the pack, and bore away N.W. and W.N.W. over a good floe, the wind north-easterly; we made sail for the first time; saw Cape Capel ahead. As we crossed M'Dougall Bay the wind freshened and drew to north; we pushed on to make up for yesterday's delay, and camped at 4h. 30m., having made 16 miles.

A bitter cold N.E. wind blowing down M'Dougall Bay this morning, with a good deal of snow drift. Started at 8h. A.M., the floe tolerable; as we shut the bay in, the wind veered to the eastward and blew up Barrow Strait, and the weather improved; passed a bear's track, and encamped at 4h. 30m. two miles westward of Moore Island.

A fine day, and grateful I believe we all feel for it; the first we have had. At 7h. we started, and struck off the land S.W. at once for the "Resolute's" position, rather than prolong the journey by going to Cape Cockburn. At 11h. A.M. we came upon sledge tracks, probably Mr. Court's, from the "Resolute." At 3h. P.M. we got into heavy pack. The dogs were let loose, and picks and shovels were in request. At 5h. we encamped; the ground somewhat lighter.

At 7h. A.M. we started, steering through heavy pack all the forenoon; after noon it became looser, but I have made a mistake in taking the direct course, which it is too late now to remedy.

Wind light from S.W. all day; thick weather; no land in sight. Encamped at 5h. P.M. A fresh S.W. wind, with snow drift. We moved on at 7h. A.M. The pack still very thick, and the late N.W. gales have caused

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March 27th.

Course and dis. W.N.W., 2
Wind and weather, W.N.W., 7
S. g. c. m.
Hours travelled, 14.
Encamped for rest, 22½h.
Bad weather.
Temp. 6h. A.M. - 40°.
6h. P.M. - 32°.

March 28th.

Course and dis. W.N.W., 4.
Wind and weather W.N.W., 7
S. g. c. m.
Hours travelled 6.
Encamped for rest, &c., 18h.
Temp. 6h. A.M. - 31°.
6h. P.M. - 20°.

March 29th.

Course and dis. W.N.W., 13.
Wind and weather, W.N.W., 3.
4. b. c.
Hours travelled, 9.
Encamped for rest, 15h.
Temp. 6h. A.M. - 18°.
6h. P.M. - 19°.

March 30th.

Course and dis. variable, 14.
Wind and weather W.N.W., 7
4. b. c. m.
Hours travelled, 10.
Encamped for rest, 14h.
Temp. 6h. A.M. - 22°.
6h. P.M. - 17°.

March 31st.

Course and dis. west 10'
Wind and weather, N. 4. b. c.
Hours travelled, 9½.
Encamped for rest, &c. 14½h.
Temp. 6h. A.M. - 25°.
6h. P.M. - 24°.

April 1st.

Course and dis. 11. S.W. E. W.
Wind and weather, N.N.E. 4.
5. c. m.
Hours travelled 8½.
Encamped for rest, &c. 15½h.
Temp. 6h. A.M. - 31°.
6h. P.M. - 22°.

Sunday April 2d.

Course and dis. S.W. b. W. 12'
Wind and weather N.N.E. 3. 4.
c. m.
Hours travelled, 10h.
Encamped for rest, &c. 14h.
Temp. 6h. A.M. - 25°.
6h. P.M. - 22°.

April 3d.

Course and dis. S.W. by W. 8'
Wind and weather, S.W. 2. 3.
c. m.
Hours travelled, 10h.
Encamped for rest, &c. 14h.
Temp. 6h. A.M. - 29°.
6h. P.M. - 20°.

April 4th.

Course and dis. W.N.W. 7

Wind and weather W.S.W. 4.
3. c. m.
Encamped for rest, &c. 14h.
Hours travelled, 10.
Temp. 6h. A.M. - 28°
6h. P.M. - 17°

April 5th.

Course and dis. S.W. by W. 9.
Wind and weather W.S.W. 4.
c. m.
Hours travelled, 10.
Encamped for rest 14h.
Temp. 6h. A.M. - 14°
6h. P.M. - 10°

April 6th.

Course and dis. S.W. by W. 9.
Wind and weather S.W. 6.
Hours travelled, 6.
Encamped for rest &c., on
board the "Resolute."
Temp. 6h. A.M. - 20°
6h. P.M. - 8°

an accumulation of drift, which buries the sledge, and makes the work very laborious. Saw Cape Cockburn to-day, but not the ships, as I had expected. At 5h. we encamped, having come over a good deal of ground, but not made much progress.

A fine morning, with S.W. wind. Started at 7h. A.M., steering over heavy ground, which improved, however, after noon. The wind freshened during the day from W.S.W., and we found it very cold dragging head to it. At 4h. P.M. we had the satisfaction of seeing the "Resolute" and "Intrepid" 8 or 10 miles off. At 5h. P.M. we encamped. There has been some very severe pressure here, many of the hummocks thrown up more than 20 feet high. Snow blindness is beginning to show itself, two of my people suffering considerably from it.

We started very early this morning, and as the road has improved made good progress.

At 11h. A.M., when two or three miles distant, "Resolute" and "Intrepid" showed their colours, and in half an hour afterwards I had the pleasure of meeting all the officers of both ships, who had come out to meet us directly the sledge was seen, Captains Kellett and McClure bringing up the rear. We shortly arrived on board, where I received a hearty welcome from all.

On my sledge coming in half an hour afterwards I delivered up my despatches and the mail from England by "Phoenix," which had been lying eight months at Beechey Island. Captain Kellett immediately prepared the officers and crew of "Investigator" for a move, and on the 10th and 11th four parties, under Lieutenants Haswell and Pim, left for Beechey Island. I should have followed on the 11th, but Lieutenant Hamilton arriving on that day, after an extraordinary passage of less than nine days from the "Assistance" in a dog sledge, caused me a little detention. On the 12th it blew a gale from S.E., and on the 13th at noon I started homeward.

As Commander McClintock was to start on the same day on a flying journey to the Wellington Channel, I left my five dogs for him, making his team up to 12. To me they were of no use, for when pulling with men on a laden sledge they do not accelerate your speed. The weather thick, with a S.W. wind; steered a course for Cape Cockburn over a floe, alternately smooth and hummocky. Captain McClintock passed me in the afternoon, and with his dogs was shortly out of sight. At 7h. P.M. we encamped. "Resolute" and "Intrepid" out of sight.

A fine morning, with light westerly wind, which drew to N.W., and freshened shortly after starting, which we did at 6h. A.M., steering a course for Cape Cockburn over indifferent ice. At 9h. A.M. saw a canvas flag flying on a hummock, and on coming up to it I discovered the track by which the main body of the "Investigators" had advanced.

The tracks of those who have gone before you, I think, should never be despised.

Thick weather, absence of sun, &c. cause much anxiety in a bad road, where you cannot even take advantage of the hummocks to pick your way. I gladly, therefore, availed myself of them. At 5h. P.M. we encamped five miles from Cape Cockburn; during the day we have passed the encampments of five parties.

At 6h. 15m. we moved on, steering for the high land of Cape Cockburn, the wind fresh from S.W. Almost immediately after starting we came to a narrow lead of very smooth new ice, which took us within $1\frac{1}{2}$ miles of the cape, and then turned easterly. At 11h. we arrived at the high hummocks, which are piled up on the low land, extending for some distance off the cape, and which is only distinguishable from the floe by its gentle undulations and a patch of gravel forced up here and there, and bare of snow. Over the ridge of hummocks and on to this low land we hauled the sledge, and then halted for luncheon. At 4h. 30m. we pitched our tent five or six miles eastward of Cape Cockburn.

At 6h. A.M. we started, steering over the low land inside the hummocks. At 7h. we passed a small red flag on a mound which covers Captain Kellett's depôt of 1852. At noon we got on the floe again; passed Allison Creek and Ackland Bay, neither of which seem so deep as marked on the chart.

April 13th.
Course and dis. N.E. by N. 11'.
Wind and weather S.E. 4. 5.
q.m.
Hours travelled, 7.
Encamped for rest, 11h.
Temp. 6h. A.M.
6h. P.M. - 7°

April 14th.

Course and dis. N.E. by N. 13.
Wind and weather W. 2. 3.
b. c.
Hours travelled, 11.
Encamped for rest, &c., 13h.
Temp. 6h. A.M. - 14°
6h. P.M. - 2°

April 15th.

Course and dis. N.E. by N.
E. by S. 12'.
Wind and weather S.W. 5. b. c.
Hours travelled, 10½.
Encamped for rest, &c., 10¾h.
Temp. 6h. A.M. - 13°
6h. P.M. - 3°

April 16th.

Course and dis. E. by S. 12'.
Wind and weather S.E. m. s.
Hours travelled, 11.
Encamped for rest, &c. 13h.
Temp. 6h. A.M. - 3°
6h. P.M. - 3°

April 17th.

Course and dis. E. by S. 12'.
Wind and weather S.E. 2. 3.
c. m.
Hours travelled, 10½.
Encamped for rest, &c. 13½h.
Temp. 6h. A.M. + 9°
6h. P.M. - 8°

At 5h. P.M. we pitched. Moore Island and Cape Frayer in sight, four or five miles ahead of us. A south-east wind, with thick weather, and snow falling.

We moved at 6h. 30m. A.M. I got a better view of Ackland Bay this morning. There was pack across its mouth from point to point, but I should imagine it would be an eligible spot for a ship to winter in, although open to the southward. I conceive there would be no great pressure from that quarter. I should say from the configuration of the land that it was a deep water bay. Decidedly it is not a fit spot to leave a ship without a crew, for she could not be land-locked, and would be exposed to almost certain destruction on the breaking up of the ice at the opening of the season. At noon I walked to Point Frayer, while the people were at luncheon, to visit a small cairn which I saw there; found a notice from Lieutenant Hamilton, which he had left there on his route to the "Assistance," and left one of my own.

While at this cairn my crew saw a bear, and sent me some ball cartridge. I had taken a gun with me, but being more intent on getting something for the pot than on larger game I had nothing but shot with me. I never can get myself to *believe in bears*, although I have occasionally met them. On returning to the sledge we saw him (apparently a very large fellow) among the hummocks, indulging in all the gambols of a young kitten. I have been accustomed to look upon a polar bear as a grave and dignified kind of animal. All I have seen have been so, and I was at a loss to account for these demonstrations of playfulness in this particular one; on reaching the sledge I looked at him with my glass, and discovered sundry ominous scarlet spots on his coat, which led me to the conclusion (as several sledges had preceded me) that his eccentricities might be caused by the irritation of several Minié rifle balls in his body. We followed him for a short distance, but he went away west, apparently in a high state of delight, head over heels, in a most unaccountable manner. Directing the sledge between Moore Island and the main I walked to the N.W. summit of the island, erected a flag and cairn, and left directions for any of our sledges that might touch there.

At 2h. P.M. we came upon a large hole of water, by the side of which we found two claws of a young seal, with a good deal of blood. This solved the mystery of our friend's good humour; he had had a good breakfast this morning, and was glad in consequence. He certainly had left nothing but two claws: and the keeping the hole open, and so well concealed by snow (that our sledge narrowly escaped going into it), was evidently his handiwork.

Several wet feet were got between the island and the main to-day; close outside the former is a better road. Inside would probably be a good spot for winter quarters. The ice was all last year's, except a little in the bay on the north side of the island.

Two miles eastward of Moore Island is a remarkable crested hill, and a mile east of that a rather deep bay, with no pack across its mouth. It seems as eligible for winter quarters as Ackland Bay is, but I feel convinced, that between Cape Capel and Cape Cockburn there is no place where a ship *without a crew* could be left in safety.

Camped at 5h. P.M., about six miles east of Moore Island. All hands suffering from snow blindness to-day. Last year with the same crew I had but very few cases, and did not feel it myself at all. These thick misty days I find affect the eyes far more than clear sunny weather. Good honest cloudy weather is the best, but that is seldom to be had.

Thick, hazy weather, with south-easterly wind.

Started at 6h. A.M., steering over old sledge tracks, and looking out for outward-bound sledges; before noon, the weather cleared, and the wind came from north, out of M'Dougall Bay. It shortly shifted to E.N.E., with snow, and we lowered our sail, the floe good and smooth, of last year's ice; at 5h. P.M. we camped; Browne Island in sight ahead.

Started at 7h. A.M., weather thick, and wind E.S.E. It cleared, however, in the forenoon, and we saw Browne and Somerville Islands; and the land on both sides of M'Dougall Bay, very distinctly; passed several camps

April 18th.
Course and dis. E.S.E. 12'.
Wind and weather S.E. E.N.E.
2.4. c.m.
Hours travelled, 11.
Encamped for rest, &c. 13h.
Temp. 6h. A.M. + 8°.
6h. P.M. - 1°.

April 19th.
Course and dis. E.S.E. 13'.
Wind and weather E.N.E. 2.4.
c.m.

Hours travelled, 10.
Encamped for rest, &c. 14h.
Temp. 6h. A.M. +7°.
6h. P.M. +3°.

April 20th.

Course and dis. E.N.E. 10°.
Wind and weather E. 1. 3.
b. c.

Hours travelled, 8.
Encamped for rest, &c. 10h.
Temp. 6h. A.M. -3°.
6h. P.M. +2°.

April 21st.

Course and dis. E.S.E. 10°.
Wind and weather E.S.E. 1. 2.
b. c.

Hours travelled, 7½.
Encamped for rest, &c. 10h.
Temp. 6h. P.M. +10°.
4h. A.M. +7°.

March 22d.

Course and dis. E.S.E. 12°.
Wind and weather 1. 2. b. c.

Hours travelled 9.
Encamped for rest, &c. 15h.
Temp. 3h. P.M. +2°.
4h. A.M. zero.

April 22d.

Course and dis. E.S.E. 14°.
Wind and weather E.S.E. 2. 4.
b. c.

Hours travelled, 8½.
Encamped for rest, &c. 15½.
Temp. 3h. P.M. +1°.
4h. A.M. +4°.

April 23d.

Course and dis. E. by N. 5°.
Wind and weather E. 1. 2.
b. c.

Hours travelled, 5.
Encamped for rest, &c. 12h.
Securing depôt.
Temp. 6h. P.M. +5°.
4h. A.M. +4°.

April 24th.

Course and dis. easterly, 12°.
Wind and weather calm, 0. c.

Hours travelled, 8.
Encamped for rest, &c. 7h.
Temp. 6h. P.M. zero.
4h. A.M. +2°.

April 25th.

Course and dis. easterly 14°.
Wind and weather west, 1. 2.
b. c.

Hours travelled, 9.
Encamped for rest, &c., 10h.
Temp. 6h. P.M. +7°.
6h. A.M. -8°.

of former sledges, the floe good and smooth, steering for the north end of Browne Island. The snow blindness is very bad to-day; the crape is of little or no use; spectacles (good ones) of a neutral tint, every one should have; camped at 5h. P.M., having made about 14 miles.

To day I found myself perfectly blind, and walked behind the sledge, like a led horse—most of the crew not much better; passing inside Browne Island, found bad ground, which caused many upsets, from want of sight; wished I had gone outside the island, as I did on my outward route.

At 2h. 30m. P.M., we were obliged to camp, for there were only two among us who could see; it would have been an amusing sight if any one could have seen us; they certainly might have been excused for supposing we had taken double allowance of grog.

I determined now, on night travelling, although it is rather early for it, being 20 days sooner than we commenced last year.

Shortly after midnight, on the 20th, we broke up our camp, and moved on, the wind light from E.S.E., and the night cold, though the temperature is up to zero; at 2h. A.M., the sun rose. I never so much wished him away; and, fortunately for us, the weather set in cloudy, and he remained obscured during the remainder of the march. I am told that Point Sherringham, Cape Martyr, Griffiths, Browne, and Somerville Islands are in sight; and I feel that the floe is good, but cannot see anything. At 7h. 30m. A.M., we encamped about 3 miles west of Point Sherringham; the snow-blind men are improving.

At 5h. P.M. we started again, the weather very thick, and snow falling: passed Point Sherringham at 8h. 30m. P.M., and Cape Martyr, at 1h. 30m. A.M. of the 22d; at 2h. A.M. we encamped 1½ miles eastward of the latter cape.

At 5h. P.M. we started; a light wind from E.S.E., with snow; and after a long and tedious march we encamped, at 1h. 30m. A.M. of the 23d, off the west end of Assistance Bay.

At 8h. A.M. we were under weigh again, crossing the bay, which is full of pack and heavy hummocks. At 11h. we saw the depôts, and at 1h. P.M. we encamped on the land alongside of them. Immediately set my people to work to secure them with gravel, until casks could be sent from the "North Star;" and we found digging improve the eyes wonderfully; I have only one man now suffering. This is the finest day we have had,—really warm; the thermometer at +13°. At 1h. A.M. we left Assistance Bay, steering along the land eastward, inside the hummocks; passed several tracks of a bear, who, no doubt, had his eye on the depôt. At 7h. A.M., whilst passing Cape Hotham, I saw Captain M'Clintock's tent pitched, and communicated with him. He had made a surprising passage to the "Assistance," and was returning to "Resolute" with the 12 dogs. Without delay I pushed on, and shortly came upon the tent of the "Success," Mr. Herbert, on his way to Beechey Island. Here I camped, and landed to examine Captain Kellett's whale-boat and the depôt. Sent my people to bring off the small sledge, and our clothes and provisions left at the Ragged Bluff on our outward journey. At noon we returned, having found the whale-boat all right, but the whole of the provisions and fuel left with my small sledge devoured by bears, except the biscuit, which they do not seem to care for. At 4h. P.M. both sledges started, steering for Beechey Island. At 10h. 30m. P.M. met the "Reliance" and "Steadfast," Lieutenant May and Mr. Shellabear, the former for Assistance Bay, the latter for "Resolute;" and at 1h. A.M. of the 25th we encamped in the Wellington Channel, which may with truth be said now to be a high road. At every mile you meet the remains of an encampment; it reminded me of the road to a fair. Cast-off mitts and mocassins, Hogarth's preserved meat tins and pemmican cases, boots and bears' carcasses, remnants of garments of every description,—strew the floe in admirable confusion, and afford abundant evidence of the hundreds who have passed over it. A few weeks, and it will again be an open sea, a hundred fathoms deep, with every trace of our passage at the bottom of it; and a very few more, it will be quietly frozen over again, and the scene may be repeated. However, at 11h. A.M., being a fine morning, I threw

off some of my outer clothing, and, leaving the sledges to follow, accompanied by Mr. Herbert, I set off to walk to "North Star," where we arrived at 9h. P.M. of the same day.

The arrival and departure of sledges is now of such frequent occurrence that no excitement is produced thereby, nor would be, I should think, by anything less than the arrival of the missing ships.

To-day I despatched Lieutenant Cheyne to the "Resolute," and Messrs. Grove and Pym to Assistance Bay, with empty casks, to secure the depot. On the morning of the 27th, Captain M'Clure arrived, with the remainder of his officers and crew. Lieutenant Pym, of "Resolute," was despatched to-day to Cape Hotham, and Mr. Jenkins, mate, to the "Resolute," to assist in removing provisions from her. On the 29th, Lieutenant May arrived from Assistance Bay, with the "Reliance."

Leaving him to assist in conveying a boat to Cape Hotham, and then to return to his ship with the remaining sledges, I started at 6h. P.M., accompanied by Mr. Herbert and the three sledges "Sir Edward," "Success," and "Reward," up the Wellington Channel.

From the Grave Spit, we crossed Union Bay, and kept close along the land, inside the hummocks, until near Point Innis; from here we had to get through half a mile of heavy ice, before getting on the smooth floe.

Point Innis is a glacier point, and a road must be cut before it can be rounded. At 1h. A.M. we encamped, $1\frac{1}{2}$ miles above Point Innis; a fine afternoon, with light northerly wind; at 4h. P.M. we moved on, steering over a smooth floe for Cape Bowden; passed the track of a bear and cub, and encamped at 1h. A.M. $1\frac{1}{2}$ miles above Cape Bowden.

A light northerly wind and a warm day. Started at 1h. P.M., and crossed Griffin Bay; one of the crew of the "Reward" taken ill, and obliged to be carried on the sledge.

At 10h. P.M. we camped a mile north of Cape Grinnell.

Wind fresh from north, and shifted to N.E. as we approached Cape Osborn. We started at noon, and at 6h. P.M. encamped in a small bight south of that cape at 6h. P.M. Here the tent and gear of the "Success" was left with two men, as a stationary habitation for parties passing up and down the channel.

We weighed at 6h. A.M. of the 3d, and rounding Cape Osborn, saw a tent and flagstaff on the next bluff; a shot from our gun brought its inmates down to us, and I found the serjeant and one marine were stationed here; our arrival was telegraphed, and we reached the ships at 11h. A.M.

I observed no change in the ice in the Wellington Channel since my passage down it in February, except that some water was flowing up inside the hummocks at Point Innis. The only animals seen during this journey have been two bears; one of them was shot; and the only signs of animal life were the tracks of a deer and a hare at Browne Island.

In conclusion, I beg to express my perfect satisfaction of the way in which the officers and crew of the division of sledges conducted themselves during the time they were acting with me, and of my own particular party during their entire absence of seventy days from the ship.

The casualties among the whole of our people, though exposed to intense cold and very severe weather, have been comparatively few and unimportant, and I feel much pleasure in bearing testimony to the great care exhibited by the officers in general to the comfort and safety of their men.

(Signed) GEO. HENRY RICHARDS, Commander,
Late commanding the Western Division of sledges from
Her Majesty's Ships "Assistance" and "Pioneer."

Commander RICHARDS to Captain KELLETT, C.B.

Sir,

Her Majesty's Ship "Resolute," off Cape Cockburn,
April 6th, 1854.

I have the honour to report to you my arrival here to-day, from Her Majesty's Ship "Assistance," in the Wellington Channel.

I am the bearer of despatches from Sir Edward Belcher, and also of the mails from England, by the "Phoenix," for the western division of the squadron under your command.

II.

3 C

Proceedings of
Commander Richards.

April 26th.

April 28th.

April 29th.

Course and dis. northerly 10'.
Wind and weather S.E. 2 3.
Hours travelled, 7.
Encamped for rest, 15h.
Temp. 6h. P.M. + 15°.
4h. A.M. + 2°.

April 30th.

Course and dis. N. 10'.
Wind and weather N. 1. b. c.
Hours travelled, 9.
Encamped for rest, &c. 12h.
Temp. 6h. P.M. + 19°.
4h. A.M. + 1°.

May 1st.

Course and dis. N. 12'.
Wind and weather N. 1. b. c.
Hours travelled, 9.
Encamped for rest, &c. 13h.
Temp. 6h. P.M. - 6°.
4h. A.M. - 14°.

May 2d.

Course and dis. northerly 11'.
Wind and weather N.E. 2. b. c.
Hours travelled, 7.
Encamped for rest, &c. 12h.
Temp. 6h. P.M. + 14°.
4h. A.M. - 13°.

May 3d.

Course and dis. N.E. 10'.
Wind and weather, N.E. 2. b. c.
Hours travelled, 6.
Arrived on board.

Proceedings of
Commander Richards.

I left the "Assistance" on the 22d of February, and the "North Star," at Beechey Island, on the 16th March, accompanied by four sledges from the "Assistance" and three, under Commander Pullen, from his vessel; two more sledges from the "Assistance" were to follow me. Immediately on quitting Beechey Island, Commander Pullen's three sledges were entirely disabled in the heavy pack, and he returned for repairs, the remainder of the division moving on.

You will perceive by my instructions that one part of my duty was to advance depôts of provisions up to Cape Cockburn, for the relief of retreating parties from your ships, under the supposition that the "Resolute" was still at Bridport Inlet, Melville Island; on the 21st March, however, I met a sledge, under Mr. Court, master of the "Investigator," and learned that the "Resolute" and "Intrepid," with the crew of "Investigator" had wintered in the pack 28 miles S.W.S. from Cape Cockburn. Under these circumstances, and hearing from Mr. Court that you had sufficient provisions on board to last you until May 1855, and moreover that there were none of the crews who were unable to travel, from sickness, I considered that it would be an unnecessary expenditure of time and labour to carry out this portion of my instructions; I therefore gave the following directions to the officers in charge of the different sledges; viz., Lieutenant May in the "Reliance," to deposit his superfluous provisions at Assistance Bay, and then to proceed in the execution of his original instructions from Sir E. Belcher to Cape Walker; Lieutenant Cheyne, of "John Barrow," also to deposit his provisions at Assistance Bay, and to return to "North Star" or "Assistance;" Mr. Herbert, of "Success," to fill himself up at Assistance Bay, and proceed to Cape Bunny, where he would make a depot for any of Captain Collinson's party, and return to "North Star" or "Assistance," thus ensuring the early fulfilment of a part of that duty, which I cannot feel certain of being performed, owing to the breaking down of the "North Star's" division.

Orders were also left for the two sledges under Messrs. Grove and Pym, on their arrival, to deposit their provisions at Assistance Bay, and return.

The whole of the depôt would therefore be concentrated at this point, amounting perhaps in all to provisions, independent of those placed by the "Resolute" in 1852, and the sledges be available to carry out any fresh views which the arrival of intelligence from you on board Her Majesty's Ship "Assistance," may seem to Sir Edward Belcher to render necessary.

In my verbal communications with Sir Edward, before leaving the "Assistance," he gave me perfectly to understand, that in the event of any emergency which was not provided for in my orders, I was to act to the best of my own judgment; and I can only hope, that in adopting the course I have done, that your future views or plans will be in no way deranged.

I have, &c.

(Signed) GEO. HENRY RICHARDS, Commander,
Her Majesty's Ship "Assistance," commanding
the Western Division of Sledges.

Captain KELLETT, C.B., to Commander RICHARDS.

Her Majesty's Ship "Resolute," in Barrow Strait,
April 7th, 1854.

Sir,

I have to acknowledge the receipt of your letter of yesterday's date, reporting your arrival on board Her Majesty's ship under my command, and detailing your proceedings since leaving Her Majesty's ship "Assistance," on the 22d February last, the whole of which I entirely approve. You have not only *not* deranged in any way my plans, but, by the adoption of the measures you have pursued, you have greatly facilitated my arrangements.

I have, &c.

(Signed) HENRY KELLETT, Captain.

Captain KELLETT; C.B., to Commander RICHARDS.

By Henry Kellett, Esq., C.B., Captain of Her Majesty's Ship "Resolute."

Sir Edward Belcher, Knight, C.B., commanding the Arctic Expedition, having placed the sledges of Her Majesty's Ship "Assistance" under your orders at my disposal, for the purpose of carrying out provisions to such points as I may think expedient, for the relief of Captain Collinson, should he meet with accident and be led through these straits:—For this purpose, it is my direction that you leave this ship to-day, weather permitting, and join your division of sledges.

Having done so, you will cause to be completed the depôt at Assistance Bay to thirty days provisions for 66 men; you will also place in the same position occupied by my boat, one of the cutter gigs, a good ten-man sledge, complete, as well as the 2 marquees belonging to the "North Star." Should you, on your return, meet any of the sledges in advance of Assistance Bay, you will secure their provisions on the most prominent point, marking their position well.

You will see that the boat, now at Cape Hotham, is in perfect repair; and having performed this service, you will proceed in the execution of your orders from Sir Edward Belcher.

Given under my hand, on board Her Majesty's Ship "Resolute," in Barrow Strait, Cape Cockburn, N.E. by N. 28', this 12th day of April 1854.

(Signed) HENRY KELLETT, Captain.

Sir EDWARD BELCHER, Knight, C.B., to Commander RICHARDS.

Her Majesty's Ship "Assistance," Wellington Channel,
May 6th, 1854.

Sir,

Having received and read your report on the duty on which you were detached, I have great satisfaction in approving of the proceedings therein detailed; and also of expressing my great gratification under the very severe season which you had to brave against westerly gales, that your report does not contain one single serious result from frost-bites.

This I fully believe to be the result of the active zeal which kept you moving when that was possible. Your report of the officers and men employed under your command also gratifies me exceedingly; and you will convey to the officers, in addition to my public memorandum, my especial approbation of their conduct and exertions.

I am, &c.

(Signed) EDWARD BELCHER,
Captain commanding the Arctic Squadron.

Enclosure No. 49. of Sir Edward Belcher's Letter.

Commander PULLEN to Mr. S. COURT, Acting Master, Her Majesty's Ship "North Star."

By W. J. S. Pullen, Esq., Commander of H.M. Ship "North Star."

It is my direction that you proceed this morning to Cape Hotham, and deposit the boat from this ship alongside the one already there.

When clear of the hummocks, you will send all the additional men back. Should you be short of provisions, you may replenish from the depôt at Cape Hotham.

Given under my hand, on board Her Majesty's Ship "North Star," at Beechey Island, this 2d May 1854.

(Signed) W. J. S. PULLEN, Commander.

Mr. S. COURT to Commander PULLEN, Her Majesty's Ship "North Star."

Her Majesty's Ship "North Star," Beechey Island,
May 9th, 1854.

Sir,

In compliance with your orders, I left this ship at 9h. A.M. of May 2d, with a party of 12 men, and the boat specified to be left at Cape Hotham.

I arrived at Cape Hotham on May 5th, at 2h. a.m., having passed my last encampment in company with Messrs. Grove and Pym, of Her Majesty's ship "Assistance."

During the passage across I had cause to fear that the boat's bottom would sustain damage from its contact with the hard upper surface of the snow and projecting pieces of ice, which all my care could not prevent. On examining the boat after my arrival, I was, therefore, not surprised to find considerable damage had been sustained.

The damage was principally in the "garboard streaks," and some of the timbers were broken or sprung.

The two streaks next the garboard on each side have also suffered from their constant friction during the passage, and besides some small holes are worn very thin.

With the stores in my possession I covered the holes,—in the first place either with "sheet lead" or fearnought, and afterwards by nailing the water-proof mackintosh tent bottom over all, completely covering the bad parts of her whole bottom.

This repair will require (to render it complete) a carpenter and a few more nails, with a heavier hammer than I possessed, to secure the started timbers. The boat will then be fit to undertake a passage from Cape Hotham to Beechey Island; but for a longer voyage, without undergoing more considerable repairs, she would not be available.

Having thus fulfilled my instructions to the best of my ability, I commenced my return at 6h. p.m. on May 6th, and without meeting with anything worthy of remark, arrived on board the "North Star" at 4h. p.m. 8th May 1854.

At Cape Hotham boat depôt I left Lieutenant Pym and party—all well.
I have, &c.

(Signed) STEPHEN COURT, Acting Master.

Enclosure No. 50. of Sir Edward Belcher's Letter.

Mr. F. B. HERBERT, Mate, to Sir EDWARD BELCHER, Knight, C.B.

Her Majesty's Ship "Assistance," Wellington Channel,
May 11th, 1854.

Sir,

I have the honour to report the arrival of the sledge under my command on board of this ship on Wednesday the 3rd instant.

In pursuance of your mem. of the 2nd of April 1854, I left the "North Star" on 17th of April, with 30 days provisions, taking with me, in lieu of George Cousins, stoker, who was still on the sick list, James Bidgood, A.B., belonging to Her Majesty's ship "Resolute." The next day I met with Captain M'Clintock, and from him received orders to proceed to Assistance Bay, to deposit my provisions, and then return to the "North Star" and await further orders.

On the morning of the 21st I met Lieutenant Haswell, of Her Majesty's ship "Investigator," proceeding to Beechey Island with two sledges; on the evening of the same day I arrived at the depôt, Assistance Bay, and shortly afterward Lieutenant Pym, of Her Majesty's ship "Resolute," accompanied by Doctor Armstrong, of the "Investigator," arrived with two sledges, proceeding to Beechey Island.

Two of my men having suffered much from snow blindness, I remained at the depot one day to recruit them; and having deposited 21 days provisions for 10 men, started on the 23d for the "North Star."

On the morning of the 24th I was overtaken by Captain Richards, who was travelling by night, and proceeded in company with him to the "North Star," where my sledge arrived on the 26th of April. I left again on the 29th, in company with Captain Richards, and arrived on board this ship Wednesday the 3rd of May.

It affords me great pleasure to inform you that my crew have conducted themselves much to my satisfaction since leaving this ship on the 22d of February.

I have, &c.

(Signed) FRANCIS B. HERBERT, Mate.

RETURN of WEIGHTS on First Journey to Assistance Bay.

Total weight leaving the "North Star" was 1740 pounds; nine effective men were dragging, giving each a dragging weight of 193 pounds per man.

RETURN of WEIGHTS, &c. on Second Journey.

Total weight leaving the "North Star," 1050 pounds; nine effective men dragging, giving each a dragging weight of 117 pounds per man.

(Signed) FRANCIS B. HERBERT, Mate.

Proceedings of
Commander Richards.

Average weight per man
dragging.
No. effective.

Average weight per man
dragging.
No. effective.

Enclosure No. 51. of Sir Edward Belcher's Letter.

Mr. D. LYALL, Surgeon, to Sir EDWARD BELCHER, Knight, C.B.

Dr. Lyall's
Medical Report.

Sir,

Her Majesty's Ship "Assistance," Wellington Channel,
May 11th, 1854.

I have the honour to inform you that, in accordance with your directions, I have this day, along with Mr. F. Y. Toms, examined the officers and men of this ship, and find their state to be as represented in the accompanying report.

I have, &c.
(Signed) D. LYALL, Surgeon.

REPORT of MEDICAL EXAMINATION on Officers and Ship's Company, Her Majesty's Ship "Assistance," Wellington Channel, 11th May 1854.

Names.	Quality.	Remarks.
Commander G. H. Richards	Commander - -	Is suffering from dyspepsia and sore throat, but will likely be fit for any duty in a few days.
Commander S. Osborn.	Commander (additional)	Suffers from debility.
Mr. J. F. Loney	Master - - -	In good health. Fit for any duty.
Mr. F. B. Herbert	Mate - - -	Ditto - ditto.
Mr. James Lewis	Clerk-in-charge	Ditto - ditto.
Mr. J. Harwood	Assistant Engineer	Subject to dyspepsia and epilepsy.
Mr. H. P. Webb	Assistant Engineer	In good health. Fit for any duty.
Mr. W. Taylor	Boatswain - -	Ditto - ditto
Mr. W. Kerr	Carpenter - -	Suffering from scurvy in a mild form. Is unfit for active exertion.
Richard Bailey	Boatswain's Mate -	Has a slight cough, but is otherwise in good health. Had better not be sent travelling for a few days.
Thomas Hall	Gunner's Mate -	In good health. Fit for any duty.
William Batchelor	Boatswain's Mate -	Feels quite well. No indication of disease on examination, but is physically unfit for any severe or extended exertion.
Richard Hales	Leading Stoker -	Suffers almost constantly from chronic bronchitis. Unfit for sledge travelling.
John Hales	Stoker - - -	Very subject to rheumatism, and has premonitory symptoms of scurvy.
William Woods	Officer's Cook -	Has varicose veins of leg. Unfit for sledge duty.
William Fenning	Officer's Steward -	In good health.
Rehobeth Robinson	A. B. - - -	In good health. Fit for any duty.
Henry Billett	A. B. - - -	Ditto - ditto.
Henry Tranter	A. B. - - -	Affection of heart. Unfit for sledge duty or active exertion.
George Stares	Captain's Coxwain -	In good health. Fit for any duty.
Thomas Barber	Sailmaker - - -	Lungs unsound. Unfit for sledge duty.
Edward Humphries	Sailmaker's Mate -	In good health. Fit for any duty.
Richard Bex	P. M. - - -	Ditto - ditto.

Dr. Lyall's
Medical Report.

Names.	Quality.	Remarks.
Alfred Ingledon	- P. and P.'s Steward	Symptoms of incipient phthisis. Is unfit for active exertion.
John Simmons	- A. B. - - -	Gums sore; bleed occasionally. Is fit for Beechey Island sledge duty.
James Gore	- Captain's Steward -	Suffers from frequent headache and symptoms of dyspepsia.
Edward Lyons	- Blacksmith - - -	In good health. Fit for sledge duty.
George Youngson	- Captain and Officer's Cook	Suffers from dyspepsia and other premonitory symptoms of scurvy.
Lewis Read	- A. B. - - -	In good health. Fit for any duty.
James Poyer	- Carpenter's Crew -	Ditto ditto.
Christopher Pond	- Caulker - - -	Ditto ditto.
George Edwards	- Carpenter's Mate -	Spongy and bleeding gums, and other premonitory symptoms of scurvy. Unfit for extended travelling.
Henry Briant	- Musician - - -	Suffering from catarrh; otherwise in good health.
Thomas Bond	- Ice Quartermaster -	Has suffered a good deal from constipation lately, but is fit for Beechey Island sledge duty.
George Quiddington	- Carpenter's Mate -	Is suffering from diarrhoea, weakness, want of appetite, and cramps, premonitory symptoms of scurvy.
George Wood	- Captain of Hold -	Is suffering from dyspepsia, and will not likely be fit for active duty for some days.
George Jeffries	- Sergeant R. M. -	In good health. Fit for any duty.
Nicholas Middleton	- Corporal R. M. -	Suffers from an affection of the heart. Unfit for sledge duty or active exertion.
Isaac Stallard	- P. M. - - -	In good health, and fit for short sledge journeys; but suffers inconvenience occasionally from a contusion of the knee which he sustained about two months ago.
John Green	- P. M. - - -	In good health. Fit for active duty.

(Signed) D. LYALL, M.D., Surgeon.
FRANK Y. TOMS, Assistant-Surgeon.

REPORT of MEDICAL EXAMINATION on Officers and Men who have returned to the Ship since the 11th inst., Her Majesty's Ship "Assistance," 14th May 1854.

Names.	Quality.	Remarks.
Mr. W. May	- Lieutenant - - -	In good health. Fit for any duty.
Mr. J. B. Grove	- Mate - - -	Complains of rheumatic pain in shoulder.
Mr. F. W. Pym	- Acting Mate - - -	In good health. Fit for any duty.
James Beames	- Boatswain's Mate -	In good health. Ankle slightly sprained. Will not be fit for sledge work for a few days.
James Robinson	- Captain of Forecastle	In good health. Fit for any duty.
Jer. Galavan	- Captain of Forecastle	Ditto ditto.
Ransom Unthank	- Ice Quartermaster -	Gums sore; bleed occasionally; catarrh, sore throat, weakness, premonitory symptoms of scurvy. Is at present unfit for any work.
James Sinnett	- A. B. - - -	In good health. Fit for any duty.
Arthur Dickens	- Captain of Forecastle	In good health. Fit for Beechey Island travelling.

Names.	Quality.	Remarks.
George Wicketts	A. B.	In good health. Fit for any duty.
Samuel Walker	Carpenter's Mate	Ditto ditto.
Thos. Isaacs	Gunner's Mate	Ditto ditto.
Geo. Custance	Stoker	Ditto ditto.
Geo. Edey	Bombardier R.M.A.	Ditto ditto.
Thos. Coopland	A. B.	Feels in good health, but has suffered while travelling from swelling of left ankle and leg, which are still discoloured, and will likely prevent him from travelling for some weeks at all events.
Joseph Organ	Ice Quartermaster	Complains of slight cough and shortness of breathing, with an uneasy sensation in the region of the heart. Unfit for sledge work, but is able to do quartermaster's duty.
Ben. Young	Ice Quartermaster	Feels in good health, but still suffers from an affection of the elbow, consequent on injury. Unfit for sledge work.
Alex. Baillie	Carpenter's Crew	Quite well. Fit for any duty.
Wm. M'Arthur	A. B.	Has an affection of the heart. Unfit for sledge work.
George Cousins	Stoker	In good health. Fit for any duty.
Christr. Allen	A. B.	In good health. Fit for Beechey Island sledge travelling.
Wm. Huggett	A. B.	States that he feels quite well; but there is discolouration of the right thigh. Is not fit for sledge work at present.
Geo. Green	P. M.	Has suffered for the last few days from cough and pain in chest. Unfit to go with next sledge.
Gwylm Munden	Bombardier R.M.A.	In good health. Fit for any duty.
Joseph Anderson	P. M.	Ditto ditto.
James Reid	Ice Quartermaster	Ditto ditto.
Charles Smith	A. B.	Ditto ditto.

(Signed) D. LYALL, M.D., Surgeon.
FRANK Y. TOMS, Assistant-Surgeon.

Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander Richards's
Correspondence with
Western Division.

Commander G. H. RICHARDS to Sir EDWARD BELCHER, Knight, C.B.

Sir,

Her Majesty's Ship "Assistance," Wellington Channel,
May 13th, 1854.

With reference to my letter B 15 154, detailing my proceedings whilst detached in command of the Western Division of Sledges, I have now the honour to enclose you copies of all correspondence which has passed between myself and the different officers with whom I have been associated during that period, as specified in the Schedule, on the other side. Sixteen.

(Signed) I have, &c.

GEORGE HENRY RICHARDS,
Commander Her Majesty's Ship "Assistance."

Commander Richards's
Correspondence with
Western Division.

The SCHEDULE of Enclosures referred to.

No.	Date.	Subject.
1	9 March 1854	Copy of Order to Mr. J. B. Grove, Mate.
2	" "	Copy of Order to Lieutenant J. Cheyne.
3	" "	Copy of Order to Mr. R. Jenkins, Mate.
4	" "	Copy of Memorandum for officer in command of "North Star."
5	21 " "	Copy of Letter to Mr. Court, Acting Master of "Investigator."
6	22 " "	Copy of Order to all officers visiting Assistance Bay.
7	6 April "	Copy of Letter from Commander Richards to Captain Kellett, C.B.
8	7 " "	Copy of Letter from Captain Kellett, C.B., to Commander Richards.
9	12 " "	Copy of Order from Captain Kellett, C.B., to Commander Richards.
10	26 " "	Copy of Order to officers at Beechey Island to hold themselves in readiness for Sledge Service.
11	26 " "	Copy of Order to Mr. Grove, Mate.
12	26 " "	Copy of Order to Lieutenant Cheyne.
13	27 " "	Copy of Order to Lieutenant May.
14	27 " "	Copy of Order to Lieutenant Pym, H.M.S. "Resolute."
15	27 " "	Copy of Letter to Commander Pullen.
16	28 " "	Copy of Letter to Commander Pullen.

Enclosure 1. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander G. H. RICHARDS to Mr. J. B. GROVE, Mate of Her Majesty's Ship
"Assistance," Sledge "Dauntless."

By George Henry Richards, Commanding Her Majesty's Ship "Assistance,"
and the Senior Officers at Beachy.

As it has become necessary that the division of sledges under my command should move westward before your arrival, it is my direction that, as soon as your crews are sufficiently recruited, you carry out the following instructions:

You will proceed with the "Reward" (Mr. Pym in company) to Assistance Bay, on the east point of which you will find erected by my party a cairn with flag or tin on it. There you will deposit your provisions, securing them carefully, retaining only sufficient to carry you back to the "North Star."

You will also find further instructions from me (if I should deem them necessary) in a tin cylinder lashed to the staff.

I enclose Sir Edward Belcher's orders to Mr. Pym, which you will deliver to him, and he is to deposit his provisions (all but sufficient to carry him back) in the same spot as yours.

On your return to the "North Star," Mr. Pym will proceed to the "Assistance," (carrying the despatches left by me) with the commanding officer of the "North Star," and you will be re-provisioned for 50 days, re-crossing Wellington Channel to Assistance Bay, where you will deposit another load similar to your first.

Any letter, &c. for me from Sir Edward Belcher, you will place in the cylinder, also any intelligence which you may be able to afford me yourself.

You are aware that Lieutenant Cheyne will be established at Cape Hotham, where he will build a conspicuous cairn, which all sledges following me are to visit, both on their outward and homeward route, unless they should meet him in the neighbourhood; but this will not apply to your first visit.

He is directed to assist any sledges crossing the channel, and is to be considered as the officer directing operations at Cape Hotham.

On your return to the "North Star," after depositing your second load, you will await further instructions from Sir Edward Belcher.

Should any of your men be unfortunately disabled on your arrival at the "North Star" from the "Assistance," you will not detain the sledge beyond a reasonable time, say three days, but make your first passage across the strait with a reduced crew, reducing your weights by their provisions and equipments; you would probably find your people recovered on your first return to the "North Star."

Thomas Marshall of the "Reliance" will remain on board the "North Star," and if sufficiently recovered, will join the "Success," Mr. Herbert, on his return to that ship.

You will request the commanding officer of the "North Star" to cause the surgeon of that ship to report on the fitness of Benjamin Young, ice quartermaster; and if he should be considered in all respects fit for sledge duty, you will bear him as No. 3 in the "Dauntless."

If, on the contrary, he should not be found fit for extended sledge duty, you will charge him with No. 3 of the "John Barrow," Lieutenant Cheyne, on your meeting with that officer.

On your arrival on board, you will present these orders, or a copy of them, to Sir Edward Belcher, as he shall direct.

Given under my hand on board Her Majesty's Ship "North Star," at Beechey Island, this 9th day of March 1854.

(Signed) G. HENRY RICHARDS.

Commander Richards
Correspondence with
Western Division.

Enclosure 2. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander G. H. RICHARDS to Lieutenant CHEYNE, Sledge "John Barrow."

By George Henry Richards, Commander of Her Majesty's Ship "Assistance," commanding the Western Division of Sledges.

Sir Edward Belcher having selected you to superintend the sledge duties at Cape Hotham, has provided instructions for your general guidance. But the necessity of the division under my command moving westward before the arrival of the sledges "Dauntless" and "Reward," have rendered it necessary that you should receive other instructions from me, to be carried out in the first instance.

You will accompany the division as before arranged, across the Wellington Channel, either to Cape Hotham or Assistance Bay, as I may see cause to direct at the time.

At either of these places you will complete the sledges named in the margin, to their full allowance, and will then return to the "North Star" for another load, which you will proceed with to Cape Hotham.

You are directed by Sir Edward Belcher to take a sufficient supply on your sledge, and proceed from thence to search Griffiths' Island.

In the execution of this duty you will touch at Assistance Bay depôt, on your outward and homeward route, leaving a notice in the cylinder there of your proceedings for my information, and you will forward by returning sledges any papers I may leave there directed for Sir Edward Belcher or the "North Star;" if merely a printed notice is left by me, you will inform Sir Edward Belcher in writing of the movements of the division.

On resuming your station at Cape Hotham after the search of Griffiths' Island, you will employ your people in building a cairn: *vide* your instructions from Sir Edward Belcher.

But you are to consider your especial duty to be:

1st. To look out for, and assist by every means in your power, sledges passing from the westward.

2d. To lend your aid to any heavy sledges approaching from the "North Star," and you will be most careful to keep Sir Edward Belcher acquainted with any information you may gain by the returning sledges, the officers in command of which will be directed to communicate with you before crossing the Channel. Mr. Grove and Mr. Pym have been directed to deposit their loads at Assistance Bay, and return to the "North Star;" the latter officer then returns to the "Assistance," the former re-crosses the Channel with another load to Assistance Bay. Mr. Grove will then await further instructions from Sir Edward Belcher at Beechey Island, and any sledges re-crossing the Channel from there subsequent to his (Mr. Grove's) return, will be in consequence of fresh instructions from Sir Edward Belcher.

Given under my hand on board the "North Star," at Beechey Island, this 9th day of March 1854.

(Signed) G. HENRY RICHARDS.

"Sir Edward,"
"Reliance,"
"Success,"
"Cardigan."

Enclosure 3. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander G. H. RICHARDS to Mr. R. JENKINS, Mate of Her Majesty's Ship "North Star."

By George Henry Richards Commander of Her Majesty's Ship "Assistance," and Senior Officers at Beechey Island.

The sledge "Cardigan" under your charge having been attached to the western division under my command, it is my direction that you observe the enclosed orders from Sir Edward Belcher (commanding the Arctic Squadron) to Mr. Grove, Mate of Her Majesty's ship "Assistance," in the event of his non-arrival at the "North Star" before the departure of the division.

Commander Richards's
Correspondence with
Western Division.

Should Mr. Grove's sledge, however, arrive in time to accompany the main body, you will then, being fully victualled from the "North Star," proceed in company with me to Assistance Bay, where, after depositing your provisions in depôt (keeping only sufficient to return) you will proceed to the ship at Beechey Island.

Again filling up, you will, deposit a similar load at the same depôt, and returning to "North Star" you will be released from further duty in my division, unless ordered by Sir Edward Belcher or any other your superior officer. Lieutenant Cheyne will be established at Cape Hotham, and on your second visit you will communicate with him both on your outward and homeward route from Assistance Bay.

Given under my hand on board Her Majesty's ship "North Star" at Beechey Island, this 9th day of March 1854.

(Signed) G. HENRY RICHARDS.

Enclosure 4. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander G. H. RICHARDS to the Officer in command of Her Majesty's Ship "North Star," during Commander PULLEN'S Absence.

By George Henry Richards, Commander of Her Majesty's Ship "Assistance," and the Senior Officer at Beechey Island.

As it is necessary that the officer in command of the "North Star" during Commander Pullen's absence should be made acquainted with the intended movements of the sledges composing the Western Division, in order that he may be enabled to afford assistance to returning parties (if necessary), as also to cause provisions to be prepared for those which may return to the "North Star" and again have to proceed westward; I deem it right to leave the following memorandum for his information and guidance.

In the event of the sledges under Mr. Grove and Mr. Pym arriving before the division starts, the following arrangements will be observed:

Mr. Pym accompanies the division to Assistance Bay, and will return to "North Star" in about 11 days from the time of his departure, where he will rest his crew for 48 hours and then return to his own ship.

Mr. Jenkins will also deposit his provisions at Assistance Bay and return to Beechey Island about the same time as Mr. Pym. He will then be re-provisioned, and returning to Assistance Bay, leave a similar depôt; on his second return to "North Star" he will await further instructions from Sir Edward Belcher, which will probably arrive by Mr. Grove's sledge, or if not, by Mr. Pym on his second visit to "North Star" from "Assistance." But if no orders are received relative to his sledge, then Mr. Jenkins might be employed in carrying a sledge load of provisions to Cape Hotham, for Lieutenant Cheyne who is permanently stationed there. This will prevent the necessity of Lieutenant Cheyne disturbing the depôt at Assistance Bay for his own use. Mr. Grove accompanies the division to Point Rope and will be absent from "North Star" about 24 days; on his return he will await further instructions from Sir Edward Belcher.

Mr. Herbert will advance to Point Frazer, and will return to "North Star" probably after a period of 37 days. There he will find fresh instructions from Sir Edward Belcher; but provisions, &c. will have to be prepared for his party (550 rations), as he will be required for further and immediate service.

Lieutenant May accompanies me to Cape Cockburn and from thence goes to Cape Walker, returning to Assistance Bay and then on to the "North Star;" his probable absence will be 50 days.

My own sledge, if I do not fall in with the "Resolute," will advance to Bridport Inlet, Melville Island. The period of my absence is uncertain, and will be governed entirely by circumstances.

Should the division move westward before the arrival of the sledges under Messrs. Grove and Pym, then Mr. Jenkins and Mr. Grove will exchange duties and orders, and fresh instructions to meet the contingency will be left by me for the latter officer, which the commanding officer will pass over to him on his arrival. Mr. Pym's orders will remain in force precisely as before; but Lieutenant Cheyne, who will be eventually stationed at Cape Hotham, will in this altered state of the case, return to "North Star" from Assistance Bay, after completing the advancing sledges, and will re-victual himself for 40 days.

All orders for sledges from Sir Edward Belcher will come to the commanding officer of "North Star" (to be delivered by him to the officers to whom they are addressed as they arrive), as well as full instructions for his own guidance.

All provisions and supplies required for the equipment of sledges of the "Assistance" are to be demanded in writing by the senior officer belonging to that ship present on board the "North Star."

Given under my hand on board the "North Star" at Beechey Island, this 9th day of March 1854.

(Signed) G. HENRY RICHARDS.

Enclosure 5. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander G. H. RICHARDS to Mr. S. COURT, Acting Master of Her Majesty's Ship "Investigator."

Commander Richards's
Correspondence with
Western Division.

Sledge "Sir Edward," 12 miles East of Cape Hotham,
March 21st, 1854.

Sir,

On your arrival at the "North Star," should you find no orders from Sir Edward Belcher, consequent on the arrival of the dog sledge under Lieutenant Hamilton on board the "Assistance," you will, after recruiting your crew, proceed to that ship on the east side of the Wellington Channel, 52 miles from Beechey Island, from whom you will receive your further instructions. You will deliver to Sir Edward Belcher the enclosed letter; and on your passage across the Wellington Channel, you will look out for a division of sledges under Commander Pullen, to whom you will deliver the letter entrusted to you.

I am &c.

(Signed) G. HENRY RICHARDS,
Commanding Her Majesty's Ship "Assistance."

Enclosure 6. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander G. H. RICHARDS to all the Officers of Her Majesty's Ships "Assistance" and "North Star," and to any Officer of the Arctic Squadron whom it may concern.

By George Henry Richards, Commander of Her Majesty's Ship "Assistance," commanding the Western Division of Sledges.

It having been ascertained that the "Resolute" and "Intrepid" are in winter quarters (S.W. by S. true) from Cape Cockburn distant 28 miles, and have sufficient provisions laid out to bring their crews to Assistance Bay, I do not deem it necessary to advance any depôts beyond that point, unless contrary orders are received from Sir Edward Belcher subsequent to the arrival of the "Resolute" sledge, on board the "Assistance."

Lieutenant Cheyne, Mr. Groves, Mr. Jenkins and Mr. Pym, will therefore, after depositing their provisions at Assistance Bay, return to "North Star" and "Assistance" for fresh instructions.

Lieutenant May will proceed to Cape Walker, first placing a sealed document on the N.E. end of Griffiths Island, and Mr. Herbert to Cape Bunny, the latter leaving a depôt there. They will then return *via* Assistance Bay to "North Star" and "Assistance."

No tidings having been heard of Captain Collinson, the duties of the Southern Division under Commander Pullen must be carried out unless counter-ordered by Sir Edward Belcher.

I shall communicate with Captain Kellett and return immediately.

All sledges passing eastward in want of provisions, will supply themselves from this depôt, leaving an account of what they take for my information.

All those passing westward will, I presume, be fully victualled from the "North Star," and will not have occasion to touch the depôt at Assistance Bay; they may however take pemmican, leaving preserved meat in lieu.

These are to be considered as the orders for all officers of my division, and are to be copied by Mr. Groves for Sir Edward Belcher's information.

Given under my hand at Cape Hotham, this 22d day of March 1854.

(Signed) GEO. HENRY RICHARDS.

Enclosure 7. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander RICHARDS to Captain HENRY KELLETT, C.B., Her Majesty's Ship "Resolute."

Her Majesty's Ship "Resolute," off Cape Cockburn,
April 6th, 1854.

Sir,

I have the honour to report to you my arrival here to-day from Her Majesty's Ship "Assistance" in the Wellington Channel. I am the bearer of despatches from Sir Edward Belcher, and also of the mails from England by "Phoenix" for the western division of the squadron under your command.

I left the "Assistance" on the 22d of February, and the "North Star" at Beechey Island on the 16th of March, accompanied by 4 sledges from the "Assistance," and 1 from the "North Star"; two more sledges from the "Assistance" were to follow me.

Immediately on quitting Beechey Island, Commander Pullen's 3 sledges were entirely disabled in the heavy pack, and he returned for repairs, the remainder of the division moving on.

Commander Richards's
Correspondence with
Western Division.

You will perceive by my instructions, that one part of my duty was to advance depôts of provisions up to Cape Cockburn for the relief of returning parties from your ships, under the supposition that the "Resolute" was still at Dealy Island. On the 21st of March however I met a sledge under Mr. Court, acting master, of the "Investigator," and learned that the "Resolute" and "Intrepid" with crew of "Investigator" had wintered in the pack 28 miles south-west of Cape Cockburn.

Under these circumstances, and hearing from Mr. Court that you had sufficient provisions on board to last until May 1855, and moreover that there were none of the crews who were unable to travel, I considered that it would be an unnecessary expenditure of time and labour to carry out this portion of my orders.

I therefore gave the following directions to the officers in command of the different sledges, viz:—

Lieutenant May, in the "Reliance," to deposit his superfluous provisions at Assistance Bay, and then to proceed in the execution of his original instructions from Sir Edward Belcher, to Cape Walker.

Lieutenant Cheyne, of "John Barrow," also to deposit his provisions and return to "North Star" or "Assistance." Mr. Herbert of "Success" to fill himself up at Assistance Bay and proceed to Cape Bunny, where he would deposit a depôt for any of Captain Collinson's party, and return to "North Star" or "Assistance," thus ensuring the early fulfilment of part of that duty which I could not feel certain of being performed, owing to the breaking down of Captain Pullen's sledges.

Orders were also left for the sledges under Messrs. Grove and Pym on their arrival to deposit their provisions at Assistance Bay and return.

The whole of the depôt would thus be concentrated at that point, amounting in all perhaps to 1,100 rations, independent of your own depôt there already, and the sledges be available to carry out any fresh views which the arrival of intelligence from you on board the "Assistance" might seem to Sir Edward Belcher to render necessary.

In my verbal communications with Sir Edward Belcher before leaving the "Assistance" he gave me perfectly to understand, that in the event of any emergency which was not provided for in my orders, I was to act to the best of my own judgment; and I can only hope that in adopting the course I have done, your future views or plans will be in no way deranged.

I have, &c.

(Signed) GEORGE HENRY RICHARDS, Commander,
Her Majesty's Ship "Assistance."

Enclosure 8. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Captain HENRY KELLETT to Commander G. H. RICHARDS, Her Majesty's Ship
"Assistance."

Her Majesty's Ship "Resolute," in Barrow Strait,
March 7th, 1854.

Sir,

I have to acknowledge the receipt of your letter of yesterday's date, reporting your arrival on board Her Majesty's Ship under my command, and your proceedings since your departure from Her Majesty's Ship "Assistance" on 22d February last; the whole of which I entirely approve.

You have not only *not* deranged in any way my plans, but by the adoption of the measures you have pursued, you have greatly facilitated my arrangements.

I have, &c.

(Signed) HENRY KELLETT, Captain.

Enclosure 9. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Captain HENRY KELLETT to Commander G. H. RICHARDS, Her Majesty's Ship
"Assistance."

By Henry Kellett, Esq., C.B., Captain of Her Majesty's Ship "Resolute."

Sir Edward Belcher, Knight, C.B., commanding the Arctic Expedition, having placed the sledges of Her Majesty's Ship "Assistance," under your orders, at my disposal, for the purpose of carrying out provisions to such points as I may think expedient for the relief of Captain Collinson, should he meet with accident, and be led through these straits for this purpose:—

It is my direction that you leave this ship to-day, weather permitting, and join your division of sledges; having done so, you will cause to be completed the depôt at Assistance Bay to 30 days provisions for 66 men.

You will also place in the same position occupied by my boat, one of the cutter gigs, a good ten-man sledge, complete, as well as the two marquees belonging to the "North Star."

Should you on your return meet any of the sledges in advance of Assistance Bay, you will secure their provisions on the most prominent point, marking their position well.

You will see that the boat now at Cape Hotham is in perfect repair, and having performed this service, you will proceed in the execution of your orders from Sir Edward Belcher.

Given under my hand, on board Her Majesty's Ship "Resolute," in Barrow Strait, Cape Cockburn, N.E. by N. 28', this 12th April 1854.

(Signed) HENRY KELLETT.

P.S. The paragraph in Lieutenant Pim's orders which directs that he is not to be employed on detached service, unless by Sir Edward Belcher's orders or mine, is hereby cancelled, and Lieutenant Pim is to be considered available for any sledge service that may be directed by the senior officer at the "North Star."

(Signed) HENRY KELLETT, Captain,
Her Majesty's Ship "Resolute."

Enclosure 10. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander RICHARDS to Lieutenants PIM and CHEYNE, Mr. COURT, Acting Master, and Messrs. GROVE and PYM, Mates, on board Her Majesty's Ship "North Star."

By George Henry Richards, Commander, Her Majesty's Ship "Assistance," and Senior Officer at Beechey Island.

Lieutenant Cheyne, Mr. Grove, and Mr. Pym, of Her Majesty's Ship "Assistance," will hold themselves in readiness for sledge service this evening, and will furnish me without loss of time with a list of their crews.

Lieutenant Pim of Her Majesty's Ship "Resolute" will also be prepared to proceed to Cape Hotham, in accordance with Sir Edward Belcher's instructions in a day or two, there to take up his station and carry out the necessary duties.

Mr. Court, acting master of the "Investigator," will probably start at the same time.

They will therefore see that their respective sledges are equipped and provisioned for the number of days which Mr. Elliott, clerk in charge of "North Star," has been instructed to furnish them.

Given under my hand, this 26th day of 1854, on board the "North Star," at Beechey Island.

(Signed) GEO. HENRY RICHARDS.

Enclosure 11. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander RICHARDS to Mr. J. B. GROVE, Mate of Her Majesty's Ship "Assistance."

By George Henry Richards, Commander, Her Majesty's Ship "Assistance," Senior Officer at Beechey Island.

You are hereby required and directed to proceed with the sledges "Dauntless" and "John Barrow" (taking Mr. Pym under your orders) to Assistance Bay.

Your sledges will be each provisioned for ten days; and in addition, you will carry eight empty half hogsheads.

On your arrival at the depôt, you will secure the bread, at present in bags (buried), in these empty casks, as well as all other provisions which are liable to receive damage by exposure, or from the attacks of bears.

Lieutenant Cheyne will also be directed to deposit casks, making 13 in all.

You will not detain Mr. Pym at Assistance Bay, but direct him to return immediately to me, remaining yourself to secure the depôt; and you will perform this service with all the despatch in your power, returning to "North Star" in readiness to accompany the division to Her Majesty's Ship "Assistance."

Given under my hand, on board Her Majesty's Ship "North Star," at Beechey Island, this 26th day of April 1854.

(Signed) GEO. HENRY RICHARDS.

Enclosure 12. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander RICHARDS to Lieutenant CHEYNE, Her Majesty's Ship "Assistance," Sledge "Owen."

By George Henry Richards, Commander, Her Majesty's ship "Assistance," and Senior Officer at Beechey Island.

The sledge "Owen," with a crew from Her Majesty's Ship "North Star," having been placed under your charge, and being provisioned for 13 days (carrying as well empty casks, which you will drop at Assistance Bay in passing)—

Commander Richards's
Correspondence with
Western Division.

You will proceed with all despatch to Her Majesty's Ship "Resolute," and there place yourself under the orders of Captain Kellett, or the senior officer present, for any service he may direct.

The highway to the "Resolute" is now well marked by the number of sledges which have traversed it; and you will keep to this thoroughfare, in order that you may communicate with any parties which may be bound this way.

Should you be detained by bad weather, and find yourself short of provisions, you are at liberty to supply yourself from the depôts, the position of which you are acquainted with.

Given under my hand, on board the "North Star," at Beechey Island, this 26th day of April 1854.

(Signed) GEO. HENRY RICHARDS.

Enclosure 13. of Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander RICHARDS to Lieutenant MAY, Sledge "Success."

By George Henry Richards, Commander, Her Majesty's Ship "Assistance," and Senior Officer at Beechey Island.

You are hereby required and directed, so soon as the sledges of the "Assistance" shall have assembled at the "North Star" (which, I anticipate, will not be later than the 7th of May), to take command of the division; and after the crews shall have been 24 hours at rest on board that ship, you will proceed with them, up the Wellington Channel, to Her Majesty's Ship "Assistance," carrying out the following instructions:—

The sledge force under your command will be the "Reliance," of 11 men; the "Dauntless," of 11 men; and the "John Barrow," of 8 men; and the service to be performed will be to place tents at certain distances between this and the "Assistance," as fixed habitations for parties passing up and down the channel.

A tent, with 2 men and 10 days provisions, will be established by Commander Pullen at or north of Point Innis.

You will leave the tent of "Dauntless" on the shore of Cape Bowden, one day's march from Captain Pullen's tent. The tent of "Reliance" you will place at Cape Grinnel, the extreme north point of Griffin Bay.

The tent of "Success," I shall place myself in a midway position between that cape and the "Assistance," probably at Helpman Head.

You may therefore calculate on gaining shelter for a part of your crews in that tent the night before you reach the ship.

Two men are to be stationed at each tent, with ten days' provisions; and you will give them the most positive orders that they do not stray out of sight of their tents, unless it be to meet an advancing party. A gun and ammunition is also to be left with each.

The following is a list of the men who are to be left in charge of these four stationary tents:

Cape Bowden	- -	"Dauntless"	-	{	Walter Marshall, A.B.
					Henry Jones, A.B.
Cape Grinnell	- -	"Reliance"	-	{	Thomas Marshall, Cox. Launch.
					William Evans, A.B.
Helpman Head	- -	"Success"	-	{	James Sinnett, A.B.
					Thomas Copeland, A.B.

Given under my hand, on board the "North Star," at Beechey Island, this 27th day of April, 1854.

(Signed) GEO. HENRY RICHARDS.

Enclosure 14. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander RICHARDS to Lieutenant PM, of Her Majesty's Ship "Resolute."

By George Henry Richards, Commander, Her Majesty's Ship "Assistance," and Senior Officer at Beechey Island.

In accordance with instructions received from Sir Edward Belcher, it is my direction that you proceed in the sledge supplied by Commander Pullen to Cape Hotham, establishing yourself on the spot occupied by the whale-boat of the "Resolute," where you will set up a marquée.

Your general duties will be to aid any parties that may require your assistance, and to carry out any instructions that you may from time to time receive from Sir Edward Belcher, Captain Kellett, or any other your superior officer; and you will remain on this service until released by proper authority.

You are provisioned for 30 days, and there is a depôt at the boat of 180 rations.

Given under my hand, on board Her Majesty's ship "North Star," at Beechey Island, this 27th day of April 1854.

(Signed) GEO. HENRY RICHARDS.

Enclosure 15. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander Richards's
Correspondence with
Western Division.

Commander RICHARDS to Commander PULLEN, Her Majesty's Ship "North Star."

Her Majesty's Ship "North Star," Beechey Island,
April 27th, 1854.

Sir,

I have to request that you will cause the surgeon of Her Majesty's ship under your command to examine the crew late of Her Majesty's ship "Investigator," and that you will furnish me with a list of those men who are considered fit for extended or for short service.

I have, &c.

(Signed) GEO. HENRY RICHARDS, Commander,
Her Majesty's Ship "Assistance."

Enclosure 16. in Enclosure No. 52. of Sir Edward Belcher's Letter.

Commander RICHARDS to Commander PULLEN, Her Majesty's Ship "North Star."

By George Henry Richards, Commander, Her Majesty's Ship "Assistance,"
and Senior Officer at Beechey Island.

It is my direction that as soon as you shall have sufficient force at your disposal, and assisted by such of the crew of the "Investigator" as may be in all respects fit for this short service, you cause to be conveyed to Cape Hotham one of the cutters belonging to Her Majesty's ship under your command, placing her alongside the "Resolute's" boat already there, in accordance with Captain Kellett's directions to me.

Given under my hand, at Beechey Island, this 28th day of April 1854.

(Signed) GEO. HENRY RICHARDS.

Enclosure No. 53. of Sir Edward Belcher's Letter.

Proceedings of
Lieutenant May.

Commander PULLEN to Lieutenant MAY, Her Majesty's Ship "Assistance,"
in charge of "Reliance" Sledge.

By William J. S. Pullen, Esq., Commander, Her Majesty's Ship
"North Star."

It is my direction that you proceed this morning with all speed to Assistance Bay, and deposit there all your provisions, &c., with the exception of sufficient to bring you back to this ship; taking care that they are safely secured against the depredations of bears or any other animals. You will also take a marquee (complete) from this ship, which you will deposit with Captain Kellett's boats at Cape Hotham.

Should you meet with any of your superior officers on your route, you will of course obey all orders from them, exhibiting those under which you are acting.

You will report to me prior to leaving, that your provisions for the depot are placed in secure casks and cases.

Given under my hand, on board the "North Star," at Beechey Island,
this 22d of April, 1854.

(Signed) W. J. S. PULLEN, Commander.

Commander RICHARDS to Lieutenant MAY, Sledge "Reliance."

By George H. Richards, Commander of Her Majesty's Ship
"Assistance," and Senior Officer at Beechey Island.

You are hereby required and directed, so soon as the sledges of the "Assistance" shall have assembled at the "North Star," (which I anticipate will not be later than the 7th of May,) to take command of the division: and after the crews shall have been twenty-four hours at rest on board that ship, you will proceed with them up the Wellington Channel to Her Majesty's Ship "Assistance," carrying out the following instructions:—

The sledge force under your orders will be the "Reliance," of eleven men, the "Dauntless," of eleven men, and the "John Barrow," of eight

men; and the service to be performed will be to place tents at certain distances between this and the "Assistance," as fixed habitations for parties passing up and down the channel.

A tent, with two men and ten days' provisions, will be established at or north of Point Innis. You will leave the tent of "Dauntless" on the shore at Cape Bowden, a day's march from Captain Pullen's tent.

The tent of "Reliance" you will place at Cape Grinnell, the extreme north point of Griffin Bay.

The tent of "Success" I shall place myself in a midway position between that cape and the "Assistance," probably at Helpman Head; you may therefore calculate on gaining shelter for a part of your crews in that tent the night before you reach the ship.

Two men are to be stationed at each tent, with ten days' provisions, and you will give them the most positive orders that they do not stray out of sight of their tents, unless it be to meet an advancing party. A gun and ammunition is to be left at each.

The following is a list of the men who are to be left in charge of these four stationary tents.

At or about Point Innis, Tent of the Star:

Cape Bowden	-	-	"Dauntless"	-	{ Henry Jones, A.B. Walter Marshall, A.B.
Cape Grinnell	-	-	"Reliance"	-	{ Thomas Marshall, Cox. Launch. Wm. Evans, A.B.
Helpman Head	-	-	"Success"	-	{ Thomas Sinnett, A.B. Thomas Copeland, A.B.

Given under my hand, on board the "North Star," this 27th day of
April 1854.

(Signed) GEO. HENRY RICHARDS.

Lieutenant MAY to Sir EDWARD BELCHER, Knight, C.B.

Sir,

Her Majesty's Ship, "Assistance," Winter Quarters.
May 13th, 1854.

I have the honour to inform you that in compliance with Commander Pullen's orders (of which I enclose you a copy), I left the "North Star," with 30 days provisions, on the 22d of April, and proceeded to Cape Hotham, where I left a marquee, and from thence to Assistance Bay, depositing 220 rations. Returned to the "North Star" on the 30th and remained there pursuant to the orders of Commander Richards.

Messrs. Grove and Pym, having returned on Saturday, May the 6th, from Assistance Bay, I left Beechey Island on the 8th inst., on my return to the "Assistance," in obedience to my instructions, with the three sledges, "Reliance," "Dauntless," and "John Barrow." Pitched the tent and tent-gear of "Dauntless" and "Reliance" on Cape Bowden and Cape Grinnell; leaving two men with 10 days provisions for themselves in each, and arrived here yesterday at noon, not resting at the tent at Cape Osborn, on account of the want of sleeping bags and tent.

Since the latter end of April the weather has continued cold, with much wind, and during the week I remained on board the "North Star" we had a gale from the N.W., lasting three days, and one from the S.E. for two. The sky to the eastward denotes water, but up to the present time no signs of any movement in the ice, either in Wellington Channel or in the vicinity of Beechey Island.

I have, &c.

(Signed) WALTER W. MAY, Lieutenant.

Total weights on leaving the "North Star" with depôt for Assistance Bay, on April 22d, 1775 lbs.; per man, 197 lbs.; effective force, 9 men.

On leaving for "Assistance," May 8th,—total, 980 lbs; per man, 108 lbs.: : effective force, 9 men.

Enclosure No. 54. of Sir Edward Belcher's Letter.

Proceedings of Mr. Pym.

Mr. Pym, Acting Mate, to Sir EDWARD BELCHER, Knight, C.B.

Her Majesty's Ship "Assistance,"
May 16th, 1854

I have the honour to enclose a journal of proceedings whilst on detached service, under the command of Mr. Grove, from the 16th March 1854 to the 12th May 1854.

I have, &c.
(Signed) F. W. Pym, Acting Mate.

Sir EDWARD BELCHER, Knight, C.B., to Mr. Pym, Acting Mate.

By Sir Edward Belcher, Knight, C.B., commanding the Arctic Searching Squadron.

Blanche Banner, "Bright Eyes for Brave Hearts."

Sir,

Her Majesty's Ship "Assistance,"
Feb. 15th, 1854.

Having been selected to accompany the Western Searching Division, you are hereby directed to place yourself under the orders of Commander Richards, who will keep you with him as far as Assistance Bay.

There you will deliver either to the sledges, short, or place "*en cache*" your surplus provisions.

You will then return to the "North Star," and having rested there 48 hours, proceed on to this ship, bringing any articles which may be required from thence.

The crew which you command being specially attached to my sledge or boat, cannot be diverted to *any other service*. I am satisfied that Commander Richards would not interfere with them, and therefore any other your superior will not presume to do so. Should he persist, you will show him these orders, which he will obey.

You will report to me on your return, in accordance with my general order.

Wishing you every success and a pleasant journey, I commit you to the protection of an overruling Providence.

Given under my hand, on board Her Majesty's Ship "Assistance,"
this 15th day of February,

(Signed) EDWARD BELCHER, Captain.

Hours travel,
7h. A.M. to 5h. P.M.
Spells, 40 minutes.
Rests, 10 " "
Lunch, 1h. " E.B.

Sledge Crew of "Reward."

- | | |
|------------------------------------|-------------------------------|
| 2. Thos. Bond, ice quarter master. | 5. Christopher Pond, caulker. |
| 3. Rd. Bex, R.M. | 6. Joseph Graham, A.B. |
| 4. Geo. Wood, captain of hold. | 7. Charles Smith, A.B. |
| | 8. Cornelius Fielder, A.B. |

Sledge Crew of "John Barrow."

- | | |
|-------------------------------------|---------------------------|
| 2. Joseph Organ, ice quartermaster. | 5. Geo. Edey, Bdr. R.M.A. |
| 3. Thos. Mellish, A. B. | 6. William M'Arthur, A.B. |
| 4. Samuel Walker, carpenter's mate. | 7. Geo. Wicketts, A.B. |
| | 8. Geo. Green, R.M. |

TRAVELLING JOURNAL, Her Majesty's Sledge "REWARD."

Noon; left the ship in company with Mr. Grove (mate). 5h. 30m. P.M. pitched for the night. Weather very squally, E.S.E., 5. o. c. q. Distance made good, 6 miles. Had supper.

5h. 30m. A.M. called the cook; had breakfast. 7h. 30m. packed and started; wind east, 6. o. c. m. q.

8h. 15m. made sail, travelling over good floe, with occasional patches of small hummocks.

11h. 30m. pitched for lunch, found the bacon too hard to cut; lit the fire to thaw it.

12h. 15m. started again under sail.

II.

3 E

Thursday, March 16th, 1854.
Hours travelled, 5h.
Encamped for rest.
Stopped for lunch.

Friday, 17th.
Hours travelled, 8h.
Encamped for rest, 14h.
Stopped for lunch 0h. 45.
Distance accomplished, 10 miles.

Proceedings of Mr. Pym.

4h. 30m. pitched for the night in Bellôt Bay; having made about 10 miles during the day.

5h. 30m. had supper and turned in. Weather very thick, and heavy drift.

Saturday, 18th.

5h. 30m. called the cook; had breakfast. 7h. 30m. started; weather overcast, travelling over good floe; wind east, 5. o. m. s. Made sail. Noon, pitched for lunch. The pork being frozen, had tea instead for lunch.

12h. 45m. started under sail. Floe good, with occasional patches of pack.

5h. pitched for the night about 4 miles to the north and eastward of Cape Bowden. Wind north; 5. o. m. q.

5h. 30m. A.M. breakfasted.

7h. 30m. started under sail. Wind north; 6. o. m. q.

11h. 30m. pitched for lunch. Had tea.

12h. 30m. started again under sail. Wind N.N.W.; 6. o. c. m. q.

4h. 45m. pitched for the night. Distance made, about 11 miles.

5h. 30m. had supper and turned in.

5h. 30m. A.M. called the cook; had breakfast. 7h. 30m. packed and started; wind north, 6. o. m. q., with heavy drift. Made sail, travelling over good smooth floe.

Noon, pitched for lunch. Had tea.

1h. P.M. started again under sail.

2h. came to some very rough pack off Point Innis; shortened sail. There being no good lead through the hummocks, the sledges were hauled on shore.

3h. commenced travelling over the heavy snow at the foot of the land under sail. Wind N. 6. o. m. q.

4h. 30m. pitched for the night, about 1 mile N.W. of Cape Spencer on the land. 5h. 30m. had supper and turned in. 9h. fired a rocket. Distance made about 8 miles.

5h. 30m. called the cook; had breakfast. 7h. started under sail; wind variable and squally; weather fine and clear. Travelling over old floe and pack across Union Bay.

11h. 30m. halted for lunch.

1h. 30m. P.M. arrived on board the "North Star."

Received from the "North Star" to complete for 40 days' provisions—

Penmican	-	-	-	-	240 lbs.	} 2 cases of 42 lbs each. 158 lbs. ullage.
Biscuit	-	-	-	-	320	
Bacon and Pork	-	-	-	-	120	} Pork, 60 lbs. Bacon, 60 lbs.
Chocolate	-	-	-	-	6	
Rum	6 gals.	27 gills.	one third concentrated.			
Tea	-	-	4 lbs.	} in lieu of chocolate.		
Sugar	-	-	8			
Herbs	1 bottle.					
Tallow for fuel	120 lbs.					
Five year old canvass for wicks.						

7h. left the "North Star," wind S.S.E.

1h. b.c.m., travelling over rough pack; double-banking, and moving forward one sledge at a time.

12h. 30m. halted for lunch. 1h. started again, road improving; weather thick and overcast.

4h. 30m. pitched for the night; wind S.S.W. 1. o. c. m. Had supper and turned in. Distance made, about 6 miles.

5h. 30m. called the cook; had breakfast. 7 packed and started; weather very thick and overcast. Occasionally obliged to double-bank the sledges during the forenoon. 8h. 30m. a light air sprung up from the S.E.; made sail.

10h. wind freshening. Noon, pitched for lunch; wind still freshening.

12h. 45m. started again under sail; wind S.E. 8. o. m. q.; very heavy drift.

2h. 30m. pitched for the night. S.E. 8. 10. o. m. q. with very heavy drift.

Hours travelled, 8½.
Encamped for rest, 15h.
Stopped for lunch, 0h. 45m.
Dis. accomplished, 10 miles.

Sunday, 19th.

Hours travelled, 8½.
Encamped for rest, 14½h.
Stopped for lunch, 1h. 0m.
Dis. accomplished, 11 miles.

Monday 20th.

Hours travelled, 8.
Encamped for rest, 14¾h.
Halted for lunch, 1h. 0.
Dis. accomplished, 8 miles.

Tuesday, 21st.

Hours travelled, 6.
Encamped for rest, 14½ h.
Stopped for lunch, 0h. 30m.
Dis. accomplished, 8 miles.

Wednesday, March 29th.

Hours travelled, 9.
Encamped for rest, 14½h.
Stopped for lunch, 0h. 30m.
Dis. accomplished, 6 miles.

Thursday 30th.

Hours travelled, 9.
Encamped for rest, 14½h.
Stopped for lunch, 0h. 45m.
Dis. accomplished, 7 miles.

4h. 30m. had supper and turned in. Distance made, about 7 miles.
 5h. 15m. called the cook; had breakfast. 7h. packed and started; wind N.W. 1. b.c.m.; made sail.
 11h. 30m. halted for lunch.
 12h. started; wind north, 2. b.c.m. Travelling over good floe.
 4h. 30m. pitched for the night; wind north, 4. b.c.m. 6h. had supper and turned in.

March 31st.
 Hours travelled, 9½.
 Encamped for rest, 16½h.
 Stopped for lunch, 0h. 30m.
 Dis. accomplished, 8 miles.

Distance made, about 8 miles.
 5h. 45m. called the cook; breakfasted.
 7h. 30m. packed and started; wind N.W. 1. b.c.m.
 Noon, lunched; wind N. 5. b.c.m. with drift; made sail.
 4h. 20m. sent all hands to the "Dauntless" to haul her in shore through some rough pack. 4h. 45m. took the crew of the "Reward" outside and pitched the tent for rest, about 2 miles to the eastward of Cape Hotham.

Saturday, April 1st, 1854.
 Hours travelled, 9½.
 Encamped for rest, 15h.
 Stopped for lunch, 0h. 30m.
 Dis. accomplished 7 miles.

5h. 30m. had supper and turned in.
 5h. 30m. called the cook; breakfasted.
 8h. Mr. Grove came off from the "Dauntless" to assist to take the "Reward" in shore. 9h. arrived on shore and pitched the tent.

April 2nd.
 Hours travelled, }
 Encamped for rest. } Hove
 Stopped for lunch. } to
 Dis. accomplished. }

9h. 30m. gave all the provisions off my sledge, with the exception of six days for 8 men, to the "Dauntless."

Exchanged Charles Smith, Jos. Graham, and Cor. Fielder, for Chris. Allen and W. Marshall. 10h. Mr. Grove parted company to go to Assistance Bay. Sent the sledge crew to assist the "Dauntless." 12h. 30m. the men returned. Had lunch; wind N. 6. b. c. m. q., with heavy drift.
 5h. 30m. had supper and turned in.

7h. called the cook; breakfasted; wind N. 4. b. c. m. q. 9h. took the bags and gear out to air.

April 3d.

Noon, had lunch.
 6h. had supper and turned in.
 8h. wind shifted suddenly to the S.W., very squally with heavy drift.

April 4th.

7h. called the cook; breakfasted.
 10h. shifted the tent; wind S.W. S. o. m. q. s. with drift Noon, lunched.
 4h. saw a sledge party coming from the westward. 4h. 30m. Mr. Grove arrived with the "Dauntless" from Assistance Bay. 5h. had supper and turned in.

April 5th.
 Hours travelled, 7½.
 Encamped for rest.
 Stopped for lunch, 0h. 30m.
 Dis. accomplished, 12'.

5h. 30m. called the cook; breakfasted.
 8h. packed and started. 8h. 30m. made sail; wind W.S.W. 5. o. m. q., heavy drift.

Noon, lunched. 3h. saw a bear approaching the sledges; halted to allow him to come up. 3h. 20m. shot the bear; saw a dog sledge approaching from the eastward; Mr. Hamilton joined company. 3h. 45m. pitched for the night. 5h. had supper and turned in.

In taking the double-barrelled gun off the sledge, the stock was broken. Distance made, about 12 miles.

April 6th.
 Hours travelled, 12.
 Encamped for rest, 15½.
 Stopped for lunch, 1h.
 Dis. accomplished, 16 miles.

5h. 30m. called the cook; breakfasted; wind S.W. 3. o. m. q. 7h. 30m. started under sail; Mr. Hamilton parted company.

Noon, pitched for lunch; weather clearing up fast, and wind dying away. 1h. started again, steering for the south end of Beechey Island.

April 7th.

3h. Richard Bex (R.M.) complained of cramp in the stomach, made him fall out from the drag ropes and walk astern of the sledge. 5h. Richard Bex became worse, and could not walk without great pain; double manned the "Reward" to take him to the "North Star." 7h. 30m. arrived on board the "North Star." Distance made, about 16 miles.

Sent the sledge crew out to assist in bringing the "Dauntless."

Received from the "North Star" to complete to 30 days provisions.

	lbs.	oz.
Biscuit	200	0
Preserved Meat	196	0
Pemmican	24	0
Bacon and Pork	75	0
Preserved Potato	25	0
Tea	6	4
Sugar	15	10
Rum	4	8

Proceedings of Mr. Pym.

	lbs.	oz.
Tobacco - - - - -	5	5½
Onion Powder - - - - -	0	4
Pepper - - - - -	0	8½
Salt - - - - -	2	1
Mustard - - - - -	1	0½
Cayenne - - - - -	0	3
Portable Soups - - - - -	6	0
Herbs - - - - -	2	bottles.
<i>For Fuel.</i>		
Whale Oil - - - - -	75	lbs.
<i>Wicks.</i>		
Old Canvas - - - - -	4	yards.
<i>To make and repair travelling boots.</i>		
Canvas - - - - -	8	yards.
Leather - - - - -	8	lbs.
Twine - - - - -	!	

April 13th.

9h. left the "North Star" in company with Mr. Grove; wind N.W. 1. b.c. about 2 miles from the ship, on entering some hummocks, the "Reward" broke down, carrying away all the uprights of one runner. Pitched the tent and returned to the "North Star" to have the sledge repaired; when the sledge broke down, my glass was broken to pieces.

April 14th.

Hours travelled, 7h. 30m.
Encamped for rest, 15½h.
Stopped for lunch, 0h. 30m.
Dis. accomplished, 6'.

The sledge being repaired, at 9h. A.M. started from the "North Star" in company with Mr. Grove. Noon, lunched; wind very variable, 3. b. c. m.

3h. pitched for the night.

Distance made, about 6 miles.

4h. 30m. had supper and turned in.

5h. the "Enterprize" sledge arrived and pitched.

4h. 30m. called the cook; breakfasted.

April 15th.

Hours travelled, 8.
Encamped for rest, 14½h.
Stopped for lunch, 0h. 30m.
Dis. accomplished, 9 miles.

6h. 30m. packed, and started under sail, steering direct for Cape Hotham. wind S.E. 2. b. c. m.; travelling through rough hummocks, with a good deal of soft snow.

11h. 30m. halted for lunch. Noon, started again; wind freshening.

2h. got clear of the hummocks.

4h. pitched for the night.

Distance made, about 9 miles.

5h. 30. had supper and turned in.

4h. 30m. called the cook; breakfasted.

April 16th.

Hours travelled, 9.
Encamped for rest, 14½h.
Stopped for lunch, 0h. 30m.
Dis. accomplished, 8 miles.

6h. 30m. packed, and started under sail; wind S.E. 3. o. c. 7h. saw a tent pitched about 3 miles to the south and west; found it to be a sledge belonging to the "North Star," returning from Assistance Bay. 11h. 30m. lunched. Noon, started again under sail, weather clearing up. 3h. 30m. pitched for the night.

Distance made, about 8 miles.

5h. had supper and turned in. Wind S.E. 3. b. c. m.

4h. called the cook; breakfasted.

6h. started; wind N.E. 1. o. c. m. s.

11h. lunched.

Noon; started again.

2h. 30m. sent all hands to the "Dauntless," and took her in shore. 3h. 0m. arrived on shore with the "Dauntless."

Pitched the tents, and went out to bring the "Reward" in. 4h. "Reward" arrived on shore; 5h. had supper, and turned in; 9h. 30m. Commander M'Clintock came up with a dog-sledge, on his way to the "North Star." Distance made, about 6 miles.

6h. called the cook; 8h. packed, and started E.N.E.; 3. o. m. s. Noon, lunched.

12h. 30m. started; weather clearing up; saw two bears tracks during the afternoon. 4h. pitched for the night. Distance made, about 7 miles.

Wind, E.N.E.; 3, b. c. m.

4h. 45m. had supper, and turned in. On opening a 4lb. tin of roast beef, found it to be partly rotten, and not fit for use.

6h. called the cook; breakfasted.

April 18th.

Hours travelled, 3½.
Encamped for rest, 15½h.
Stopped for lunch.
Dis. accomplished, 5.

7h. 30m. packed, and started under sail; wind, E.N.E., 5 b. with drift. Travelling over good floe, with occasional patches of hummocks.

11h. arrived at Assistance Bay. Pitched the tents, and lunched; prepared the depot for burying. Proceedings of Mr. Pym.

5h. had supper, and turned in.

6h. 30m. A.M. called the cook; breakfasted; buried the depot.

11h. 30m. lunched.

Buried in Depot at Assistance Bay, April 20th.

Biscuit	-	-	-	-	-	-	163	lbs.
Pemmican	-	-	-	-	-	-	45	
Preserved Meats	-	-	-	-	-	-	106	
Bacon and Pork	-	-	-	-	-	-	61	54-lbs. bacon tins.
Preserved Potato	-	-	-	-	-	-	20	
Tea	-	-	-	-	-	-	5	
Sugar	-	-	-	-	-	-	12½	
Run	-	-	-	-	-	-	3 12½	gals. gills. in lemon juice jar.
Mustard	-	-	-	-	-	-	0 12	lbs. oz.
Salt	-	-	-	-	-	-	1 0	
Pepper	-	-	-	-	-	-	0 6	
Cayenne	-	-	-	-	-	-	0 2	
Tobacco	-	-	-	-	-	-	4 8	
Onion Powder	-	-	-	-	-	-	1	bottle.
Herbs	-	-	-	-	-	-	1	"
Fuel:—Whale Oil (in an Edwards' Potato Tin)	-	-	-	-	-	-	58	lbs.
Canvas wicks	-	-	-	-	-	-	3	dozen.

In a wooden case:—Bread, pemmican, ullage of bacon, and all small stores.

Noon, saw 2 tents pitched about 3 miles to the westward; went out to communicate with them; found them to be two sledges from the "Investigator," under the command of Lieutenant Haswell and Mr. Payne.

5h. had supper, and turned in.

Calm, b. c. Opened a four-pound tin of roast beef, and found it to be unfit for use.

6h. called the cook; breakfasted.

8h. packed, and started. Calm, b. c.

10h. 30m. saw a party approaching from the eastward; 11h. met Mr. Herbert, on his way to Assistance Bay; 11h. halted for lunch; weather getting very overcast and misty.

Noon, started; wind W.S.W. 1. o. m. s.

5h. 30m. saw a bear coming from Commander Richards' depot; pursued him, but unable to get a shot at him; 5h. 45m. pitched for the night; 6h. 20m. had supper, and turned in.

5h. 45m. called the cook; breakfasted.

7h. 30m. packed, and started; wind, N.N.E. 1. o. m. s.; 10h. 30m. wind freshening, and weather clearing, made sail.

Noon, halted for lunch; N.W. 3 b. c. m.

12h. 45m. started again, under sail; N.N.E. 3 b. c. m.

4h. 15m. pitched for the night; 5h. 30m. had supper, and turned in.

4h. 30m. called the cook; breakfasted.

6h. 30m. packed and started; wind N.N.E. 3 o. m. c.; 11h. 30m. observed two parties approaching from Beechey Island.

11h. 45m. halted for lunch; Mr. May and Mr. Shellabear came up; wind N.N.W. 3 b. c. m.; 12h. 45m. started under sail.

4h. pitched for the night; 5h. had supper, and turned in.

4h. 30m. called the cook; breakfasted.

6h. 30m. packed, and started; wind N.N.E. 3 b. c.; saw 3 sledges coming from the westward; 7h. Lieutenant Pim, Mr. Cheyne, and Dr. Armstrong joined company.

12h. 30m. arrived on board the "North Star."

Received from the "North Star" 10 days provisions complete for 8 men.

9h. P.M. started from the "North Star," in charge of the sledge "John Barrow."

9h. 45m. saw 2 parties approaching from the westward; 10h. Commander M'Clure came up with 2 sledges, on his way to the "North Star."

0h. 20m. A.M. lunched.

2h. A.M. pitched for rest; S.E. 1 o. c.

April 20th.

Hours travelled. }
Encamped for rest. } Hove to.
Stopped for lunch. }
Dis. accomplished. }

April 21st.

Hours travelled, 8½.
Encamped for rest.
Stopped for lunch, 1h. 0m.
Dis. accomplished, 12'.

April 22d.

Hours travelled, 8½.
Encamped for rest.
Stopped for lunch, 0h. 45m.
Dis. accomplished, 12 miles.

April 23d.

Hours travelled, 8½.
Encamped for rest, 14½h.
Stopped for lunch, 1h. 0m.
Dis. accomplished, 13'.

April 24th.

Hours travelled, 5.
Dis. accomplished, 6 miles.

April 26th and 27th.

Hours travelled, 4½.
Encamped for rest.
Stopped for lunch, 0h. 15'.
Dis. accomplished, 5'.

Proceedings of Mr. Pym.

April 27th and 28th.

Hours travelled, 8.
 Encamped for rest, 16½ h.
 Stopped for lunch, 0h. 30m.
 Dis. accomplished, 10'.

April 28th and 29th.

Hours travelled, 7.
 Encamped for rest, 15½ h.
 Stopped for lunch, 0h. 30m.
 Dis. accomplished, 9'.

April 29th and 30th.

Hours travelled, 8.
 Encamped for rest, 16½ h.
 Stopped for lunch, 0h. 30m.
 Dis. accomplished, 10'.

April 30th and May 1st.

Hours travelled, 6½.
 Encamped for rest, 14½ h.
 Stopped for lunch.
 Dis. accomplished, 8'.

May 2d.

Hours travelled, }
 Encamped for rest, } Hove to.
 Stopped for lunch, }
 Dis. accomplished, }

May 2d and 3d.

Hours travelled, 6½.
 Encamped for rest.
 Stopped for lunch, 0h. 30m.
 Dis. accomplished, 8'.

May 3d and 4th.

Hours travelled, 7.
 Encamped for rest, 17½ h.
 Stopped for lunch, 0h. 30m.
 Dis. accomplished, 12'.

May 4th and 5th.

Hours travelled, 7.
 Encamped for rest, 17½ h.
 Stopped for lunch, 0h. 30m.
 Dis. accomplished, 10'.

May 5th and 6th.

Hours travelled, 7½ h.
 Encamped for rest, 15½ h.
 Stopped for lunch, 0h. 30m.
 Dis. accomplished, 11'.

May 8th and 9th.

Hours travelled, 4½.
 Encamped for rest.
 Stopped for lunch.
 Dis. accomplished, 8'.

2h. had supper, and turned in.

4h. 15m. called the cook; breakfasted.

6h. 30m. packed and started; made sail; S.S.E. 3 o. c.; 11h. 30m. halted for lunch.

Midnight, started; wind S.E. 5 o. c.

3h. A.M. pitched for rest.

4h. had supper, and turned in.

4h. 30m. called the cook; breakfasted.

6h. 30m. packed and started; Mr. May came up, on his way to the "North Star;" wind S.S.E. 2 o. m. s.

11h. halted for lunch; weather very thick and overcast, with heavy snow; 2h. pitched for rest; 3h. had supper, and turned in; wind S.S.E. 7 o. m. s.

4h. 15m. called the cook; breakfasted; wind W.S.W. 2 o. m. s.

6h. 30m. packed and started; 11h. halted for lunch.

11h. 30m. started; wind W. 1 o. m. s.

3h. A.M. pitched for rest; 4h. had supper, and turned in.

3h. 30m. called the cook; breakfasted.

5h. 30m. packed, and started.

(Calm; o. c. b.); midnight, arrived in Assistance Bay; pitched the tent.

Had lunch, and turned in.

Noon, dug the depots up, and arranged them for putting in casks.

2h. P.M. had supper, and turned in; wind variable; o. c. q.

Exchanged tea and sugar for 3lbs. of chocolate paste, and deposited one day's provisions for 8 men in depot.

9h. Mr. Jenkins (mate) arrived with a sledge from the "North Star," on his way to the "Resolute."

11h. 30m. called the cook; breakfasted.

2h. A.M. all hands turned out, and commenced shifting the bread and small stores from bags into casks.

3h. 30m. buried the depot; wind N.W. 6 o. c. q. 6h. A.M. had supper and turned in.

4h. 45m. P.M., called the cook; breakfasted.

Wind east; 1 b. c.

7h. packed and started; wind N.W. 6 b. c. q.

11h. 30m. halted for lunch; N.W. 6. S. b. c. q.; with heavy drift.

2h. pitched for rest; 3h. 30m. had supper, and turned in.

Wind, N.N.E. 7. 9. b. c. m. q.

3h. 30m. called the cook; breakfasted.

Wind N. 5. 9. b. c. q.; 7h. 30m. left the sledges, in company with Mr. Grove, to communicate with Lieutenant Pym at Cape Hotham.

Midnight, rejoined the sledges.

0h. 20m. made sail; 1h. the "Reward" capsized, and carried away the sheers; took the sail in, and made fast astern of the "Dauntless."

Wind N.W. 5. 9. b. c. q.; 2h. pitched for rest; 3h. had supper, and turned in.

3h. 20m. Mr. Court came up with a boat, on his way to Cape Hotham and pitched alongside of our tent.

3h. 30m. called the cook; breakfasted.

Wind N.W. 5. 10. b. c. q., with heavy drift; 7h. 30m. started, in tow of the "Dauntless;" 11h. halted for lunch; rigged a pair of sheers, and cast off from the "Dauntless;" made sail; wind dying away; 3h. pitched for rest.

N.W. 5 o. m. q.

4h. 15m. called the cook; breakfasted.

6h. 45m. packed, and started; wind, N.W. 4 o. q.

11h. lunched; 11h. 30m. started again; 3h. pitched on Beechey Island, about 500 yards from the "North Star;" wind, very variable and squally;

5h. 30m. had supper, and turned in; wind, N.W.; 2, b. c. m.

10h. turned out, and went on board the "North Star."

Received from the "North Star" 5 days provisions for 8 men.

9h. 15m. left the "North Star," in company with "Reliance" (Lieut. May) and "Dauntless" (Mr. Grove, mate); made sail; wind S.E.; 7 to 9 o. m. q. s., with heavy drift.

Midnight, wind very squally; took the sail in; travelling over smooth old

floe and pack in Union Bay. 2h. pitched for rest, on Point Innes. 3h. had supper and turned in. Wind moderating slightly. Proceedings of Mr. Pym.

3h. 45m. called the cook; breakfasted.

6h. 30m. packed, and started; wind, S.E. 1 b. c.

11h. halted for lunch; E.S.E. 1 b. c.

11h. 30h. started again, under sail.

1h. 30m. A.M., saw a marquee pitched off Cape Bowden; communicated with Mr. Allard (master), on his way to Beechey Island; 2h. shortened sail; wind N.W. 4 b. c. m.; 4h. pitched for rest; N.E. 3 o. m. s.; 5h. 30m. had supper, and turned in; exchanged Thomas Mellish, A.B., for Charles Smith, A.B., as per order, from Mr. Allard.

4h. 45m. called the cook; breakfasted.

7h. packed, and started; N.W. 3 o. m. c.

Midnight, halted for lunch.

0h. 30m. started again; 4h. 30m. pitched for rest; 5h. 30m. had supper, and turned in; wind, N.W. 1 b. c. m.

8h. called the cook; breakfasted.

10h. 45m. packed, and started; calm, o. m. s.

4h. pitched for lunch, about 1½ miles to the southward of Cape Osborn, N.E. 1 o. m. s. q.

6h. 45m. started; made sail; N.E. 4 b. c. m. q.

7h. 15m. sledge capsized; shortened sail, and proceeded; 10h. 30m. observed the ships.

11h. 30m. A.M. arrived on board Her Majesty's ship "Assistance."

May 9th and 10th.
Hours travelled, 9.
Encamped for rest, 16½h.
Stopped for lunch, 0h. 30m.
Dist. accomplished, 12'.

May 10th and 11th.
Hours travelled, 9.
Encamped for rest, 15h.
Stopped for lunch, 0h. 30m.
Dist. accomplished, 12'.

May 11th and 12th.
Hours travelled, 10.
Encamped for rest, 18½h.
Stopped for lunch, 2h. 45m.
Dist. accomplished, 20'.

STATEMENT OF WEIGHTS.

From Beechey Island to Cape Hotham :

Mean weight, 1,682 lbs.

Effective force, 7 men.

Mean weight per man, 240 lbs.

Number of days out, 4.

Number of days home, 2.

Total number of hours travelled, 52 h. 5 m.

Stopped for lunch, 3 hours.

Estimate distance travelled, 56 miles.

Mean travelling, daily, 9¼ miles.

From Beechey Island to Assistance Bay :

Mean weight, 1,347 lbs.

Effective force, 6 men.

Mean weight per man, 224 lbs.

Number of days out, 5½.

Number of days home, 3½.

Total number of hours travelled, 77h. 40 m.

Stopped for lunch, 4 h. 30 m.

Estimated distance travelled, 88 m.

Mean travelling daily, 9¾.

"John Barrow," April 26th :

Total weight, 1,106 lbs.

Effective force, 7 men.

Mean weight per man, 158 lbs.

Number of days out, 4½.

Number of days home, 4.

Total number of hours travelled, 62½.

Stopped for lunch, 3¾.

Estimated distance travelled, 83 m.

Mean travelling daily, 9¾ miles.

From "North Star" to Her Majesty's Ship "Assistance" :

Total weight, 677 lbs.

Effective force, 7 men.

Mean weight per man, 97 lbs.

Number of days out, 4.

Total number of hours travelled, 32¾.

Stopped for lunch, 8 h. 45 m.

Estimated distance travelled, 54 m.

Mean travelling, daily, 13½ miles.

Enclosure No. 55. of Sir Edward Belcher's Letter.

Mr. GROVE, Mate, to Sir EDWARD BELCHER, Knight, C.B.

Her Majesty's Ship "Assistance," Wellington Channel,
May 17th, 1854.

Sir,

I have the honour to enclose you the journal of Her Majesty's Sledge the "Dauntless," from April 13th to May 11th inclusive.

I have, &c.

(Signed) JAS. BLAIR GROVE, Mate.

Proceedings of
Mr. Blair Grove.

JOURNAL of the PROCEEDINGS of Her Majesty's Sledge "DAUNTLESS."

Left the "North Star" in company with the "Reward," Mr. Pym. In going over the hummocks outside of Beechey Island, the "Reward" broke down, carrying away the whole of her starboard supporters; unloaded her, being impossible properly to repair her where she was, and returned to the "North Star," leaving the "Dauntless" and gear of the "Reward" behind. Reached the "North Star" at 1h. P.M.

April 13th, 1854.
Wind N.W. 1 b. c.

April 14th.
Wind, variable.
Distance travelled, 7h. 30m.
Lunch, 30m.

April 15th.
Wind S.E. 3. b.e.
Distance, 9 miles.
Hours travelled, 8.
Lunch, 0h. 30m.

April 16th.
Wind S.E.
Distance, 10 miles.
Hours travelled, 9.
Lunch, 0h. 30m.

April 17th.
Wind variable, 3. com.
Distance, 8 miles.
Hours travelled, 10.
Lunch, 0h. 30m.

April 18th.
Wind, E.N.E. 4. c. m.
Distance, 9 miles.
Hours travelled, 8.
Lunch.

April 19th.
Wind, E. N.E. 5 to 6. h.
Distance, 3 miles.
Hours travelled, 4.

April 20th.
Wind calm, o. b. c.

April 21st.
Wind calm, o. c. m. s.
Distance, 12 miles.
Hours travelled, 9.
Lunch, 1 hour.

April 22d.
Wind N.N.E. 3. h. c. o.
Distance, 12 miles.
Hours travelled, 9.
Lunch, 0h. 30m.

April 23d.
Wind N.N.W. 3. b. c.
Distance, 13 miles.
Hours travelled, 9h. 10m.
Lunch, 0h. 30m.

April 24th.
Wind N.N.E. 3. b. c.
Wind N.N.E. 3. h. c. m.
Distance, 6 miles.

Left the "North Star" at 7h. A.M. with the "Reward." 8h. reached the "Dauntless," and packed the "Reward." Lunched at noon. 3h. pitched the tent outside the hummocks. 5h. the "Enterprize" arrived, and pitched alongside of us.

6h. 30m. packed and started under sail, steering for Cape Hotham; sledge going over a piece of old floe, hummocky, with soft snow. Lunched at noon, and pitched at 4h. P.M.

6h. 30m. started under sail. 7h. observed a tent pitched. 9h. communicated with Mr. Jenkins and sledge party from "North Star." Noon, lunched, and pitched at 4h. P.M. Captain of the sledge reported having seen three ptarmigan; fired at, but did not succeed in killing any of them.

Started at 6h. A.M., steering for Cape Hotham. Lunched at noon. 3h. double-banked the "Dauntless," and took her into the land over the hummocks; pitched the tents, and sent the hands, except the two cooks, to bring the "Reward" in. 4h. 30m. "Reward" arrived. 5h. had supper. 9h. P.M. Commander M'Clintock arrived at our tents, with the dog sledge and one hand, and gave me the following orders:—

"To Mr. GROVE and Parties under his Orders.

At Cape Hotham, Monday, 17th April, 1854.

"By the direction of Captain Kellett (of which I am the bearer), you will deposit the provisions with which you are laden at Assistance Bay, and return to the "North Star," to await the orders of Sir Edward Belcher.

(Signed) "F. L. M'CLINTOCK, Commander,
"Her Majesty's Ship 'Intrepid.'"

Started at 8h. A.M. for Assistance Bay. Lunched at noon, and pitched at 4h. P.M.

Started at 7h. 30m. A.M., under sail, and reached the depôt in Assistance Bay at 11h. 15m.; pitched the tents, and had lunch. 1h. arranged the depôt,—“Dauntless,” 220 rations; “Reward,” 163 rations. 5h. 30m. had supper.

Buried the depôt, and lunched at 11h. 30m. A.M.; Henry Jones suffering from snow blindness. Noon, observed two tents pitched about three miles from the land; took all hands out, except the cooks, to offer them any assistance; found they were a party from the "Resolute," under the command of Lieutenant Haswell. Assisted them at the drag-ropes for about four miles, and supplied them with 3 tins of concentrated soups, 110 rations of tea and sugar, and 16 lbs of tallow for fuel. Returned to the sledges at 5h. P.M., and had supper.

Breakfasted, and left the depôt at 7h. 30m., proceeding towards Cape Hotham. 11h. met Mr. Herbert on his way to Assistance Bay; pitched the tent, and had lunch. Proceeded at 12h.; saw a bear. Pitched under Cape Hotham at 5h. 30m. P.M., and had supper.

Breakfasted, and started at 7h. 30m. A.M. 10h. made sail. Noon, lunched. 4h. 30m. observed a black object on the floe, which I took for the bear's carcase; steered for it, found it to be only a pemmican tin; pitched alongside of it.

Started at 6h. 20m. Found the bear at 9h.; took a load of 40 lbs. on each sledge, for the use of the dogs at "North Star." Halted for lunch at 11h. 30m. Noon, met Messrs. May and Shellabear, with two sledges. 4h. pitched.

6h. 30m. packed and started; observed three sledges, joined company; found them to be Lieutenants Pim and Cheyne, and Dr. Armstrong. Arrived on board the "North Star" at 11h. 30m. A.M.

STATEMENT OF WEIGHTS.

From Beechey Island to Assistance Bay :	Total number of hours travelled,
Mean weight, 1,884 lbs.	77 h. 40 m.
Effective force, 9 men.	Stopped for luncheon, 4 h. 30 m.
Mean weight per man, 209 lbs.	Estimated distance travelled, 88 m.
Number of days out, 5½.	Mean travelling, daily, 9¾ miles.
Number of days home, 3½.	Number of days victualled for, 30,
	330 rations.

Commander RICHARDS to Mr. J. BLAIR GROVE, Mate, Her Majesty's
Ship "Assistance."

By Commander Richards, Commander of Her Majesty's Ship "Assistance," and Senior Officer at Beechey Island.

You are hereby required and directed to proceed with the sledges "Dauntless" and "Reward," taking Mr. Pym under your orders, to Assistance Bay. Your sledges will be each provisioned for 10 days; and in addition, you will carry eight empty half-hogsheads.

On your arrival you will secure the bread (at present buried in bags) in these empty casks, as well as all other provisions which are liable to receive damage by exposure or by the attacks of bears.

Lieutenant Cheyne will also be directed to deposit 2 casks, making 1 in all.

You will not detain Mr. Pym at Assistance Bay, but direct him to return immediately to me, remaining yourself to secure the depôt; and you will perform this service with all the despatch in your power, returning to "North Star" in readiness to accompany the division of sledges to Her Majesty's Ship "Assistance."

Given under my hand, on board the "North Star," at Beechey Island, this 26th day of April 1854.

(Signed) GEO. HENRY RICHARDS, Commander,
Her Majesty's Ship "Assistance."

Left the "North Star" at 9h. P.M., in company with the "Reward," Mr. Pym. On rounding Beechey Island, observed two sledge parties. 10h. communicated with Commander M'Clure, who was on his way to the "North Star." Midnight, lunched. Reached and passed the hummocks at 2h. A.M. Pitched the tent; had supper.

Breakfasted and started at 6h. P.M.; made sail. Midnight, lunched.

3h. A.M. pitched, and had supper.

6h. 30m. packed and started. Mr. May arrived with sledge party, *en route* to the "North Star." 11h. halted for lunch. Proceeded again at 11h. 30m. under sail; weather bad, blowing fresh, with heavy snow drift. Pitched at 2h. A.M.

6h. 30m. packed and started. 11h. lunched, and again proceeded at 11h. 30m.; snow falling.

4h. pitched, and had supper.

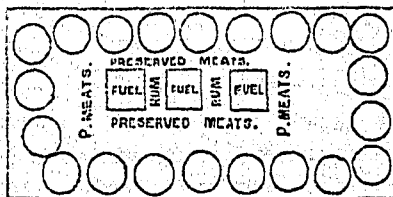
Started at 5h. 30m. P.M. Reached the depôt, pitched, and lunched, at 2h. A.M.; in consequence of the cold, made the men get into their bags.

Noon, dug the depôts out, brought them all to one spot, and sorted them for stowage in casks; deposited 8 rations complete from Mr. Pym's sledge; blowing fresh from the N.W., very squally. 9h. 30m. Mr. Jenkins and party arrived from "North Star," *en route* for the "Resolute," and pitched alongside of us. 11h. had breakfast.

Employed stowing the bread in casks, and also small stores, such as tea, sugar, potatoes, &c. &c. Managed to get all the bread into the casks, with the exception of four bags of bread; these, however, I had put into the best bags I had, and had them stowed between the row of casks and on the top of the fuel and meats, so as to protect them from any damp arising out of the ground or snow melting. Made a most excellent and secure depôt, by placing all the casks ("Resolute's" and ours included, mustering in all 24) on end in a large square hole, two feet deep, so as to form a square.

April 26th.
Wind S.E. 1. c.o.
Distance, 6 miles.
Hours travelled, 4h. 40m.
Lunch, 0h. 20m.
April 27th.
Wind S.S.E. 5. c.o.
Distance, 10 miles.
Hours travelled, 8h. 30m.
Lunch, 0h. 30m.
April 28th.
Wind S.S.E. 6. to 7. o.m.s.
Distance, 10 miles.
Hours travelled, 7.
Lunch, 0h. 30m.
April 29th.
Wind W. 1. o.m.s.
Distance, 10 miles.
Hours travelled, 9.
Lunch, 0h. 30m.
April 30th.
Wind, variable.
Distance, 7 miles.
Hours travelled, 6.
May 1st.

May 2d.



Filled this up with gravel; placed the pemmican and bacon tins on top of the casks; and on top of all four large cases of bread, containing 224 lbs. each; and placed on top of this a staff and flag. 6h. had supper.

7h. packed the sledge; parted company with Mr. Jenkins, having previously given him 11 rations of everything. 11h. 30m. lunched, blowing very fresh, with heavy snow drift. Proceeded at midnight, but compelled to pitch at 1h. 30m. A.M.

6h. packed the sledge, and started. 7h. communicated with Lieutenant Pim, at Cape Hotham; blowing very heavy, with snow drift. Rejoined the sledges at midnight. 1h. "Reward" carried away both masts; took her in tow, and proceeded, steering to Beechey Island. 2h. pitched, and had supper. 3h. 20m. Mr. Court and party arrived with a boat, bound for Cape Hotham, and pitched alongside of us.

Started at 7h. P.M.; blowing very fresh, with heavy drift; took the "Reward" in tow. 11h. pitched the tent, and rigged a pair of spars for the "Reward," with tent pikes. Lunched; cast off the "Reward," she making sail. 3h. pitched; had supper.

6h. 30m. started under sail. 11h. lunched, and pitched at 3h. A.M. on Beechey Island, abreast of the "North Star;" had supper. Went on board the "North Star" at 10h. A.M. and reported the arrival of the sledge party.

STATEMENTS OF WEIGHTS, &c.

From Beechey Island to Assistance Bay :	Number of days out, 4½.
Mean weight, 1,499 lbs.	Number of days back, 4.
Effective force, 9 men.	Total number of hours travelled, 65.
Mean weight per man, 167 lbs.	" " for luncheon, 4.
Number of days provisioned for, 11	Estimated distance travelled, 83 m.
days : 110 rations.	Mean travelling daily, 9 ¾ miles.

9h. left the "North Star," in company with "Reliance," Lieutenant May, "Reward," Mr. Pym. 9h. 15m. made sail; wind from the S.E., accompanied with heavy drift. Midnight, shortened sail, in consequence of the heavy old floe in Erebus and Terror Bay. 2h. pitched on Point Innes. 3h. had supper.

5h. packed the sledges and started; after clearing the hummocks off Point Innes, made sail. 11h. lunched. 11h. 30h. proceeded. At 1h. observed a marquee pitched off Cape Bowden; communicated with Mr. Allard, on his way to the "North Star." 4h. pitched on the floe a quarter of a mile from Cape Bowden.

7h. packed and started, steering for Cape Bowden; halted alongside the ground hummocks, and took the tent gear and cooking apparatus on shore, pitched the tent, and left Henry Jones, A.B., and Walter Marshall in charge of stores, with ten days provisions—20 rations. 8h. 30m. proceeded. Midnight, lunched. 4h. 15. Halted, and rigged a tent with sails, between Mr. May's and Mr. Pym's; had supper.

10h. 30m. packed and started, Mr. May leaving his tent and gear behind. 4h. stopped the sledges, and went on shore to lunch in the tent that Mr. Herbert had left. 6h. 45m. Started, having left our bags in this tent. 10h. 30m. saw the ships. 11h. 30. arrived on board Her Majesty's Ship "Assistance."

STATEMENT OF WEIGHTS.

From "North Star" to Assistance :	Number of days out, 4½.
Mean weight, 1,044 lbs.	Total number of hours travelled, 34.
Mean weight per man, 104 lbs.	" " for luncheon, 3h. 45m.
Number of days provisioned for, 70	Estimated distance travelled, 58 m.
rations.	Mean of travelling daily, 14½ miles.

OBSERVATIONS on the State of the Ice in the Wellington Channel.

The floe between Beechey Island and Assistance Bay appears to be young ice, with the exception of a large piece of old floe, about two miles long, in the middle of the Wellington Channel. Heavy ground hummocks extend from Cape Hotham to Assistance Bay, with tidal cracks.

Did not see any open water.

May 2d and 3d.

Wind N.E. 7. to 9. e.q.m.
Distance, 8 miles.
Hours travelled, 6.
Lunch, 0h. 40m.

May 3d and 4th.

Wind N.W. 7. to 9. e.m.q.
Distance, 12 miles.
Hours travelled, 7h. 30m.
Lunch, 0h. 33m.

May 4th and 5th.

Wind N.W. 5. to 9. e.q.
Distance, 11 miles.
Hours travelled, 7h. 30m.
Lunch, 0h. 30m.

May 5th and 6th.

Wind N.W. 5. e.q.
Distance, 10 miles.
Hours travelled, 8.
Lunch, 0h. 30m.

May 6th.

Wind S.E. 8. to 9. o.m.s.
Distance, 11 miles.
Hours travelled, 5.
Lunch, did not stop.

May 9th.

Wind N.E. 2. to 4. o.m.s.
Distance, 14 miles.
Hours travelled, 10h. 30m.
Lunch, 0h. 30m.

May 10th.

Wind N.W. 1. to 3. o.m.s.
Distance, 12 miles.
Hours travelled, 8.
Lunch, 0h. 30m.

May 11th.

Wind N.E. 1. o.m.s.
Distance, 21 miles.
Hours travelled, 10h. 30m.
Lunch, 2h. 45m.

Enclosure No. 56. of Sir Edward Belcher's Letter.

Proceedings of
Mr. Allard.

EDWARD BELCHER, Knight, C.B., to Mr. ALLARD, Master, (Additional),
Her Majesty's Ship "Assistance."

"A Copy of the Orders of Her Majesty's Sledge "Enterprize."

By Captain Sir EDWARD BELCHER, C.B., commanding the Arctic Squadron.

You are hereby directed to proceed with all dispatch in command of the sledge "Enterprize," stopping at the different fixed rendezvous; or proceeding 12 miles; if nothing should be noticed beyond the first, in such case using your marquee.

Your first stage will only advance you to the first tent, where you will rest or not, as the weather may appear propitious or otherwise, and your crew in a fit condition.

On arrival at "North Star" you will deliver the letters entrusted to you, as directed, take receipts for all you deposit, sign for all supplies, and after 24 hours rest return to the "Assistance," by which time Lieutenant May will have completed the chain of tents.

Should you meet the sledge in which Mellish is you are to exchange him for one of my crew (Smith), and take him back, as a bad character, to the "North Star," bringing back on your return the cooper.

You will specially examine all cracks in your progress, and inform me of any traces of motion, particularly on the in-shore ice, on your return.

Given under my hand, on board Her Majesty's Ship "Assistance"
this 7th day of May 1854.

(Signed)

EDWARD BELCHER, Captain,
Commanding Arctic Squadron.

LIST of Equipment for Sledges with their Weights.— Her Majesty's Sledge
"Enterprize."

No.		lbs.
1.	Tent and brush; spare line for lashing, do.	142
2.	Sleeping bags	77
3.	Buffalo robe and cover	
4.	Waterproof and canvas bottoms	
5.	Cooking apparatus complete	20
6.	Axe	
7.	Pick	
8.	Spade	
9.	Boat-hook	
10.	Tin cylinders for cairn	
11.	Sundry bag	
12.	Ammunition bag	10
13.	Medicine box	7
14.	Knapsacks, clothes, washing traps, spectacles, and crape	250
16.	Instruments and journal	
17.	Sledge and wooden bottom	210
18.	Boarding pikes for tent, bamboos, and pemmican axe	30
	Provisions for 7 days	237
	1 Double barrel gun	10
	1 Single, Hudson Bay	10
		997
	Weights on sledge—plank	40
	Cases, Nos. 4, 5, 6, 7	515
	Bag containing boots	70
	Small case	40
	Total weights	1,662

CREW of Her Majesty's Sledge "Enterprize."

Names.	Rank or Rating.	Age.
Mr. J. H. Allard - -	Master - - - -	30
Joseph Abbott - -	Ice Quar-Master, Captain of Sledge - - -	40
Charles Smith - -	A.B. - - - -	24
James Graham - -	" - - - -	27
Cornelius Fielder - -	" - - - -	28
James McCartney - -	" - - - -	27
Robert McCormick - -	Private, R.M. - -	29
Robert Urquhart - -	" - - - -	28
Simon Dix - -	" - - - -	23
Henry Deller - -	Ship's Cook - - -	34
John Clark - -	Gun-room Steward - -	38

EXCHANGES.

Charles Smith from "Enterprize" to "John Barrow."
Thomas Mellish from "John Barrow" to "Enterprize."

Mr. J. H. ALLARD, Master, to Sir EDWARD BELCHER, Knight, C.B.

Ordered at 10 A.M. 19th May } 9 ho
Delivered at 7 P.M. .. }

H.M. Steam Vessel "Pioneer," Wellington Channel,
May 19th, 1854.

Sir,

I have the honour to report my arrival on board Her Majesty's steam vessel "Pioneer," and also to report the proceedings of Her Majesty's sledge "Enterprize," under my charge, between the 7th and 17th days of May, 1854.

On Sunday afternoon, about 3 o'clock, I left Her Majesty's ship "Assistance," and proceeded to the southward, towards the encampment south of Cape Osborn; weather overcast with snow, with a moderate breeze from the southward. On my arrival at the first encampment I found a tent, two tent keepers, and 11 blanket bags; I added two bags which I had on my sledge, making in all 13. Here I arrived at about 9h. P.M., and started towards Cape Grinnell, the next day, Monday 8th, at noon, taking with me 11 blanket bags for the use of my sledge crew; passed through two or three small patches of pack, following a sledge track through; at 5h. P.M. lunched; 9h. 30m. passed Cape Grinnell, looked carefully for a tent there, but observing none proceeded on until 10h., and encamped about a mile south of it, raising the marquee which I had on sledge. The wind during this day's march was S. to E.S.E., force 4 to 6, overcast with snow. Number of hours travelled, 9½; distance, 12 miles. Tuesday 9th., breakfasted and away at noon; wind northerly, 1 b. m. s. Winding our way through a patch of pack, two or three miles wide, after which, for the remainder of the day, we had a good floe. 5h. P.M. stopped half an hour to lunch. Wind S.E. 2 c. m. Proceeded on until 10h., when we encamped nearly a mile south of Cape Bowden, having first ascertained there was no tent on the point for us. Wind east, 3 c.; hours travelling, 9½; distance made, 13 miles. About 3h. 30m. A.M. Wednesday, 10th, Lieutenant May came to my tent on his way to Her Majesty's Ship "Assistance," and informed me he was in pursuance of his orders going to complete the chain of tents; I reported there was a tent a little to the southward of Cape Osborn, but that I had taken bags for my own party from it, and he would find only two there, which were for the tent keepers. Charles Smith was exchanged, and I took Thomas Mellish in his place, as directed in the orders I received before leaving Her Majesty's Ship "Assistance." Having breakfasted, we started at noon this day (Wednesday 10th), with a fresh breeze from the N.W., sledge under canvas, and going with but little exertion to the crew; floe very good; stopped half an hour to lunch at 5h. P.M., and then proceeded towards Point Innes; wind moderating; at 7h. commenced moving among the hummocks of ice, keeping as close in shore as possible; 9h. landed on Point Innes, after a

very heavy drag over the snow bank on the point. Encamped at 9h. 30m. having been travelling 9 hours, and made 15 to 16 miles in distance.

Thursday, 11th. I was again away at noon. Whilst getting under weigh, Mr. Osborn (Her Majesty's Ship "North Star,") passed, and informed me he was proceeding to place a tent on Point Innes. I proceeded on towards, and kept close under Cape Spencer, after passing which I kept close to the land for some distance; stopped about 10 minutes to lunch; crossed Union Bay, and arrived on board "North Star" about 5h. p.m.; delivered the despatches entrusted to my care; wind N.W., 4. o. m. s.; travelled 4½h. and made 7 to 8 miles.

Friday 12th, unloaded sledge, drew 44 rations from the "North Star," and prepared for leaving on my return to the "Assistance," that evening, but was unable to do so, in consequence of suffering from snow blindness. Dr. Ricards applied some vinum opii.

On Saturday evening, the 13th, my eyes were sufficiently well to enable me to leave for "Assistance;" at 8h. 30m. p.m., left the "North Star;" wind N.W. 5. b. c. m.; lunched at 1h., and arrived at Point Innes about 1h. a.m., Sunday; found a tent there; two tent keepers; all gear correct, except blanket bags, of which there was but 4; my party did not require the use of the bags belonging to this encampment, as we still retained those we had used going to the southward; travelled 4 hours, and made about 8 miles in distance.

At 5h. p.m. Sunday 14th, left Point Innes, on my way to Cape Bowden; found the ice off the point much better for travelling over, since it had been levelled; 10h. lunched; proceeded, and arrived at the Cape Bowden encampment at 2h. a.m. on Monday; found two tent keepers, and tent gear all correct, except bags, at which place I left 11 bags that I had taken from the encampment south of Cape Osborn, on my way to the southward; wind N. to W. 4 to 1 b. c.; 8½ hours travelling, and made about 16 miles.

Left Cape Bowden on Monday 15th, at 5h. 30m. p.m.; and at about 6h. 30m. I met Mr. Herbert, proceeding towards the encampment I had lately occupied; we exchanged sledges, as he said his worked, and he was afraid of its breaking down. He showed me his orders relative to exchanging Simon Dix, private, P.M., and taking one of the men from the Cape Bowden encampment, in his place; sending the former man to the Serjeant's encampment at Little Cape Bowden. I waited until Walter Marshall, A.B., joined me from the encampment I had lately left; Mr. Herbert also informed me that the two tent keepers, viz., Thomas Marshall and William Evans, who were at Cape Grinnell, were to return to the "Assistance" with me. On arriving at Cape Grinnell at 2h. 30m. Tuesday morning, I found a tent, and 12 blanket bags; wind N.W. 2 to 6 b. c. q; travelled 8½ hours, and made 12 miles.

Tuesday, 16th, Lieutenant May and Doctor Lyall arrived at Cape Grinnell this evening, before I started, at 4h. 30m.; shortly after which I passed his sledge. From this encampment Thomas Marshall and William Evans joined my sledge; I also took from this encampment the 12 blanket bags, as Lieutenant May told me he had brought on with him the bags that were at the Cape Osborn encampment, which he intended leaving at Cape Grinnell; at 10h. lunched; arrived at the Cape Osborn encampment about 11 o'clock on Wednesday morning the 17th; wind northerly, 1 to 2 b. c. m.; travelled 8 hours, and made about 11 miles.

Wednesday, 17th, at 11h. 30m. started for the "Assistance;" wind S.W. 2. b. c.; and arrived alongside about 3h. p.m., having travelled 3½ hours, and made about 7 to 8 miles.

At this last encampment I left 12 bags, which I brought on from Cape Grinnell.

The ice the whole distance between the "Assistance" and "North Star," over which I travelled, appears to be perfectly safe, neither holes nor water to be seen on the floe, nor any symptom rendering it unsafe for a loaded sledge to pass over; the snow is much softer than it was 10 days since; but in no place did I find any signs of water on or making its way through the floe.

Proceedings of
Mr. Allard.

A bear passed whilst we were encamped at Cape Bowden; one ball was fired at it, when it made off; the wolf has also been in company with us.

Number of hours travelling to the southward	-	-	38½
" " " to the northward	-	-	24½
			63 hours.
Number of miles out	-	-	55
" " returning	-	-	55
			110 miles.

I have, &c.

(Signed) J. H. ALLARD, Master
and Officer of Sledge.

Mr. J. H. ALLARD, Master, and Officer of Sledge, to Sir EDWARD
BELCHER, Knight, C.B.

An ACCOUNT of the PROCEEDINGS of Her Majesty's Sledge "Enter-
prize," between Sunday May 7th, and Wednesday 17th, 1854.

Mr. Allard returned 4h. P.M. May 17th } 42½ hours.
Report delivered 10h. 5m. A.M. May 19th }

Report ordered to be delivered in 12 or at *extreme* in 24 hours.

Wind, 3h. P.M. S. 4. o. s.
8h. P.M. S. 4. o. s.
No. of hours travelling, 6h.
Estimated distance travelled, 8
miles.

Monday, 8th May.

Wind, noon, S. 6. o. s.
6h. P.M. S.E. 4. o. m.
9h. P.M. E.S.E. 3. o. m.
Hours travelling, 9½.
Estimated distance, 12 miles.

Tuesday 9th.

Wind, noon, N. 1. h. m. s.
6h. P.M. S.E. 2. o. m.
9h. P.M. east, 3. e.
Hours travelling, 9½.
Estimated distance, 13 miles.

Wednesday 10th.

Wind, noon, N.W. 7. o. m. s.
6h. P.M. W.N.W. 4. o. m. s.
9h. P.M. 4. o. m. s.
Hours travelling, 9.
Estimated distance, 15 to 16
miles.

Thursday 11th.

Wind, noon, N.W. 4. o. m. s.
4h. P.M. W.N.W. 4. o. m. s.
Hours travelled, 4½.
Estimated distance, 7 to 8
miles.
Total number of miles out, 55.

Left Her Majesty's Ship "Assistance" at 3h. P.M., and proceeded towards Beechey Island; arrived at the encampment south of Cape Osborn at 9h. P.M., where we found tent and gear all correct for 11 men; added two sleeping bags for the tent keepers.

Noon, having breakfasted, packed up and proceeded to the southward towards Cape Grinnell; much snow drift; passed through two or three small patches of pack, following a sledge track through. 5h. P.M. lunched. 9h. 30m. passed Cape Grinnell, looked carefully for a tent, but observing none there, proceeded on until 10h., and encamped about a mile south, raising a marquee which I had on the sledge; had supper, tea, &c., making use of 11 sleeping bags which I had taken from the first encampment.

Called the cook at 9h. 30m., breakfasted and away at noon; wending our way through a patch of pack about 2 to 3 miles in breadth, after which for the remainder of the day we had a good floe; 5h. P.M. stopped half an hour to lunch, after which we proceeded, and encamped at 10h., nearly a mile south of Cape Bowden, having first ascertained there was no tent on the point for us; had supper, &c.

About 3h. 30m. A.M. Lieutenant May came to my tent on his way to Her Majesty's Ship "Assistance," and informed me, he was in pursuance of his orders, going to complete the chain of tents; I reported there was a tent a little to the southward of Cape Osborn, but that I had taken bags for my own party from it, and he would find only two there, which, were for the tent keepers. Charles Smith (A.B.) was exchanged, and I took Thomas Mellish in his place, *vide* orders.* At 9h. 30m. called the cook, and was away at noon; sledge under canvas and going with but little exertion to the crew, floe very good. 5h. P.M. lunched, wind moderating. 7h. commenced moving among the hummocks off Point Innes, keeping as close in shore as possible, which road I found the best. 9h. landed on Point Innes after a very heavy drag over the snow bank on the point. 9h. 30m. encamped about half a mile beyond it; supper, tea, &c.

11h. 30m. A.M. breakfasted, and away at noon; whilst getting under weigh, Mr. Osborn (Her Majesty's Ship "North Star") passed, and informed me he was proceeding to place a tent on Point Innes. I proceeded on and kept close in under Cape Spencer, after which I kept close to the

* Most officers would say, "In compliance with your orders."

land for some distance; stopped about 10 minutes to lunch, crossed Union Bay, the Spit, and arrived on board "North Star" about 5h. P.M.; delivered despatches entrusted to my care; myself and crew rested that night on board.

Unloaded sledge; drew 44 rations from the "North Star," and prepared for leaving on my return to the "Assistance" that evening, but was unable to do so, in consequence of suffering from snow blindness. Dr. Ricards applied some vinum opii.

My eyes were sufficiently well to enable me to leave for Her Majesty's Ship "Assistance." 8h. 30m. P.M. left the "North Star." 11h. lunched, and 1h. A.M. Sunday morning arrived at Point Innes; found a tent there, two tent keepers, all gear correct, except blanket bags, of which there were but 4; had supper, &c.

2h. 30m. P.M. called the cook. 4h. 30m. breakfasted. 5h. proceeded to the northward; found the ice much better for travelling over since it had been levelled. 10h. lunched; arrived at Cape Bowden at 2h. A.M.; found two tent keepers and tent; in this tent I deposited the 11 sleeping bags I had been using since I left the ship ("Assistance") on my way to the southward; had supper, &c.

2h. 30m. P.M. called the cook; breakfasted; left Cape Bowden. At 5h. 30m. met Mr. Herbert (mate). At 6h. 30m. exchanged sledges, as he said his worked, and he was afraid of its breaking down; he showed me his orders relative to exchanges, &c., and informed me that Walter Marshall, A.B., was to return with me from Cape Bowden to the ship, and that Simon Dix (P.R.M.) was to join the serjeant at Little Cape Bowden, and that Thomas Marshall, A.B., and William Evans, A.B., tent keepers at Cape Grinnell, were to return to the ship also with me. I waited for Walter Marshall to join, and sent Simon Dix to the serjeant's encampment. 10h. lunched. 2h. 30m. A.M. arrived at Cape Grinnell; found tent and gear and 12 sleeping bags; had supper, &c., and turned in.

Lieutenant May and Dr. Lyall arrived at where I was encamped (Cape Grinnell). 4 P.M. breakfasted. 4h. 30m. proceeded to the northward, taking Thomas Marshall and William Evans (A.B.) and 12 sleeping bags with me, to replace those brought on by Lieutenant May from the Cape Osborn encampment, which he intended leaving at Cape Grinnell. 10h. lunched, and arrived at Cape Osborn encampment about 1 A.M.; from Cape Grinnell to Cape Osborn I found the snow very soft; had supper &c. 9h. A.M. called the cook. 11h. breakfasted. 11h. 30m. proceeded towards the ship, and arrived on board Her Majesty's ship "Assistance" at about 3h. P.M. The ice the whole distance between the "Assistance" and "North Star," over which I travelled, appears to be perfectly safe, neither holes or water to be seen on the floe, or any symptom rendering it unsafe for a loaded sledge to pass over. The snow is much softer than it was 10 days since, but in no place did I find any signs of water on, or making its way through the floe.

(Signed) J. H. ALLARD, Master,
and Officer of Sledge.

Proceedings
Mr. Allard

Friday 12th.

Left Thomas Mellish, A.B. and brought on the cooper, *vide orders*.

Saturday 13th, and Sunday 14th.

9h. P.M. Wind N.W. 5. b. c. m.
Midnight N.W. 4. o. m.
3h. A.M. 4. o. m.
11 hours travelled, 4.
Estimated distance, 8 miles.

Sunday 14th and Monday 15th.

5h. P.M. Wind N., 4. b. c.
Midnight, W., 2. b. c. m.
3h. A.M. 1. b. c. m.
11 hours travelled, 8½.
Estimated distance, 16 miles.

Monday 15th and Tuesday 16th.

5h. P.M. Wind, N. 2. to 6. b. c.
Midnight, 2. to 4. c. b. g.
3h. A.M. N. 2. to 5. b. c. q.
11 hours travelled, 8½.
Estimated distance, 12 miles.

Tuesday 16th, Wednesday 17th

5h. P.M. Wind, N. 2. b. c.
Midnight, 2. to 4. c. b. g.
1h. A.M. N. 1. o. m.
11 hours travelled, 8½.
Estimated distance, 11 miles.
P.M. Wednesday.
1h. Wind, S.W. 1. and 2. b. c.
11 hours travelled, 3½.
Estimated distance, 7 to 8 miles
Total distance returning, 55 miles.

An Account of the Receipt and Consumption of Provisions.

Received from "Assistance"	- - - - -	77 rations.
"North Star"	- - - - -	44 "
		Total - 121 "
By the victualling of 111 persons at a man's rations	- - - - -	111 "
		Returned - 10 "

Proceedings of
Mr. Allard.

Mr. J. H. ALLARD, Master, and Officer of Sledge, to Sir EDWARD
BELCHER, Knight, C.B.

H. M.'s Steam Vessel "Pioneer," Wellington Channel.
May 19th. 1854.

Sir,

I have the honour to reply to your queries in rotation as follows:

I started from the "Assistance" with 2 bags on the sledge, and I took 11 on with me from the first tent; It was fortunate I did so, for I was entirely without blankets throughout the downward journey.

The orders referred to are throughout those of Captain Sir Edward Belcher, C.B.

I did not know for certain that there were but four blanket bags at the Cape Innes tent, until my return.

Eleven bags which I left at the Cape Bowden encampment are the only ones there.

The exchange of sledges with Mr. Herbert was necessary, owing to his having shown signs of weakness.

Lieutenant May's party reached Cape Grinnell after I started (on Tuesday evening); neither party was incommoded. Thomas Marshall was brought on from the Cape Grinnell encampment, agreeably to orders communicated to me by Mr. Herbert.

Number of hours travelling to the southward	-	-	38½
To the northward	-	-	24½
		Total	60
Number of miles out	-	-	55
Returning	-	-	55
		Total	110

I have, &c.

(Signed) J. H. ALLARD, Master,
and Officer of Sledge.

Proceedings of
Dr. Domville.

Enclosure No. 57. of Sir Edward Belcher's Letter.

Captain KELLETT to Dr. W. T. DOMVILLE, Surgeon, Her Majesty's Ship
"Resolute."

Whereas the time has arrived that it is necessary to remove the invalids from Her Majesty's Ship under my command to Beechey Island—

You will take the general superintendence of the parties proceeding on that service.

The officer whom I have directed to perform the executive duty, has instructions to follow your wishes for the benefit of the men placed in your charge.

Given under my hand, on board Her Majesty's ship "Resolute," in
Barrow Strait, 8th May 1854.

(Signed) HENRY KELLETT, Captain.

ABSTRACT from MEMORANDUM.

Should Morgan reach Cape Cockburn, it will be for Dr. Domville to consider whether it would be more for the man's benefit to push on.

(Signed) HENRY KELLETT.

Dr. DOMVILLE to Commander W. J. S. PULLEN.

Her Majesty's Ship "North Star," Beechey Island,
May 19th, 1854.

Sir,

I have the honour to enclose a copy of orders received from Captain Henry Kellett, C.B., of Her Majesty's Ship "Resolute," in pursuance of which I left that ship on the evening of the 8th instant, in company with M. De Bray, *Enseigne de Vaisseau*, and the invalids alluded to.

On the morning of the 15th the condition of one of them, Thomas Morgan, A.B., late of "Investigator," becoming hourly more precarious. I deemed it imperative to detach the ambulance sledge and proceed with all despatch in accordance with the memorandum to that effect. To accomplish this I had the services of two men and four dogs, a less force than which would not have been sufficient for the purposes of traction and attendance upon the sufferer.

The floe being good, we made rapid progress, arriving at Assistance Harbour midnight of the 17th, where we completed our deficient provisions from the depôt there established, and on the morning of the 18th arrived at Cape Hotham. There, with much regret, I found Lieutenant Pim suffering from the effects of a severe wound of the thumb, from the bursting of his gun, while firing at a bear about four hours previous.

On my arrival he was upon his sledge, ready for returning to the ship; after dressing the wound with such appliances as the medicine box afforded, I advised him to continue his intention of proceeding on board, purposing to follow as soon as the period for rest had expired, of which both men and dogs stood in need; one of the former, George Butler, from his assiduous attention to the invalid, being affected with vomiting and purging, had not retained any food in the stomach for two days.

On the afternoon of the 18th, we commenced our transit across Wellington Channel, which we had hoped to accomplish in one march, but two of the dogs being seized with fits, we were again necessitated to encamp about ten miles from Beechey Island, until an early hour of the 19th, when we again proceeded, arriving on board Her Majesty's ship "North Star," under your command, shortly after noon.

I parted company from M. De Bray at Moore Island, and when last seen was under sail with a fair wind; from the average rate of travelling, he may be expected in five days from this.

As his crew is composed entirely of invalids, I would suggest the expediency of affording him assistance at Cape Hotham.

I have, &c.

(Signed) W. T. DOMVILLE, Surgeon.

Enclosure No. 58. of Sir Edward Belcher's Letter.

Sir EDWARD BELCHER, Knight, C.B., to Lieut. MAY, Sledge "Reliance."

By Captain Sir Edward Belcher, C.B., Commanding the Arctic Searching Squadron.

You are hereby required to proceed with the sledge "Reliance," with the articles enumerated in the accompanying document; and accompanied by Dr. Lyall to the depôt, at Beechey Island, reporting yourself to the senior officer there, whose orders you will obey.

I must beg leave to impress on your mind a more attentive compliance with the spirit and intent of my orders Nos. 27-31, and 33.

Given under my hand, on board Her Majesty's ship "Assistance," this 14th day of May, 1854.

(Signed) EDWARD BELCHER.

If you should meet with Mr. Allard between this and No. 1 tent, you will not leave that tent until 6 A.M. to-morrow morning, when the dog sledge may possibly overtake you, if I have any reply to send.

(Signed) E. B.

Lieutenant MAY to SIR EDWARD BELCHER, Knight, C.B.

Her Majesty's Ship "Assistance," Winter Quarters,
May 24th, 1854.

Sir,

I have the honour to inform you that in compliance with your orders I left this ship with the sledge "Reliance," carrying the weights as per enclosed list; and accompanied by Dr. Lyall, on the morning of the 15th of May, proceeded to the tent under Cape Osborn, where I remained for the night, leaving it on the following morning about 7h. 30m. A.M., and arriving at Cape Grinnell at 3h. 30m. P.M.

Wednesday, 17th.—Left the tent at Cape Grinnell at 8 A.M., on my march for Cape Bowden, where I arrived at 5 P.M., having met the sergeant abreast of Baring rendezvous, and given him two bags marked sergeant's provisions, and one containing *lignum vitae*.

Left Cape Bowden on the 18th at 7 A.M., and arrived at Point Innes at 5 P.M. After the usual rest, proceeded on for the "North Star," arriving there at 11 A.M. on the 19th. On delivering up your letter to Commander McClure (senior officer at Beechey), I was ordered by him to give the same to Commander Pullen, which I did; and after 24 hours rest left the "North Star" on my return to this ship, at 10h. P.M. of the 20th (with orders from Commander Pullen, a copy of which I beg to enclose), accompanied by Dr. Richards, and assisted by four dogs, having exchanged Thos. Copeland (A.B.), left behind sick, for Thos. Bond (ice quarter-master, lately recovered). I arrived at the tent at Point Innes (which had been shifted two or three miles north of its former position) at about 2h. 30m. A.M. of the 21st; here I found two buffalo robes and seven blanket bags, with the rest of the equipment complete; the rough road in the vicinity of this point has been improved by parties from the "North Star." Leaving this tent at 8h. P.M. on the 21st, I arrived at Cape Bowden at 1h. A.M. on the 22d, and found the equipment complete, with 12 blanket bags.

At 6h. 30m. P.M. of 22d I left Cape Bowden, arriving at Cape Grinnell at 11h. 30m. where I found equipment complete, with 10 bags; here I halted for rest, until 6h. 30m. P.M. of 23d, when I proceeded on for Cape Osborn, which I reached at 10h. P.M.; but finding the tent occupied by Mr. Grove and the crew of the Sledge "Rendlesham," I only remained there sufficient time to refresh my men, and proceeded at 12. A.M. on the 24th for the ship, where I arrived at 4h. 40m.

During my journey down to the "North Star," the weather remained fine, with light and variable winds, but on the 20th we had a fresh gale from the S.E., which shifted to the northward on the night of the 21st; since that period the weather has continued fine, with the wind generally from the northward.

Between Cape Osborn and Cape Grinnell I found numerous fresh cracks in the ice across the channel, and one off Cape Osborn about a foot wide. Otherwise I observed no difference in the floes, with the exception of the snow getting softer, and a few tidal cracks along shore.

I have, &c.

(Signed) WALTER W. MAY, Lieutenant.

Lieutenant May will make himself fully acquainted with the Instructions addressed to officers in general, which can be mastered in less than one hour; and he will specially obey Articles 1, 3, 9, 16, and not send me *copies* of the orders of any other officer. *Copies* only apply to testimonials, &c., unless at a distance from a commander-in-chief. But whatever reading other officers may *assume*, it is my order that the original shall, in obedience to Article 9, be presented to me.

The service ordered required an hour for the report before me, instead of 17 working hours, which has detained Lieutenant May from duty. The sledge equipment is not signed.

I am unable to approve.

(Signed) EDWARD BELCHER.

Enclosure No. 59. of Sir Edward Belcher's Letter.

Proceedings of
Mr. Herbert.

Mr. F. B. HERBERT, Mate, to Sir EDWARD BELCHER, C.B.

Her Majesty's Ship "Assistance," Wellington Channel,
May 24th, 1854.

Sir,

I have the honour to report the arrival of the sledge under my command, on board this ship yesterday, the 23d instant, from Beechey Island.

I left the "Assistance" on the morning of the 13th instant, in pursuance of your orders, and encamped at the first tent on Cape Osborn, at 2h. p.m., despatching the two men there back to the ships. At this tent I found all the equipment, and 10 bags.

At 6h. a.m. on the morning of the 14th, I started for Cape Grinnell, where I arrived at 4 p.m.; the equipment of this tent was complete, with 11 bags. The two tent keepers I warned to be ready to return with Mr. Allard, taking from them 10 rations (their spare provisions).

Leaving Cape Grinnell I landed the sergeant at Baring rendezvous at 3h. p.m. on the 15th, secured the tent with the depot and fuel, and leaving with him the 10 rations taken from Cape Grinnell. On the summit of this bluff I found a small cairn, with a notice from Mr. M'Cormick, of which I enclose a copy.

Off the bluff the pack extends for about 1½ miles, and the soft snow drift between the hummocks renders it inconvenient for heavy sledges to get in there. No such difficulty off Cape Bowden.

At 7h. p.m. I met Mr. Allard, with the Sledge "Enterprize," and showed him your direction for Simon Dix, P.R.M., to join the sergeant, which was carried into effect; I also requested Mr. Allard to exchange sledges with me, as mine showed signs of weakness, which he acceded to. At Cape Bowden I arrived at 9 p.m., finding the equipment and bags, 11 in number, correct. Henry Jones (A.B.), one of the tent keepers, I retained, sending the other, Walter Marshall (A.B.), to join Mr. Allard. At 8h. a.m. on the 16th, I left Cape Bowden, arriving at the "North Star's" tent about 2 miles below Point Innes at 11h. p.m. There I found two tent keepers, two buffalo robes, and four bags, and cooking gear complete; the road here has been much improved since I passed up before, by a party from the "North Star."

The next morning at 10h. a.m. I proceeded, taking with me the two tent keepers, arriving on board the "North Star" at 5h. p.m. I reported myself to Commander M'Clure, delivered to him your despatches, and showed him my orders.

During the passage down the weather was favourable, with fresh northerly winds; for the last two days of the journey Richard Bex, R.M., was unable to drag from snow blindness.

The only difference I observed in the state of the ice, was that there were some tide cracks crossing the channel, and that the snow was softer than when last I travelled over it.

I was detained on board the "North Star" until the evening of the 19th, in consequence of the illness of Thomas Bond (ice quarter-master) and John Simmonds (A.B.), who eventually remained behind, and were replaced by William Glass (A.B.), and Charles Warn (A.B.), from the "North Star."

At 9h. p.m. on the 19th, having received five days' provisions from the "North Star," I left. Lieutenant Haswell had that morning shifted the tent below Point Innes to two miles north of it, and had completed the bags to seven. I encamped there at 3h. a.m. on the 20th; leaving at 5h. p.m. on the 20th, arrived at Cape Bowden at 1h. a.m. of the 21st. After resting here 12 hours I revisited the sergeant, taking to him 10 rations (the provisions left by the two tent keepers at Cape Bowden), and 200 lbs. of lignum vitae, from the "North Star." From the sergeant I received one ptarmigan. At midnight of the 21st I arrived at Cape Grinnell, and found Mr. Taylor there, having just arrived; after supping with my crew, and resting five or six hours in the tent, he breakfasted, and then started on his return, taking with him the despatches and the game received from the sergeant.

Leaving Cape Grinnell at 4h. p.m., I arrived at Cape Osborn at midnight; from thence, having rested the usual time, I proceeded on to the

ship, met Mr. Grove an hour's march from the tent, and arrived on board at 7 p.m. On leaving the "North Star," we carried fresh southerly winds to Cape Osborn, when it changed to north, and continued so.

I have the honour to enclose a list of my weights, also a copy of the orders under which I have been acting, as specified below.

I have, &c.

(Signed) F. B. HERBERT, Mate.

Sir EDWARD BELCHER, Knight, C.B., to Mr. HERBERT, Mate, Her Majesty's Sledge "Success."

By Captain Sir Edward Belcher, C.B., Her Majesty's Ship "Assistance," Commanding Arctic Expedition.

Having mustered on your sledge the articles enumerated in the accompanying list, you will proceed to Beechey Island, reporting yourself to the senior officer there, and obtaining receipts for the articles deposited.

After 24 hours delay, or as directed by the senior officer, you will return to this ship, taking to Cape Bowden depôt such stores as may be furnished to you from the depôt at Beechey Island.

Given under my hand, on board Her Majesty's Ship "Assistance," in the Wellington Channel, this 12th day of May, 1854.

(Signed) EDWARD BELCHER.

I beg to call your attention to the Memorandums Nos. 27, 28, in the orders to the officers in general of this expedition.

You will instruct any men left in No. 2. tent from hence to return with next up-sledge; and you will also take on with you any men left in charge of No. 4. tent (North Star). The tents to be well secured and left ready for occupation.

(Signed) E. B.

WEIGHTS from Her Majesty's Ship "Assistance" to Baring Depôt.

Total weight	-	-	-	1980 lbs.
Effective force	-	-	-	10 men.
Weight per man	-	-	-	198 lbs.

From Baring Depôt to "North Star."

Total weight	-	-	-	1393 lbs.
Effective force	-	-	-	9 men.
Weight per man	-	-	-	154½ lbs.

From "North Star" to Baring Depôt.

Total weight	-	-	-	554 lbs.
Effective force	-	-	-	9 men.
Weight per man	-	-	-	61½ lbs.

From Baring Depôt up.

Total weight	-	-	-	288 lbs.
Effective force	-	-	-	9 men.
Weight per man	-	-	-	32 lbs.

Copy of Notice found in Cairn on summit of Baring Depôt.

August 21st, 1852, 6 A.M.

Memo.—Found a notice deposited here by Mr. John Stuart, of the "Lady Franklin," dated 13th of May, 1851, stating that a depôt of 60lbs. of bread and 40 lbs of pemmican had been left by him for emergencies on the north point of this bay.

(Signed) R. M'CORMICK,

Her Majesty's Ship "North Star," Beechey Island,
Commanding a Boat Expedition up Wellington
Channel, in search of Sir John Franklin.

Enclosure No. 60. of Sir Edward Belcher's Letter.

Proceedings of
M. De Bray,
of the French Navy.

Captain HENRY KELLETT, C.B., to Mr. E. DE BRAY, Her Majesty's Ship
"Resolute."

By Henry Kellett, Esq., C.B., Captain of Her Majesty's Ship
"Resolute."

Taking charge and fulfilling the executive duties of the parties which are about to leave this ship on Monday evening the 8th May, for the removal to Beechey Island of invalids under the superintendence of Dr. Domville—

You will follow his wishes, and use every exertion in your power that there may be a successful issue to your journey.

Given under my hand, on board Her Majesty's Ship "Resolute,"
in Barrow Strait, 6th May, 1854.

(Signed) HENRY KELLETT, Captain.

Mr. E. F. DE BRAY, Enseigne de Vaisseau, to Commander PULLEN, Her
Majesty's Ship "North Star."

Sir,

Her Majesty's Ship "North Star." Beechey Island,
May 28th, 1854.

I have the honour to report that, in compliance with my orders, I left the "Resolute" the 8th of May, at 8h. p.m., proceeding to Beechey Island, accompanied by Dr. Domville, and having in charge 9 men, all of them invalids, 8 dogs and 2 sledges. One of the sledges was loaded with provisions and travelling gear, the other was fitted with a cot to transport Thomas Morgan.

The distance from the "Resolute" to Cape Cockburn was accomplished in four days, the floe being bad and obliging me often to take one sledge after the other to pass over the hummocks.

The second day after leaving the ship I met Messrs. Cheyne and Shel-labear, and two days afterwards Mr. Jenkins, all of them proceeding on board the "Resolute."

From Cape Cockburn, the good state of the snow on the land was very favourable to us, and we made rapid progress.

The 14th of May I pitched the tent near Moore Island. There Dr. Domville, judging that the state of Thomas Morgan required a rapid removal to Beechey Island, left me on the morning of the 15th, accompanied by two men and four dogs, with six days provisions. Although my party was greatly reduced by this, having had the good fortune of a fine breeze from the W.N.W., I kept during two days in sight of Dr. Domville, but soon after lost sight of him.

The 17th I pitched two miles west of Browne Island. Saw there two ducks and one raven.

The men were then very tired, and one of them, J. Bailey, was very often obliged to go on the sledge. The dogs, fortunately in good condition, were for us a great help.

The 21st I arrived at Assistance Harbour. Being short of fuel, I tried to go to the depôt with the sledge, but the state of the floe prevented me, and I was obliged to leave the sledge outside the hummocks, and walked with two men to the depôt. I found the provisions much damaged by the bears, and made all I could to secure the depôt, having taken about ten pounds of fuel.

The 22d I arrived at the station of Cape Hotham at the same moment when Mr. Court was coming from the "North Star." Very fortunately I found there a small quantity of bear's meat, which came just in time for the dogs, who were beginning to show some symptoms of weakness. Mr. Court gave me also two of his men, and the next day, 23d of May, I proceeded to Beechey Island, and arrived on board the "North Star" on the 25th at 6h. a.m.

Proceedings of
M. De Bray,
of the French Navy.

The only appearance of water seen was at Cape Hotham, where I crossed a crack, extending in the direction of the S.E., of two feet in breadth, and in which water could be seen.

I am happy to say, that all the men placed under my orders gave me great satisfaction by their zeal and good conduct.

I have, &c.,

(Signed) E. F. De Bray, Enseigne de Vaisseau.

Enclosure No. 61. of Sir Edward Belcher's Letter.

REPORT of PROCEEDINGS of Her Majesty's sledge "Cardigan."—
Motto—"En grace affie."

Her Majesty's Ship, "North Star."
Erebus Bay, Beechey Island, April 18th. 1854.

April 8th, Saturday.

Noon, wind light N.W.

8h. p.m. Ther. - 12°.
Tent. - 1°.

April 9th, Sunday.

8h. a.m. Ther. - 15°.

Tent. - 0°.

7h. p.m. Ther. - 9°.

Tent. - 1°.

Wind light N.W.

April 10th, Monday.

8h. a.m. Ther. - 9°.

Tent. - 1°.

7h. p.m. Ther. - 10°.

Tent. - 1°.

Calm.

April 11th, Tuesday.

8h. a.m. Ther. - 16°.

Wind light S.E.

7h. p.m. Ther. - 10°.

Tent. - 4°.

April 12th, Wednesday.

8h. a.m. Ther. - 11°.

Tent. - 0°.

Wind fresh N.W.

p.m. Ther. - 5°.

Wind fresh S.E.

April 13th, Thursday.

8h. a.m. Ther. - 2°.

Tent. - 10°.

7h. p.m. Ther. - 4°.

April 14th, Friday.

8h. a.m. Ther. - 5°.

Tent. - 11°.

8h. p.m. Ther. - 10°.

Tent. - 1°.

April 15th, Saturday.

8h. a.m. Ther. - 9°.

7h. p.m. Ther. - 4°.

At 9h. 15m. a.m., left the ship, provisioned for 30 days, to deposit a depôt in Assistance Bay. Reaching the western point of Beechey Island shortly after ten o'clock, we struck off into the former tracks amongst the hummocks, and found the road much cleared, except in two or three places heavily banked up with snow drift. At 1h. 45m. p.m. reached the level floe. 4h. 30m. saw a sledge to the westward. 5h. communicated with Mr. Herbert (mate), in charge of H. M. sledge "Success." 5h. 15m. encamped.

9h. packed and proceeded. Continued the whole day on a level floe. 5h. encamped; very mild.

Sh. 30m. packed and proceeded. 10h. communicated with Mr. Shellabear (Second Master), in command of H.M. sledge "Steadfast." At 1h p.m. passed the carcass of a bear; took off ditto about 5 lbs. of fuel. 6h. encamped.

Sh. 30m. proceeded, occasionally under sail. At 5h. 45m. p.m. rounded Cape Hotham and encamped.

Wind fresh from N.W. with snow drift. Sh. 45m. packed and proceeded. 9h. 15m. communicated with Lieutenant May, in charge of H.M. sledge "Reliance," *en route* from Cape Walker to Beechey Island. Shortly after noon, the wind having veered round to the S.E., by the assistance of the sail, encamped at 6h. 15m. p.m., about two miles from the east point of Assistance Bay. Weather thick and gloomy, but very mild.

During the night blowing a fresh gale from the south-eastward, but towards morning it gradually drew round to the S.W., and having moderated at 8h. 30m. proceeded. At 10h. closed the eastern point of Assistance Bay, and crossed a heavy ridge of hummocks. 10h. 45m., in consequence of the gale having increased, with a considerable quantity of snow drift, pitched. 12h. 30m. weather having moderated, proceeded along the beach of Assistance Bay. At 1h. 45m. p.m. reached the depôt and deposited 160 rations, with an official list, as received from the Clerk in charge of Her Majesty's Ship "North Star," also a letter for Commander Richards. At 3h. depôt being secured, proceeded under sail for Beechey Island. 5h. encamped; weather very thick, gloomy, and trying to the eyes.

Wind fresh from N.W. with much snow drift, but clear over head. Sh. 30m. packed, and proceeded under sail. Noon, rounded Dungeness Point; wind coming off shore in heavy squalls, and objects at a very short distance obscured with snow drift. At 2h. 30m. p.m. reached the boat near Cape Hotham, and found depôt secure. 3h. 45m. stopped off Commander Richard's depôt at Cape Hotham, deposited a letter, as per order. Found depôt broken into by bears, and about ten yards from it, an empty bag much torn, supposed to have contained pork. 4h. 15m. proceeded. 5h. 30m. encamped; very mild.

Wind fresh from S.W. with snow drift. Sh. packed and proceeded under sail. Shortly after noon the wind veered round to the eastward. At 4h. pitched.

At 9h. a.m. saw three sledges to the eastward. 9h. 15m. communicated with Her Majesty's sledges "John Barrow," "Dauntless," and "Reward."

in charge of Messrs. Cheyne, Grove, and Pym, *en route* to the westward. April 16th, Sunday.
9h. 30m. proceeded under sail. 5h. 30m. encamped outside of the hummocks off the western point of Beechey Island. 8h. A.M. Ther. + 4°. Tent. + 11°. 7h. P.M. Ther. + 5°.

At 7h. 30m. packed and proceeded. Wind light S.E.; weather very thick, gloomy, and trying to the eyes. 11 15m. landed on the western point of Beechey Island. Communicated with Her Majesty's sledge "Success," Mr. Herbert (mate) in command, *en route* to the westward. April 17th, Monday.
7h. A.M. Ther. + 9°. Tent. + 19°.

12h. 30m. arrived on board; crew all well.

(Signed) ROBT. JENKINS, Mate,
Commanding Her Majesty's Sledge "Cardigan."

Enclosure No. 62. of Sir Edward Belcher's Letter.

Lieutenant CHEYNE to Commander W. J. S. PULLEN.

REPORT of Sledge "John Dyer."

Her Majesty's Ship "North Star," Erebus Bay, Beechey Island,
May 30th, 1854.

Sir,

I have the honour to report to you, for the information of Captain Sir Edward Belcher, the proceedings of Her Majesty's sledge, "John Dyer," on travelling service to Her Majesty's ship "Resolute," and back to this ship.

On the 26th April, at 9 P.M. (per order of Commander Richards) we left this ship with six men, and provisioned for 13 days. On striking off from Beechey Island, met Captain McClure with the remainder of the "Investigator's" ship's company.

On the 28th touched at Assistance Bay, and deposited 3 empty casks for securing the depôt.

On the 5th May arrived up with Mr. Shellabear at Moore Island, and proceeded in company to Her Majesty's ship "Resolute," where we arrived at 2h. 45m. P.M. on the 9th. Reported myself to Captain Kellett.

Remained on board until the 13th, when, at 7h. P.M., we started on our return to this ship, with the sledge "Cardigan," in company (Mr. Shellabear accompanying me down); weighted at 215 lbs. per man, and provisioned for 15 days, under the following order from Captain Kellett:—

"By Henry Kellett, Esq., C.B., Captain of Her Majesty's Ship 'Resolute.'

"Having command of the sledge 'John Dyer,' the crew of which has been increased to ten persons in all, you will direct Mr. Jenkins, mate, who has command of the sledge "Cardigan," which sledge has also received a similar increase to her crew, to proceed in company with you to the depôt 8 miles east of Cape Cockburn, where you will deposit the provisions and fuel with which you are charged to increase that depôt.

"This service being performed, you will receive on the 'John Dyer' a case for Lieutenant Mechem, and on the 'Cardigan' a portmanteau, which has already been placed there, and proceed direct to Beechey Island, reporting yourself to the senior officer there.

"Given under my hand, on board Her Majesty's Ship 'Resolute,' in Barrow Strait, 12th May 1854.

(Signed) HENRY KELLETT, Captain."

On the 18th at 11h. 15m. P.M. we reached the depôt near Allison's Inlet, and deposited the things ordered, bringing on others (as per instructions).

The length of time that elapsed between our starting from the "Resolute" and arriving at this depôt was owing to the caution given to me by Captain Kellett, not to run the slightest risk of any accident to the sledges among the hummocks to Cape Cockburn; so we cut and prepared the road as we proceeded. As we left the depôt, Captain Kellett arrived there with five sledges.

On the 23d we passed the south point of Brown Island abreast of Captain Kellett's division of sledges.

On the 25th at 8h. 45m. P.M. we arrived at Assistance Bay; taking from the depôt ten rations for the "John Dyer," the "Cardigan" taking the same quantity. Captain Kellett arrived here about two hours after us.

Proceedings
of Lieut. Cheyne.

On the 26th we passed Cape Hotham; Mr. Court, who was stationed there, communicated with us; stopped five minutes to speak him, and proceeded. Crossed a crack two feet wide, running apparently from Ragged Bluff in a south-easterly direction as far as we could see.

On Sunday the 28th at 1h. A.M. arrived on board this ship, and at 11h. 45m. A.M. the "Cardigan" arrived also, all well, excepting some of the crews suffering with their eyes. We returned one day's provisions to the ship, having expended fifteen.

I am unable to insert my orders from Captain Richards to proceed to the "Resolute," as they are in the possession of Captain Kellett.

I have, &c.
(Signed) JOHN P. CHEYNE, Lieutenant.

Game shot: 1 hare, 9 ptarmigan.
Five deer seen on Baker Island.

J. P. C.

Enclosure No. 63. of Sir Edward Belcher's Letter.

Mr. W. B. SHELLABEAR TO COMMANDER PULLEN.

Proceedings
of Mr. Shellabear.

Her Majesty's Ship "North Star," Erebus Bay,
May 31st, 1854.

Sir,

On the receipt of your orders dated April 22d, I left the ship with 7 men and 30 days' provisions, 20 days of which were secured in casks and cases for depôt, in company with Lieutenant May. At midnight, on the 23d, Commander McClintock overtook us, and gave me orders to go on to the "Resolute." In the passage across the channel, we met all the "Investigator's" sledges, which we visited, to see if we could be of any assistance.

We arrived at Cape Hotham on the evening of the 25th, and at Assistance Bay on the following day. At the latter place I left the depôt, enclosed in the cairn with Mr. May's, taking 10 days' more provisions with me. I remained here till 5 in the evening, and then commenced to travel by night. Owing to the thick weather, I could not continue on the track, and went to the northward of Browne Island, where my progress was much delayed by hummocks and soft snow. On May 1st, being about 6 miles to the eastward of Baker Island, I was detained by a heavy gale of wind from the N.W. a day and a half, and again on the 4th for half a day by a gale from the westward.

On the morning of the 5th, Mr. Cheyne came up to us after we had been encamped five or six hours two miles eastward of Moore Island. At a distance of two miles from Allison's Inlet, he again came up, and we went on in company, going over the low land to Cape Cockburn. From the hill on Cape Cockburn, we struck off through the hummocks, and arrived on board the "Intrepid" on Tuesday, May 9th; here myself and sledge crew remained during our stay. On the arrival of Mr. Jenkins on the 11th, Captain Kellett broke up my party, to complete the other two. I therefore left the whole of my sledge equipment behind, and returned to this ship with Mr. Cheyne's sledge. We left the "Resolute" on Saturday, the 13th, and arrived on board on the morning of May 28th.

I have, &c.
(Signed) W. B. SHELLABEAR, Second Master,
Late in charge of "Steadfast" Sledge.

LIST of EQUIPMENT left on board H.M.S. "Intrepid."

Sledge, 10 men	-	-	1 in number.	Pickaxe	-	-	1 in number.
Bottom and lashing, &c. complete.	-	-	-	Shovel	-	-	1 "
Tent	-	-	1 "	Small axe	-	-	1 "
Macintosh cloth	-	-	1 "	Large knife	-	-	1 "
Waterproof blanket	-	-	1 "	Lever knife	-	-	1 "
Fearnought	-	-	1 "	Hammer	-	-	1 "
Buffalo skin	-	-	1 "	Sail and yard	-	-	1 "
Pikes	-	-	5 "	Rifle	-	-	1 "
Lance (bear)	-	-	1 "	Tins for spirits	-	-	2 "
Saw	-	-	1 "				

(Signed) W. B. SHELLABEAR, Second Master.

LIST of PROVISIONS deposited in Assistance Bay by the Sledge "Steadfast," on April 26th, 1845.

Proceedings
of Mr. Shellabear.

Rum - - - - - 2 gallons.	Chocolate paste - - - 7 ³ / ₄ lbs.
Biscuit - - - - - 80 lbs.	Pepper - - - - - 5 "
Pemmican - - - - - 40 "	Salt - - - - - 1 ¹ / ₂ "
Preserved meats - - - 40 "	Tobacco - - - - - 2 ¹ / ₄ "
Boiled bacon - - - - - 10 "	Onion Powder - - - - - 1 ¹ / ₂ "
" pork - - - - - 10 "	Small cask - - - - - 1 in number.
Preserved potato - - - 10 "	Metal case - - - - - 1 "
Tea - - - - - 1 ¹ / ₂ "	Iron hoops - - - - - 6 "
Sugar - - - - - 3 ³ / ₄ "	

Provisions in
Assistance Bay.

(Signed) W. B. SHELLABEAR, Second Master.

Enclosure No. 64. of Sir Edward Belcher's Letter.

AN ACCOUNT of PROVISIONS and VICTUALLING STORES placed in Depot by Sledge Parties belonging to Her Majesty's Ship "North Star," in March and April 1854.

Stores and Provisions
at Cape Hotham.

At Cape Hotham, Wellington Channel, deposited March 27th, 1854, by
Mr. R. P. Jenkins, Mate.

PRESENT REMAINS.

Biscuit - - - - - 190 lbs.	Mustard - - - - - 1 ¹ / ₂ lbs.
Rum, concentrated - - - 3 ³ / ₄ gallons.	Salt - - - - - 3 ¹ / ₂ "
Preserved meats - - - - 66 lbs.	Cayenne pepper - - - 5 ¹ / ₂ "
Pemmican - - - - - 38 "	Tobacco - - - - - 9 ¹ / ₂ "
Boiled bacon and pork - 108 ³ / ₄ "	Onion Powder - - - - - 5 ¹ / ₂ "
Preserved potato - - - - 43 "	Fat for fuel - - - - - 50* "
Tea - - - - - 10 "	Cases, wood - - - - - 1 in number
Sugar - - - - - 29 ¹ / ₂ "	Biscuit bags - - - - - 2 "
Pepper - - - - - 1 ¹ / ₂ "	

* Reported to have been eaten by bears.

At Cape Bunny, Barrow's Straits, deposited April 3d, 1854, by Mr. W. B. Shellabear,
Second Master.

Biscuit - - - - - 296 lbs.	Mustard - - - - - 1 ¹ / ₂ lbs.
Rum, concentrated - - - 7 ¹ / ₂ gallons.	Salt - - - - - 3 ¹ / ₂ "
Preserved meats - - - - 98 lbs.	Cayenne pepper - - - 1 ¹ / ₂ "
Pemmican - - - - - 148 ¹ / ₂ "	Tobacco - - - - - 10 ¹ / ₂ "
Boiled bacon and pork - 129 ¹ / ₄ "	Onion Powder - - - - - 5 "
Preserved potatoes - - - 49 ¹ / ₂ "	Barricoes, 6 gallons (6 } 1 in number.
Chocolate paste - - - - 37 ¹ / ₂ "	hoops) - - - - - }
Tea - - - - - 6 ¹ / ₂ "	Cases, wood - - - - - 1 "
Sugar - - - - - 18 ¹ / ₂ "	" metal - - - - - 5 "
Pepper - - - - - 1 ¹ / ₂ "	

At Assistance Bay, Barrow's Straits, 160 Rations, deposited April 13th, 1854, by
Mr. R. P. Jenkins, Mate.

Biscuit - - - - - 160 lbs.	Mustard - - - - - 1 ¹ / ₂ lbs.
Rum, concentrated - - - 3 ³ / ₄ gallons.	Salt - - - - - 1 ¹ / ₂ "
Preserved meats - - - - 160 lbs.	Cayenne pepper - - - 5 ¹ / ₂ "
Boiled bacon and pork - 59 ³ / ₄ "	Tobacco - - - - - 4 ¹ / ₂ "
Preserved potato - - - - 20 "	Onion powder - - - - - 1 ¹ / ₂ "
Tea - - - - - 5 "	Cases, wood - - - - - 1 in number.
Sugar - - - - - 12 ¹ / ₂ "	" metal - - - - - 2 "
Pepper - - - - - 1 ¹ / ₂ "	

At Assistance Bay, Barrow's Straits, 60 Rations, deposited April 26th, 1854, by
Mr. W. B. Shellabear, Second Master.

PRESENT REMAINS.

Biscuit - - - - - 60 lbs.	Chocolate paste - - - 5 lbs.
Pemmican - - - - - 60 "	Pepper - - - - - 4 ¹ / ₂ "
Preserved meats } - - 60 "	Salt - - - - - 1 ¹ / ₂ "
Boiled bacon - - - - - 7 ¹ / ₂ "	Tobacco - - - - - 1 ¹ / ₂ "
" pork - - - - - 7 ¹ / ₂ "	Onion Powder - - - - - 1 ¹ / ₂ "
Preserved potato - - - 7 ¹ / ₂ "	Small casks - - - - - 1 in number.
Rum, concentrated - - - 1 ¹ / ₂ gallons.	Metal Cases - - - - - 2 "
Tea - - - - - 1 ¹ / ₂ lbs.	Iron hoops - - - - - 6 "
Sugar - - - - - 2 ¹ / ₂ "	

(Signed) W. J. S. PULLEN, Commander.

Enclosure No. 65. of Sir Edward Belcher's Letter.

Captain KELLETT. to Sir EDWARD BELCHER, Knight, C.B.

Sir,

Beechey Island, May 31st, 1854.

I beg to transmit a report of my proceedings since the receipt of your orders on the 28th April, 1854.

Their Lordships having desired that clear information should be left at Melville Island that supplies of provisions would be found at Beechey, on the evening of the 8th May I despatched Lieutenant Hamilton with five dogs and one man to Dealy Island to deposit there full information, also to take orders for Lieutenant Mecham and Mr. Krabbé to return direct to Beechey without attempting to visit the ships. This will expedite their return and make it safe, doing away with the necessity of leaving Commander McClintock and party to await their arrival; I also left for them a twelve day depôt at Cape Cockburn and my ice boat, sending their clothes to Beechey by the auxiliary sledges you ordered to assist me.

On the same day I despatched Dr. Domville and M. De Bray with my weakly men; one of these poor men, Thomas Morgan, A.B., late of "Investigator," who has been confined to his bed all the winter, I was obliged to send down in a cot; he reached Beechey apparently not worse, but died two days after. By the post mortem it was found that he could not have lived.

I have formed a noble depôt at Cape Cockburn, thoroughly secured, by placing everything in casks but a few "preserved meats and boiled bacon." It was impossible for me to place a depôt at Cape Capel or Point Frazer with my force; even could I have taken the provisions there, I could not possibly have secured them.

This service being performed, and having stowed the ships with equal proportions of provisions, and secured everything on board, putting steam engines in perfect working order, and in condition to be under steam in two hours, in fact, the vessels being, as expressed in your order, ready for re-occupation, I thoroughly caulked the hatches, &c. down, and left with my whole crew, numbering forty-two persons, on Monday, 15th May, at 7h. p.m., for Beechey Island.

On the afternoon of the 25th I reached the depôt at Assistance Bay, which I found insecure, and on the afternoon of the 26th passed Cape Hotham, where I found Mr. Court endeavouring to repair the boat I ordered to be sent there; I sent my carpenter in to look at her; he reported it impracticable to repair her without plank; she has, besides both garboards, three streaks above them on each side out.

On Sunday, 28th instant, at 6h. 30m. p.m., I arrived on board "North Star."

I trust, Sir, that although I have deviated a little from your orders, the manner in which I have carried out the spirit of them will meet with your approbation.

I am, &c.

(Signed) HENRY KELLETT, Captain.

Enclosure No. 66. of Sir Edward Belcher's Letter.

Sir EDWARD BELCHER, C.B. to Mr. B. GROVE, Mate, commanding H. M. Sledge "Rendlesham."

By Captain Sir Edward Belcher, C.B., commanding the Arctic Squadron.

You will proceed with all convenient despatch with the invalids and party to Beechey Island, delivering to the *senior officer* there the letters entrusted to you.

You will attend to my memorandum of verbal orders lent to you, and on your return, having copied them, return them to me.

You will receive any further instructions for your return from Commander McClure.

Given under my hand, on board H. M. Ship "Assistance," this 22d of May, 1854.

(Signed) EDWARD BELCHER.

Captain KELLETT, to Mr. J. B. GROVE, Mate, H. M. Ship "Assistance."

By Henry Kellett, Esquire, C.B., Captain H.M. Ship "Resolute,"
and Senior Officer at Beechey Island."

Proceedings of
Mr. Blair Grove.

The sledge "Rendlesham," in your charge, manned with thirteen men and provisioned for three days, is to receive the provisions and fuel named in the margin (for which you will give receipts to the "Clerk in charge" of the "North Star."

Boiled bacon, 12 lb. 6 oz.
Biscuit, 33 lb.
Essence, coffee, 1 bottle.
Lignum vitæ, 100 lbs.
Oak staves (in 9-inch length
a proportion.

Being in all respects ready, you will proceed to H.M. Ship "Assistance," reporting yourself to Captain Sir Edward Belcher, Knight, C.B., in command of the Arctic Squadron.

The articles above mentioned you will deposit at Baring Rendezvous, in charge of the sergeant of the "Assistance," who will countersign the receipt for them, which receipt you will deliver to the senior officer on your arrival.

Given under my hand on board H.M. Ship "North Star," at Beechey Island, the 30th May, 1854.

(Signed) HENRY KELLETT, Captain.

MEMORANDA of Verbal Orders given to Mr. Grove.

1. You will make easy jouruies, that is, you can take longer rests at night, starting later each day, but be on your guard against too long a rest at luncheon; the eating, drinking, and smoking at that period goes more to weary than refresh your crew.

2. Be as frugal as possible with your fuel; you may yet in your own case have to feel its want, and the instant the meal is cooked put out the fire. Let this find a place in your journal.

3. The journal itself, comprising all interesting matters, may or may not be read by me for weeks; therefore your official report of proceedings (to be copied from your diary) must be before me at the earliest moment after arrival. Forget not that the expedition and style of performing this essential part of your duty is read by me as a volunteer, and readiness for immediate further service, and I select those spirits which can work with me. Censure is painful, and robs me of that night's rest, but the opportunity to approve is grateful.

4. You will remark on everything connected with each tent you visit; state its wants, or if complete, how the sergeant and his men get on, and (confidentially) if they seem to wish for temporary relief to go to Beechey Island or return here. If either of them should wish to make the trip to Beechey Island, you will take him on and bring him back, leaving a proper person to do his duty. If the sergeant leave, or, on your return, should the sergeant wish for temporary relief you will learn from him *going down*, and Captain Kellett will appoint a trustworthy relief, to take charge of the Baring rendezvous; but he must be a *responsible* petty officer, otherwise Humphries must remain until relieved from hence.

5. Your stay at Beechey Island depôt must depend on the senior officer there; but the heavy (salt) articles of provision in profusion there, fuel, &c., must be brought up by your sledge to Baring rendezvous, and all the blanket bags must be collected there. If there should be any "*difficulty*" (a word not in my vocabulary) in the approach to the rendezvous, let it be *demolished* by pick-axes and spades. Verbum sat. Sixteen men and two officers should upset the Pole. I have understood that it is the practice to halt and cook, &c. short of the "North Star;" this occasions undue expenditure of time. You will obviate this by timing your starting from No. 4 tent, so as to *insure* your *arrival* at the depôt, Beechey Island, at an hour when your provisions can be cooked there, and comfortable quarters secured. I shall send special orders to meet this matter.

Should you meet the dogs, and they have food to sustain them here, they will come on; otherwise, you will carry them on to the "North Star."

You will deliver my letter to Captain Kellett, if present; otherwise, to Commander M'Clure (the senior commander present).

(Signed) EDWARD BELCHER.

To be returned to me.

Mr. GROVE, Mate, to Sir EDWARD BELCHER, Knight, C.B.

Her Majesty's Ship "Assistance," Wellington Channel,
June 5th, 1854.

Sir,

I have the honour to forward you a letter of proceedings of H.M. sledge "Rendlesham."

May 23d.—Left the "Assistance," and proceeded for Cape Osborn. 3h. P.M. met Mr. Herbert and party. 4h. 30m. arrived and pitched at Cape Osborn. 9h. 30. P.M. Mr. May and Dr. Ricards arrived. 10h. 15m. the sledge crew arrived, made room for them in the tent; after having supper and tea they left at 1 A.M. Received four dogs from Mr. May.

24th.—Started at 11h. 30m. A.M.; pitched on Cape Grinnell at 6h. 30m. P.M. Both Richard and John Hayles felt much fatigued during the day; after lunch they walked alongside the sledge.

25th.—Started at 1h. P.M., with a fair wind; found the dogs a great assistance, as both the Hayles were unable to drag. 8h. P.M. communicated with the sergeant; unloaded the sledge, leaving all the gear on the floe, with the exception of the depôt and tent, and proceeded over the hummocks for the tent. 9h. arrived at the sergeant's tent; gave him the depôt and pitched the tent.

26th. Started at 1h. P.M. 1h. 30m. reached the gear on the floe and packed the sledge. 3h. 30m. P.M. reached Cape Bowden; pitched; shot a hare.

27th.—Started at 7h. A.M. 4h. 30m. arrived at Point Innes; left the sledge outside of the hummocks, and walked to the tent, which is situated on top or brow of the hill. Arrived and pitched the tent at 5h. 30m. P.M.; both the Hayles much fatigued.

28th.—Started at 7h. A.M. 1h. 15m. P.M. arrived on board the "North Star."

Thursday, 30th.—9h. P.M. received my orders from Captain Kellett.

31st.—Started from the "North Star" at 6h. 30m. A.M. Reached the tents on Point Innes at 2h. 35m. P.M.; blowing very fresh from the southward, with heavy snow drift. 12h. 20m. A.M. Mr. Cheyne and party arrived, and proceeded again for Cape Bowden. 2h. 40m. Mr. May arrived; called the cook, breakfasted, and started at 4h. 30m., as his party arrived. 1h. 30m. P.M. arrived at Cape Bowden, pitched small tent, and sent the rest of the men into the sergeant's tent, Mr. Cheyne and party occupying the other. 11h. P.M. Mr. Cheyne and party left, and Mr. Nares and party arrived at the same time, leaving again at 3h. A.M.; received 22 rations.

2d.—Started at noon; thick weather; wind from the northward, accompanied with rain and sleet. 5h. 20m. passed Mr. Nares' tent. 8h. P.M. met Thompson and the dogs. 8h. 3m. Thompson proceeded again. 8h. 20m. Arrived at the tent; found Mr. Cheyne and party in it; pitched small tent; had supper in it. 11h. Mr. Cheyne left; took possession of the tent; during the day two mollimok flew close to the sledge.

3d.—2h. P.M. started. Six ducks and an ivory gull passed the sledge, flying to the northward. 8h. 30m. arrived at the tents on Cape Osborn; found them occupied by Mr. Cheyne, and Mr. Nares pitched alongside of him. Pitched small tent; had supper in it. 11h. Mr. Cheyne and Mr. Nares left; passed several cracks in the floe varying from one to two feet; snow very soft.

4th.—11h. 30m. started, and arrived on board the "Assistance" at 4h. P.M.

I also beg to enclose you the receipts of provisions, &c. that I received on board the "North Star," with the exception of 22 rations I received from the sergeant at Cape Bowden. The gear in all the tents is complete, and cooking apparatus in good order. I left three bags at Cape Osborn, making fourteen at that tent; with the sergeant I left four, making sixteen at Cape Bowden; there are eleven in all the rest. The sergeant and S. Dix were in good health; neither of them wished relieving. The cracks in the floe appear to be getting rapidly wider, and water nearly on a level

with the floe in them. The floe is also very heavy for travelling, owing to the soft snow.

Proceedings of
Mr. Blair Grove.

STATEMENT of WEIGHTS.

From "Assistance" to "North Star"	-	-	lbs.	2,461
Mean weight per man	-	-	-	154
Effective force	-	-	-	16 men.

From "North Star" to "Assistance"	-	-	lbs.	1,047
Mean weight per man	-	-	-	80
Effective force	-	-	-	13 men.

Number of hours travelling	-	-	-	73h. 30m.
Distance made good	-	-	-	114 miles.
Casualties	-	-	-	none.

I am, &c.

(Signed) JAS. BLAIR GROVE, Mate,
Her Majesty's Ship "Assistance."

Enclosure No. 67. of Sir Edward Belcher's Letter.

Captain KELLETT, C. B., to Mr. STEPHEN COURT, Acting Master,
late Her Majesty's Ship "Investigator."

Proceedings of
Mr. Stephen Court.

By Henry Kellett, Esq., C. B., Captain, Her Majesty's Ship
"Resolute," and Senior Officer at Beechey Island.

Taking command of the sledge "Intrepid," manned with ten men, and provisioned for eight days:

You will proceed to Cape Hotham, where you will leave the three carpenters that form a portion of your crew, for the purpose of repairing the boat there, materials for which you will be supplied.

You will then proceed to Assistance Harbour for the purpose of securing the depôt there. This is a duty to which too much attention cannot be given. The rum is to be started from the tin cans into a cask, which you will take with you, and you will be supplied with such stores as will enable you to complete the security of the depôt against the depredations of animals, or the effects of water at the approaching thaw. This is not the occupation of an hour or two: care and attention must be given, so that you will leave the depôt with the full conviction that any distressed party visiting it at any future period may be certain of obtaining ample relief.

On your return you will call at Cape Hotham for the carpenters, and on your arrival on board this ship you will give me, as early as possible, a clear statement of the manner in which you have performed this service, for the information of Sir Edward Belcher.

Given under my hand, on board H. M. ship "North Star," at
Beechey Island, the 30th day of May, 1854.

(Signed) HENRY KELLETT, Capain.

The accompanying record to be deposited at the depôt.

Jno. Silvey.
Jas. Savage.
W. Mumford.
Jos. Gibson.
Thos. St. Croix.
Will. Griffith.
Thos. Wilson.
Jno. Halloran.
Will. Hannan.
Jno. Coghin.

Mr. STEPHEN COURT, Acting Master, to Captain HENRY KELLETT, C. B.,
Senior Officer at Beechey Island.

Sir,

"Her Majesty's Ship, "North Star," Beechey Island,
June 9th, 1854.

In compliance with your orders, I left this ship on the 30th May, and arrived at the depôt at Assistance Bay on the morning of 2d June, having left the carpenters to repair the boats at Cape Hotham.

During the night of the 2d the whole party were employed securing and restoring the various articles according to the accompanying plan.

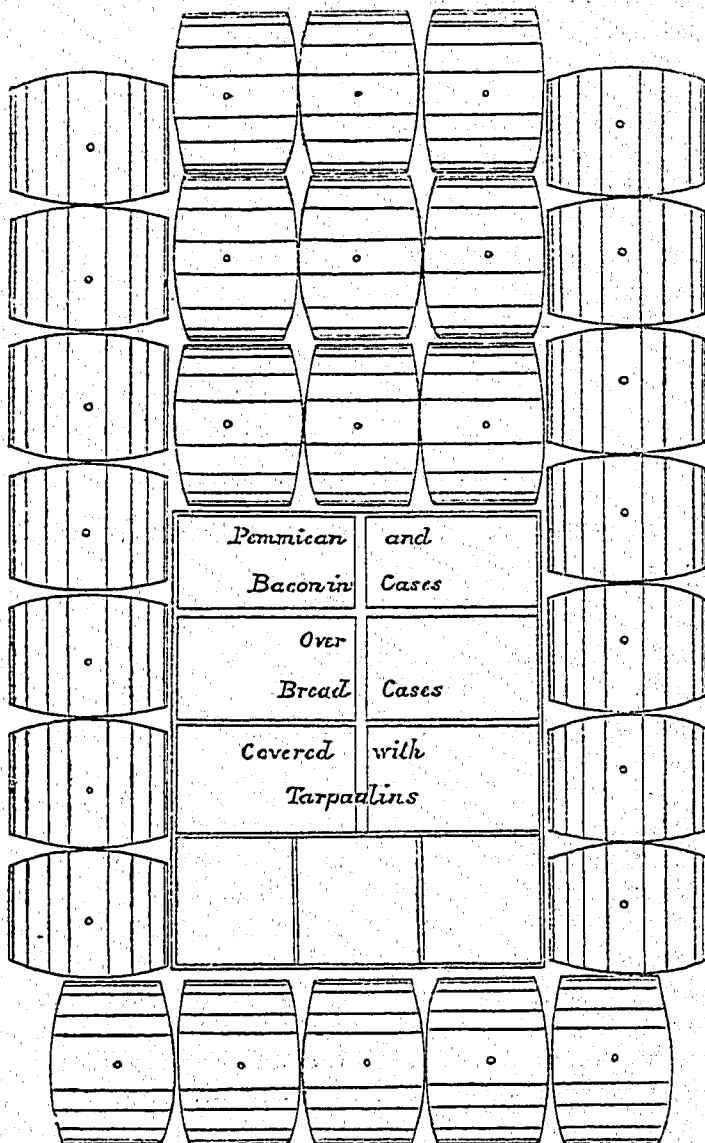
Having completed this service, and feeling convinced that everything was secure both from the depredations of animals and the effects of damp or wet weather, I left for Cape Hotham on the evening of the 3d, and

Proceedings of
Mr. Stephen Court.

remained there until the boats were finished and depôt secured. This gave employment until the night of the 5th, when, all being secure, I left for the ship, and arrived on board at 5h. 30m. A.M., June 8th.

I have, &c.

(Signed) STEPHEN COURT, Acting Master.



The whole depôt, covered with sand and gravel, and stowed according to the above plan, consists of thirty casks, all numbered with black paint on their outer ends, from 1 to 30.

Four cases, stowed immediately under the pemmican and bacon cases shown in plan; one of these containing bread, the others containing depôts in potato tins, and preserved meats in tins, the whole being covered with tarpaulins to preserve them from wet.

Under the above four cases is a ground tier of preserved meat tins.

This depôt, therefore, consists of three casks, numbered 1, 2, and 3, containing rum.

Seventeen casks, numbered from 4 to 21 inclusive, and 1 bread case numbered 2, containing bread.

Two casks, numbered 22 and 23, containing tea, sugar, and all small stores, in paper parcels.

One cask, No. 24, containing pork.

One cask, No. 25, containing biscuit, $81\frac{1}{4}$ lbs. ; potato, $6\frac{1}{4}$ lbs.

Two casks, Nos. 26 and 27, containing fat for fuel.

One cask, No. 28, containing flour.

Two small casks, Nos. 29 and 30 (stowed as riders), containing sixteen tins of preserved meat (tins damaged), and some damaged sugar.

One bread case, No. 1, containing one potato tin full of pemmican, and 66 tins of preserved meat.

One bread case, No. 3, containing 2 depôts secured in potato tins, 22 pieces of pork, and 24 tins of preserved meat.

One wooden case, No. 4, (small,) containing a depôt.
 Nine tins, not numbered, containing bacon.
 Three tins, not numbered, containing pemmican.
 One hundred and thirty-five tins of preserved meat, stowed in the
 ground tier.
 One stone jar, containing tea.
 One tin can, containing spirits of wine.
 (Signed) STEPHEN COURT, Acting Master.

Enclosure No. 68. of Sir Edward Belcher's Letter.

Lieutenant MAY to Sir EDWARD BELCHER, Knight, C.B.

Proceedings of
Lieut. May.

Her Majesty's Ship "Assistance," Winter Quarters,
 June 10th, 1854.

Sir,

I have the honour to inform you that, in pursuance of your order, I left the "Assistance" on the evening of the 27th May, in charge of the sledge "Reliance," laden with the articles enumerated in your printed and written memorandum.

Rested at the tents at Cape Osborn and Grinnell on the 28th and 29th, arriving at Cape Bowden on the morning of the 30th, carrying out your orders relative to the serjeant's tent, which I shifted to Cape Bowden; and, as it took seven and a half hours to execute this duty, I remained at the tent there afterwards until the evening of the 31st.

Between Cape Bowden and Point Innes I met Mr. Dean, carpenter of "Resolute," with the "Dog" sledge; also the parties under Lieutenant Cheyne and Mr. Nares (mate), all on their way to the "Assistance;" and on my arrival at the tent on Point Innes, I found Mr. Grove and party just on the point of starting for Cape Bowden.

Having rested at this tent, started next evening for the "North Star" (shot a bear in Union Bay, which Captain Kellett had brought in for the dogs), and arrived on board at 7h. 30m. A.M., June 2d. Delivered your despatches to Captain Kellett, together with the articles addressed to him.

On Monday morning, June the 5th, having received my orders from Captain Kellett (of which I beg to enclose a copy), I left the "North Star" at noon, arriving at Point Innes at 6h. 30m. P.M., and completed the blanket bags to twelve in number, leaving the tent on the following morning at 7h. 15m. A.M., and arriving at Cape Bowden at 4h. 15m. P.M.

Wednesday, the 7th.—Previous to our starting, Lieutenant Cheyne arrived, asking for our assistance to bring his sledge in, as the invalids were suffering from the march, which I gave him, and also, at his request, left the petty officer and two men to assist them as far as Point Innes. The serjeant and Simon Dix also volunteered their services for half the distance. I then packed, and proceeded on for Cape Grinnell at eleven, arriving there at 6h. 30m. P.M. Resting at that tent until the following morning, when we again started at 9h. 30m., reaching Cape Osborn at 6h. P.M., leaving it at 9h. 30m. on the 9th, and arriving on board at 2h. 30m. P.M.

I also left in each tent three rations for the party, sent to assist the invalid sledge under Lieutenant Cheyne.

The weather has been for the last fortnight generally overcast, and until my arrival at the "North Star," we had fresh southerly winds. From Saturday evening, June 3d, until Monday morning, at Beechey Island, it blew a strong gale from the N.W. The wind has continued since then from the northward. The floes are now very heavy, owing to the late fall of snow; and on my return journey, it has taken me nearly the same time to come from tent to tent, with a light sledge, as we before took with a heavy one. There is one crack in the floe, about three feet wide, two miles south of Cape Bowden; and also two cracks, one of which is about four feet wide, between Cape Osborn and Grinnell. At the edge of these cracks I saw eight seals. I also saw a bear and two cubs off Point Bellôt, and a flock of Brent geese; shot during my journey up and down nine ptarmigan.

I beg to subjoin an account of the receipt and disposal of provisions, &c. during the period of this service.

Proceedings of
Lieut. May.

RECEIPTS—RATIONS.

Original from H.M.S. "Assistance"	-	55	complete.
For Cape Baring depôt	-	66	except biscuit and bacon.
From H.M.S. "North Star"	-	33	" and rum.
	-	6	; also 66 of biscuit and bacon for the journey back.
Total	-	160	

DISPOSAL—RATIONS.

Left at Baring depôt	-	33	except biscuit and bacon.
By the victualling of 104 persons, 28th May—9th June, 1854	-	104	complete.
Used in excess on the journey down, by changing day into night	-	12	"
Left in addition with the three men sent to the invalid sledge	-	9	"
Returned, on arrival, to H. M. S. "Assistance"	-	2	"
Total	-	160	

I also received on the journey up 18 lbs. of lignum vitæ from Cape Baring depôt, to complete us in fuel, for which I gave a demand to the serjeant in charge, as also one hare and three ptarmigan for conveyance to the ship.

I have, &c.

(Signed) WALTER W. MAY, Lieutenant.

Captain KELLETT to Lieutenant MAY, Her Majesty's Ship "Assistance."

By Henry Kellett, Esquire, C.B., Captain of Her Majesty's Ship "Resolute," and Senior Officer at Beechey Island.

The crew of the sledge "Reliance," under your charge, is to be provisioned for five days.

You will then proceed with them to Her Majesty's Ship "Assistance" with the letters and package noted on the margin, which you will deliver to Captain Sir Edward Belcher, C.B., to whom you are to report yourself.

You will leave this place to-morrow, the 5th June, at 6h. A.M.

Given under my hand, at Beechey Island, the 4th June 1854.

(Signed) HENRY KELLETT, Captain.

Four letters. One package marked "Paymasters Instructions." Addressed to Captain Sir Edw. Belcher, C.B., Commanding Arctic Squadron. One small note addressed to Secretary of the Admiralty—marked *secret*.

Enclosure No. 69. of Sir Edward Belcher's Letter.

Captain KELLETT to Lieutenant CHEYNE, Her Majesty's Ship "Assistance."

COPY of ORDERS from Captain Kellett, C.B.

By Henry Kellett, Esquire, C.B., Captain, Her Majesty's Ship "Resolute," Senior Officer at Beechey Island.

Taking command of the "John Dyer" sledge, manned with ten men, and provisioned for five days,

You will receive for conveyance to the Baring rendezvous the provisions and fuel named on the margin, and proceed to Her Majesty's Ship "Assistance," off Cape Osborn, reporting yourself to Captain Sir Edward Belcher, K.C.B., from whom you will receive further directions.

On arriving at the above-named rendezvous you will deposit the stores, leaving them in charge of the serjeant of the "Assistance," who will countersign the receipt for them; this receipt you will deliver to the senior officer on your arrival.

Biscuit 231 lbs., in packages of 33 lbs. each.
Oak staves (in 9-inch lengths) a proportion.

Proceedings
of Lieut. Cheyne.

You are not to interfere in any way with Mr. Nares, or the party under his charge.

Proceedings
of Lieut. Cheyne.

Given under my hand, on board Her Majesty's Ship "North Star," at Beechey Island, the 31st day of May 1854.

(Signed) HENRY KELLETT, Captain.

Sir EDWARD BELCHER, Knight, C.B., to Lieutenant CHEYNE.

COPY of ORDERS from Sir Edward Belcher, C.B.

By Captain Sir Edward Belcher, C.B.

You will proceed to Baring rendezvous, obtain the signature of the serjeant, as ordered by Captain Kellett, and proceed to Beechey Island, where you will obey the orders of the senior officer, presenting to him these orders and the completed receipt.

Given under my hand, on board Her Majesty's Ship "Assistance," this 4th day of June 1854.

(Signed) EDWARD BELCHER.

Lieutenant CHEYNE to Captain KELLETT, C.B., Senior Officer, Beechey Island.

REPORT of Her Majesty's Sledges "John Dyer" and "John Barrow."

Her Majesty's Ship "North Star," Beechey Island,
June 10th, 1854.

Sir,

I have the honour to report to you, for the information of Captain Sir Edward Belcher, my proceedings en route from Beechey Island to Her Majesty's ship "Assistance," and on my return to this ship, as follows:—

At 7h. p.m. started for Her Majesty's ship "Assistance," in charge of the sledge "John Dyer" and a party of ten men from Her Majesty's ship "North Star" (Mr. Nares, of Her Majesty's ship "Resolute," in company, with a like party).

May 31st, Wednesday.

The "John Dyer" was provisioned for five days, taking also 231 lbs. biscuit, and 24 staves of casks as fuel to Cape Bowden.

At 1h. a.m. arrived at the tent on Point Innes; found Mr. Grove's party there, also en route to Her Majesty's ship "Assistance." As they refused giving up the tent, we re-packed the sledge, and proceeded on for Cape Bowden. Issued an extra day's provisions in consequence of making two marches in one (perforce). At 2h. a.m. met Lieutenant May, with a party from "Assistance." At 3h. a.m. arrived up with Mr. Nares (who had headed us from Point Innes); pitched on the floe. About five miles south of Cape Bowden passed a crack of two feet width, running across channel. At 8h. 15m. a.m. arrived at Cape Bowden. At 1h. p.m. Mr. Grove arrived. At 10h. 30m. p.m. Mr. Nares arrived. At 11h. 30m. p.m. we started, having left the before-mentioned stores with the serjeant who is stationed there.

June 1st, Thursday

About 8h. 30m. a.m. arrived at Cape Grinnell. Travelling very heavy from the late fall of soft snow. At 8h. 45m. p.m. Mr. Grove arrived, and at the same time the dog sledge passed en route to "North Star." At 11h. p.m. proceeded, leaving Mr. Grove in possession of the tent. Mr. Nares came up as we left, and we proceeded in company.

June 2d, Friday.

At 1h. a.m. Mr. Nares stopped to have four hours' rest; passed several cracks of about one foot in width, and at 6h. a.m. arrived at the tent two miles south of Cape Osborn. At 10h. a.m. Mr. Nares arrived and pitched alongside of us. At 9h. p.m. Mr. Grove arrived, and at midnight Mr. Nares and myself proceeded in company.

June 3d, Saturday.

Passing three or four more cracks off Cape Osborn, we arrived on board the "Assistance" at 5h. 30m. a.m. At 8h. p.m., having received a party of eight invalids, along with the sledge "John Barrow," weighted to 105 lbs. per man, and provisioned for five days, I left the "Assistance" for "North Star."

June 4th, Sunday.

About 4h. a.m. arrived at the first tent very tired. About 7h. 30m. p.m. started for Cape Grinnell.

June 5th, Monday.

About 5h. 30m. a.m. arrived at the tent at Cape Grinnell, the sledge crew being quite fagged out, and one man not able to pull. At midnight we started for Cape Bowden.

June 6th, Tuesday

Proceedings
of Lieut. Cheyne.

After getting through the hummocks just south of Cape Grinnell, the sledge crew being already tired, I left them and walked on for Cape Bowden, for the purpose of sending the two hands stationed there to assist them in. On arriving found Lieutenant May's party pitched there, on their journey to "Assistance." Applied to him for three of his men to go on with me to Point Innes next march. In the meantime he sent his whole party and the two men stationed at Cape Bowden to bring them in. At 9h. A.M. they arrived; the invalids were perfectly used up, some of them feeling very ill. At about 10h. A.M. Lieutenant May left for Cape Grinnell, leaving three men behind to assist our party. At about 9h. P.M. started for Point Innes, taking on the three aforesaid men, besides the two hands stationed at Cape Bowden. When nearly halfway to Point Innes the two men returned to their station at Cape Bowden.

June 7th. Wednesday.

At 2h. 15m. A.M. met Mr. Purchass, Engineer of "Intrepid," en route to Her Majesty's ship "Assistance," with a party of eleven men from "North Star." Christopher Allen obliged to get on the sledge, his strength having entirely left him. About 4h. 30m. A.M. arrived at the tent at Point Innes, the invalids being completely exhausted. Having seen them bagged and had some supper, I left them to rest, and walked on to the "North Star" to get a party sent out to their assistance. At 11h. 30m. A.M. I arrived on board, and reported myself (per order) to Captain Kellett, delivering Sir Edward Belcher's despatches.

June 8th. Thursday.

At 6h. P.M. a party went out under Mr. Scott, assistant surgeon of "Intrepid," and, meeting the sledge off Point Innes (they having just started), returned to Her Majesty's ship "North Star" at 2h. A.M. on Friday the 9th June. Enclosed are the orders received by me.

I have, &c.

(Signed) JOHN P. CHEYNE, Lieutenant.

Enclosure No. 70. of Sir Edward Belcher's Letter.

Lieutenant MECHAM to Captain KELLETT, C.B., Beechey Island.

Proceedings
of Lieut. Meham.

Her Majesty's Ship "North Star," Beechey Island,
June 14th, 1854.

Sir,

I have the honour to inform you that I left the ship on April 3d, in command of the sledge "Discovery," having under my orders Mr. Krabbé, with sledge "Newton." On the fatigue party leaving us, shaped our course to the W.N.W., and travelled over heavy hummocks of pressed up young ice, following the best leads to the northward until the 5th, when we gained a perfectly level floe, about 30 miles N.W. of the ship. Passed one mile south of Cape Gillman, and arrived at Melville Island on the 8th, and the Sailors' Home, Dealy Island, on the 12th. Off Point Griffiths we remained a day encamped on account of the disabled state of several men from snow blindness, sore feet and ankles.

The house we found in perfect condition, well banked up with snow on the outside, but the interior perfectly free from drift. The upper part of the bread in No. 1 tank was slightly damaged, and one rum cask about one quarter empty. After provisioning our sledges we proceeded on the 13th to the westward. Deposited a record on the stone in Winter Harbour, crossed over Point Hearne, and travelled about 3 miles off shore towards Cape Providence. On the 18th shaped our course for Cape Russell on Baring Island, and gradually changed to night travelling. About 8 miles south of Cape Providence entered the first range of heavy hummocks, composed of young ice; through this we travelled about 5 miles, when we met the old floes, generally surrounded by heavy ridges of pressed up young ice. About the centre of the straits we found the floes old and of larger extent, and as we neared the southern shore, we were constantly entangled during dense fogs among most intricate hummocks and deep snow, which made the travelling most laborious. On the 24th April the land was indistinctly seen with a glass about six miles distant, and soon after, on the weather clearing, found that we had passed the old ice, and a large extent of pressed up young floes lay before us. On the 25th encamped off a low

point at the entrance of an inlet, which I supposed to be Cape Russell, as the high land near Cape Providence was distinctly seen bearing N. $\frac{3}{4}$ E. Here I deposited 11 days' provisions in depôt, and dispatched Mr. Krabbé to the westward in execution of your orders; I also directed him, on his return to Dealy Island, to examine the bread and remove as much of the damaged part as possible. After leaving the depôt the land trended to the S.S.W., along which we steered. On the 26th, during a heavy northerly breeze, we came to very old ice, deeply covered with snow, most unlike that described in Prince of Wales Straits. The high land on each side terminates abruptly, beyond which there appeared to be an extensive plain swelling across the bottom. This mistake obliged us to go upon half allowance of provisions, pick up our depôt, and follow the land to the westward. In two journies we opened the Prince of Wales Straits; this, together with the bearings of Melville Island, satisfied me that the land must be laid down too far to the eastward. When south of Cape Russell, I deposited our depôt, and proceeded to the south-westward, about 2 miles off shore. Although the ice was considerably pressed up, the snow was hard, and travelling tolerably good. Landed occasionally to obtain drift wood, which was in great abundance about the low points. On the 4th May, at midnight, arrived at the Princess Royal Islands, and at the cairn found a document stating that Her Majesty's ship "Enterprise" had, in 1851, passed up the straits to Point Peel, returned, and after following the west coast of Baring Island to lat. $72^{\circ} 55' N.$, had wintered in 1851 and 1852, in lat $71^{\circ} 35' N.$, $117^{\circ} 40' W.$, also that information of her movements would be found upon an islet in lat. $71^{\circ} 36' N.$, $119^{\circ} W.$ Provisioned the sledge for 10 days, and started that night to the southward in quest of further traces. After passing Point Garden, found the beach thickly strewed with the traces of Esquimaux encampments. On the 9th arrived at the islet, and after several hours found records, 10 feet magnetic north of a small cairn built upon the summit. These stated that the "Enterprise's" parties had visited Point Hearne on Melville Island, and had examined the north and south shores of Prince Albert's Land. Upon her leaving this on 27th August 1852, intended to pursue a channel between Wollaston and Prince Albert's Land. For particulars I beg to refer you to the accompanying records. Rebuilt the cairn, deposited charts and every information connected with our proceedings, also records of depôts, &c. Taking into consideration the date of these notices and my remaining resources, I determined to return with all despatch to the ship. Arrived at the islands on the 13th, provisioned the sledge, and deposited records, &c. The whale boat I found in perfect condition, but the sugar and two cases of potatoes soddened with the wet; the cocoa also damaged. These I removed to the rise above the depôt. After leaving the islands, despatched the sledge along the south shore of the straits, and travelled along north side, accompanied by one man, with the small one. Deposited records at Point Russell, and rejoined the sledge on the 17th; found them all ready to start; having built a cairn, deposited records, and having no fuel of any kind, had collected sufficient drift wood to last us to Dealy Island. On May 19th we cleared the straits and travelled direct for Cape Providence. The ice for 10 miles off Cape Russell we found of last year's formation without a crack. After crossing a barrier of very heavy old hummocks, came to a level, but old floe, over which we travelled 15 miles, and then entered heavy hummocks of young ice, mixed with small floes of heavy old ice; through these we travelled 30 miles, and on the 23d cleared them about 7 miles S.E. of Cape Providence. Very heavy falls of snow and strong easterly winds checked our progress very much, and caused snow blindness throughout the party. On the 27th arrived at the Sailors' Home, Dealy Island, and found orders to proceed to Beechey Island; also that Mr. Krabbé had left on the 26th, and Lieutenant Hamilton on the 21st. The heaps of letters, papers, and news of all kinds, which our shipmates had contributed added much to our pleasure, but little to our rest. Deposited records, notices, &c., of our proceedings, and after provisioning and securing the house, started at midnight to the eastward. Walked overland to Skene Bay, but found no traces of large game. The light rain and warm weather softened the snow very much, and pools of water were seen on the land about Point Ross. On the 30th overtook

Mr. Krabbé near Point Griffiths. Travelled together and reached most intricate hummocks 20 miles east of Cape Gillman, which were most tiresome, owing to the sloppy state of the snow. The weather then became much colder, which checked the thaw, and improved the travelling. On June 5th arrived at Cape Cockburn depôt. Finding that I was somewhat lighter than Mr. Krabbé, together with the importance of reaching the ship as soon as possible, I informed him of my intention to travel independently. Left everything secure at the depôt and proceeded on our journey. Passed over very decayed ice inside Moore Island, and overtook Mr. Hamilton off Cape Capel. His dogs were much fagged, but I hoped by giving them a few good feeds of damaged pemmican to enable him to push on a day in advance of me to the ship, but the favourable winds allowed us to keep well up, and on the 11th June we encamped together near Cape Hotham. During the last three journeys we crossed several cracks open in the ice, varying from 6 to 12 feet in width. On the evening of the 11th, the dogs being fresh, I left Lieutenant Hamilton in charge of my sledge, proceeded with the dogs across Wellington Channel, and arrived on board the "North Star" at 4h. 30m. A.M., of the 12th, kindly welcomed by all hands. For the detail of the journey I beg to refer you to my journal, &c.

Throughout the journey we have all enjoyed good health, but the men are much reduced by their exertions, and all complain of sore ankles and feet, &c. Although travelling along land well known by us as being stocked with animals, we have only seen 6 reindeer and 7 musk oxen, besides small game, and have only procured 1 reindeer, 3 hares, and 30 ptarmigan, which obliged us to be content with one meal a day.

In conclusion, allow me to bring before your notice the most excellent behaviour of the men. Circumstances have obliged us frequently to travel upon reduced rations, but throughout I have never heard a murmur; and they have evinced such spirit and zeal in the performance of their work, that in spite of the tedium connected with travelling, they have voluntarily performed distances which, under ordinary circumstances, I would not have ordered them.

I have, &c.

(Signed) G. F. MECHAM, Lieutenant.

ABSTRACT of JOURNEY.

Number of days on outward journey	-	-	-	-	37
Ditto homeward journey	-	-	-	-	33
					70
Number of days absent	-	-	-	-	70
Number of journeys lost by detentions	-	-	-	-	8½
					61½
Number of complete journeys made	-	-	-	-	61½
					61½
			Miles, Geo.	Miles, Eng.	
Distance travelled by large sledge	-	-	1,107	=	1,279
Ditto small sledge	-	-	50		
			1,157	=	1,336.5
Length of journey	-	-	-	-	
Average distance of each journey made by large sledge			18	=	20
Total distance by 61½ (number of journeys)			18.8	=	21.7
Ditto ÷ by 70 (number of days absent)			16.5	=	19
Records deposited	-	-	-	-	7
Charts of discoveries, positions of depôts, &c.	-	-	-	-	4

(Signed) G. F. MECHAM, Lieutenant.

Enclosure No. 71. of Sir Edward Belcher's Letter.

Mr. F. J. KRABBÉ to Captain H. KELLETT, C.B., Beechey Island.

Her Majesty's Ship "North Star," Beechey Island,
June 14th, 1854.

Sir,

In compliance with your orders of 27th March 1854, I took charge of the sledge "Newton," manned with seven men from "Intrepid," and pro-

ceeded from Her Majesty's ship "Resolute," under your command, in company with Lieutenant Meham, on 3d April 1854, towards Dealy Island; at which place we arrived on the 12th April. The house and cairn were found to be in perfect order, with very little drift or frost either inside or out the former. One of the tanks of biscuit was, however, slightly damp and mildewed in one corner, apparently caused by the waste-valve having admitted damp. We completed our provisions at this depôt to 22 days, with an additional 11 days for the "Discovery," as a depôt, and proceeded westward on the 13th, still in company, passing near Cape Providence, and thence towards Cape Russell. At the former place it was found necessary to change into night travelling as quickly as possible, as several men at both sledges were suffering from snow blindness. Hitherto the floe had been good for travelling, nearly all being last year's ice; but about 10' southward of Cape Providence heavy pack of old and new ice was met, and continued with us until arriving within a few miles of the opposite land.

The difficulty of steering through this pack in continuous thick weather threw us eastward of our course, so that on making Point Peel in thick weather it was mistaken for Point Parker, and the depôt deposited 16' eastward of it on the night of the 25th April, when I parted company with Lieutenant Meham, and proceeded along the beach westward; but at 6h. A.M. 27", the weather being still very thick, and the coast line not agreeing with the chart, I waited for it to clear, and placed the crew on two-thirds provisions. The next day I saw we were on Prince Albert Land, when I proceeded north-westward at once for Cape Russell, and thence, with new ice nearly all the way, to the Bay of Mercy; and finally arrived on board the "Investigator" at 10h. 30m. P.M. of the 5th of May.

I saw the ship from Point Back, and when within four or five miles could plainly see with naked eye the stacked spars on the beach, but the cairn I could not see so quickly; the former, however, will always be efficient marks for the depôt.

The tattered remains of the ensign and pendant were still flying, and an accumulation of drift on the northern side of the ship, sufficient to enable me to walk in over her gunwale; there was a good deal on her decks also, but not to prevent our easily getting at the fore hatchway.

The ship's head was N. 30° W. (true), her cable hanging slack under her bow. She was heeled about 10° to starboard, and slightly by the head. There were no signs of pressure about her, although the oakum was hanging very loosely out of most of the seams. She was S. 12° E. 1,400 yards from the cairn, and 426 yards from nearest point of beach, her stern being in 11 fathoms of water.

On going below I found all things in good order, and the lower deck pretty free from frost, but overhead on orlop decks there were great accumulations.

On examining the holds I found she had leaked during the preceding summer so much that she was now full to the orlop beams forward, and within 10 inches of them abaft with solid ice.

I, therefore, at once determined on clearing her of all useful stores, in compliance with your orders; and for this purpose, as also to repair kettles, dry tent furniture, &c., I brought my crew on board.

I commenced work on 6th May, and completed landing by the 9th, as per Enclosure No. 1, the stores and provisions, leaving, however, all the spirits, wine, coals, and, according to accounts, 3,300 lbs. of preserved meats, firmly frozen in in the holds. The ullages of slops and 18½ cwt. of biscuit I placed in lower deck cabins, as also small ullages of provisions. On the 9th I packed 16 days' provisions for my own sledge. During this time I had personally packed the medicines, as per list given with your orders, as also a few botanical and zoological specimens, thermometers, &c. The medicines were eventually left at Dealy Island House. On the 10th I was employed in clearing the ship, securing holds, &c.; and the crew were allowed a few hours for repairing their own clothes.

I deposited the records you gave me in the cairn, with an additional one of my own, a copy of which I enclose (No. 2); and at 6h. P.M. of 11th May I left the ship on my return, having secured the hatches and seen the ship

Proceedings
of Mr. Krabbé.

Points Providence and Back,
and headlands of Mercy Bay.

in every respect precisely as I found her. Both in entering and on leaving the bay I paid marked attention to the state of the ice in it, and am confident that there was no water made inside a line from Point Providence to Point Back during 1853, but that there was open water during that season along the whole line, and which finally met and arrested pieces from the pack around the neighbourhood of Cape Hamilton. Along the cliffs of Banks' Land also there was a belt of new ice, from 2' to 4' wide, terminating in heavy pressure on Point Parker. The pack from 5' north of Cape Hamilton to within 10' of Melville Island was somewhat heavier and older than found in crossing further eastward.

I arrived at Melville Island, a little westward of Cape Dundas, on 19th May, and after passing over nothing but new ice, arrived at Dealy House at 0h. 30m. A.M., 26th May, where I received your orders to proceed to Beechey Island at once. I re-examined the biscuit tank, in accordance with Lieutenant Mechem's orders, but did not think it advisable to clear it, as the waste that would be incurred would be more than the loss of the few pounds damaged. The valve-hole I carefully greased inside. On P.M. 26th I took 12 days' provisions, reduced to the scale given in your last orders, and at 9h. 30m. proceeded with all possible dispatch for Beechey Island. When off Point Griffiths at 4h. 30m. A.M. I was joined company by Lieutenant Mechem and his party, and from thence we proceeded together to Cape Cockburn depôt, where we arrived at 2 A.M., 5th June, and picked up our provisions. By this time the thaw had fairly come on, having begun almost suddenly with drizzling rain on 31st May.

The men's feet were, of course, very tender, but with the aid of flannel bandages we were prevented having any serious cases.

In consequence of a communication from Lieutenant Mechem we proceeded independently towards Beechey Island. At 5h. P.M., 6th June, we overtook Lieutenant Hamilton and his dog party 5' eastward of Moore Island, and finally arrived on board this vessel at 5h. 30m. A.M., 13th June.

Note.—Too early to see much.

Although most anxious to procure game, and having been to both the places generally considered as having the greatest abundance, one musk ox, one hare, and nineteen ptarmigan comprise the list of those shot. Three deer and four musk oxen were seen near Cape Hamilton, and three of the latter at Cape Providence.

In conclusion, I cannot but speak with the highest satisfaction of the conduct of my crew, who have all suffered more or less painfully from snow blindness and sore feet, but still continued their work as heartily as I could have wished.

I have, &c.

(Signed) FREDERICK J. KRABBÉ, Master,
and in charge of the Party

A LIST of RECORDS deposited.

“Resolute's” records, chart, and one from myself, in cairn in the Bay of Mercy; record in a cairn built on Cape Hamilton; record in box in Dealy Island House.

ABSTRACT OF TRAVELLING.

Total number of days absent	-	71
Employed on board “Investigator”	-	5½
All other detentions	-	8
		— 13·5
Total number of marches	-	57·5

	Miles, Geo.	Miles, Eng.
Total distance travelled	- 866 -	1,001
Average length of marches	- 15 -	17·4

(Signed) FREDERICK J. KRABBÉ.

No. 1.

A LIST of PROVISIONS and STORES landed in the Bay of Mercy from Her Majesty's Ship "Investigator," May 1854.

Biscuit	-	-	1,232 lbs. in 12 casks.
Salt beef	-	-	304 " " 1 "
Salt pork	-	-	200 " " harness cask.
Suet	-	-	112 " " 1 cask.
Flour	-	-	720 " " 3 "
Tobacco	-	-	750 " " 5 cases.
Sugar	-	-	475 " " 1 cask.
Tea	-	-	50 (?) ullage in a cask.
Preserved meats	-	-	1,150 lbs. stowed between casks.
Flannel	-	-	230 yards in 1 bale.
Duck	-	-	70 " " 1 ullage bale.
Serge	-	-	80 " " 1 bale.
Mitts	-	-	100 pairs " 1 bale.
Flushing jackets	-	-	15 (?) in an ullage bale.
Tent gear (contents unknown)	-	-	ditto.
Main deck and forecastle housing cloths.	-	-	
One main course.	-	-	
One royal.	-	-	

(Signed) FREDERICK J. KRABBÉ, Master,
in charge of Party.

No. 2.

Copy of a Record deposited in Cairn in Bay of Mercy.

The party which deposited this arrived here on the 5th May 1854 from Her Majesty's ship "Resolute," Captain H. Kellett, C.B., and will leave to rejoin her on 11th May. On visiting the ship she was found to have moved a little from her former position (probably 400 yards south-eastward). Her head was N. 30° W., true, heeling 10° to starboard. She was S. 12° E. 1,400 yards from this cairn, and 426 yards from nearest point of beach, with 11 fathoms of water under her stern. The water was frozen in solid fore and aft below to the height of the orlop deck. The available stores were, therefore, all landed, as per list on other side of this. The remaining biscuit, ullages of slops and provisions, were all put in lower deck cabins. There are probably buried in the two meat rooms 3,300 lbs. of preserved meats: the rum, wine, and coals are also buried. A cask of flour and a cwt. tin of preserved potatoes could not be found.

The depôt at Dealy Island House was found in excellent order, except a little biscuit spoiled by damp; and no one had visited it since August 1853.

The crew of "Investigator" wintered on board "Resolute" and "Intrepid" 1853-4. They were to leave for Beechey Island in April 1854.

The "Enterprise" has not been seen or heard of by us since leaving Hong Kong in 1851.

[A list of the provisions taken and landed as per Enclosures Nos. 1 and 3.]

(Signed) FREDERICK J. KRABBÉ,
Master of Her Majesty's Ship "Intrepid,"
in charge of the Party.

No. 3.

Proceedings
of Mr. Krabbé.

A LIST of PROVISIONS taken from Depôts by the Sledge "Newton," Mr. F. Krabbé,
Master, in charge of Party.

ARTICLES.	FROM WHAT DEPÔT.				
	April 12th, 1854. Dealy House, 20 days, 8 men.	April 12th, 11 days for "Discovery."	"Investigator," 16 days for 8 men.	Consumed whilst on board.	May 26th, 1854, Dealy House, 12 days.
Biscuit - - -	160 lbs.	88 lbs.	128 lbs.	56 lbs.	96 lbs.
Preserved meats -	132 "	64 "	96 lbs.	56 "	48 "
Boiled bacon - -	64 "	44 "	- - -	- - -	48 "
Raw pork - - -	- - -	- - -	110 "	20 "	-
			(= 64 boiled.)		
Preserved potatoes	20 "	11 "	16 "	7 "	12 "
Chocolate - - -	10 "	2½ "	8 "	3 "	6 "
Tea - - - - -	1¼ "	1¼ "	2 "	14 oz.	12 oz.
Sugar - - - - -	12½ "	5¼ "	12 "	8 lbs.	7½ lbs.
Oil for fuel - -	20 "	16 "	20 "	-	-
Rum for fuel and drinking - - -	5¾ gallons	1 gallon	6¾ gallons for all (from shore depôt.)		
Flour - - - - -	- - -	- - -	- - -	30 lbs.	-
Suet - - - - -	- - -	- - -	- - -	5 "	-

(Signed) FREDERICK J. KRABBE,
Master of Her Majesty's Ship "Intrepid,"
in charge of Party.

Enclosure No. 72. of Sir Edward Belcher's Letter.

Lieutenant HAMILTON to Captain KELLETT, C.B., Her Majesty's Ship
"North Star."

Her Majesty's Ship "North Star," Beechey Island,
June 14th, 1854.

Sir,

I have the honour to inform you that in pursuance of your orders, I left Her Majesty's ship "Resolute" at 7h. p.m. May 8th. Till within 12' of Byam Martin Island the ice was very hummocky, obliging us frequently to make two trips with our load; the misty state of the weather and northerly trend of the leads obliged me to make the land near Point Langley, where I arrived on the morning of the 11th. Here I left a depôt of four days' provisions, and all our spare gear, in order to lighten the sledge as much as possible. A northerly gale detained me till 1h. a.m. of the 13th. I arrived at Point Griffiths at 4h. a.m. on the 14th. I remained here till 10h. p.m. of the 15th. Our hunting was completely unsuccessful; not a track of any animal was seen, and only eight ptarmigan. At the depôt I found about two gallons of rum, which I conveyed to Dealy Island, for the use of the western parties, arriving there at 4h. a.m. of the 18th. Our journey from Point Griffiths was made principally across the land, and although the splendid hunting ground (of last year) about Skeene Bay and Beverly Inlet were well examined, not a solitary track was seen; 22 ptarmigan were, however, shot. Everything about the depôt was in as good order as when the ship left. From the top of the cairn I had a good view of the surrounding plains, but as I could not see a musk ox, I proceeded to Cape Bounty, where I was fortunate enough to shoot two musk oxen and a few ptarmigan. I remained here 48 hours, to rest and feed the dogs, who had been without food for two days; the hunting grounds were walked over, but

Proceedings of
Lieutenant Hamilton.

only two tracks were seen (probably those we had shot). I finally left Dealy Island at 11h. p.m. of the 21st, having left the supplies, &c. for the western parties at the house; as our provisions were nearly expended, I took from the depôt 8 lbs. of bread, 4 lbs. of bacon, and 3 oz. of tea. I left Point Griffiths on the 24th, and arrived at my depôt on Byam Martin Island on the 27th, and left the same evening; two of the dogs were now quite useless; the work was consequently very heavy for the other three during our passage across the Austin Channel. The weather was also very bad for three days; we had almost constant heavy drizzle, and at last the snow was so saturated with wet, that for the last two days we were frequently sinking up to our hips in the sludge; in this the dogs had but little power, and our progress was very slow, generally about a mile an hour. Expecting to find good ice to the northward, I had gone considerably out of the direct course, and was much disappointed at finding the hummocks were much heavier than they were further south; with the exception of this channel, the ice from Dealy Island to Beechey Island is good. I arrived at the depôt near Cape Cockburn at 11h. a.m., June 3d. having for the last four days been without any provisions but meat, of which we fortunately had more than enough. Two of the dogs had been left behind during the last march; one of them rejoined, the other probably got bewildered and lost himself, as we never saw him again. I left the depôt at 10h. p.m. of June 4th, having taken from it 5 lbs. of bread, a piece of pork from the cask, 12oz. of sugar, and 6 oz. of tea, to complete my provisions to 8 days, as it was impossible I could reach the "North Star" sooner. Off Moore Island several large holes of water were seen; in one of these a bear had apparently been bathing—numerous tracks of these animals were seen, but although I was very anxious to procure one for the dogs, none were seen; a solitary deer was seen proceeding from Moore Island to the main. On the following evening Lieutenant Meham and Mr. Krabbé overtook me, and we camped together that evening. Lieutenant Meham being very anxious to send you the intelligence of the "Enterprise" as quickly as possible, supplied me with pemmican for the dogs, and also lightened my load; finding, however, I was unable to keep sufficiently ahead to get in much before him, we proceeded in company till the last march, when he pushed on with the dogs, and I arrived on board this ship with the man sledge at noon of the 12th. Four bears only were seen during my journey, and none of these came within shot; and, notwithstanding my local knowledge of the hunting grounds of Melville Island, and the time I was enabled to devote to shooting, not more than 300 lbs. of meat was procured, and I should have found great difficulty in supporting my small party of one man and five dogs on the much talked of resources of the country.

I have, &c.

(Signed) R. V. HAMILTON, Lieutenant.

Enclosure No. 73. of Sir Edward Belcher's Letter.

Commander PULLEN to Sir EDWARD BELCHER, Knight, C.B.

Enclosing Lieutenant Haswell's Journal and a Copy of his Orders.

Sir,

Her Majesty's Ship "North Star," Beechey Island,
June 17th, 1854.

Enclosed herewith I have the honour to forward a letter of proceedings from Lieutenant Haswell; also a copy of his orders while detached from Her Majesty's ship under my command for the whale boat left at Cape Grinnell last autumn.

I am, &c.

(Signed) W. J. S. PULLEN, Commander.

Proceedings of
Lieutenant Haswell.

Commander PULLEN to Lieutenant W. H. HASWELL, late of Her Majesty's Ship "Investigator."

By William J. S. Pullen, Esquire, Commander, Her Majesty's Ship "North Star."

A party of ten men, provisioned for five days, and fully equipped, is placed under your command for the purpose of bringing back the boat belonging to this ship left at Cape Grinnell, Wellington Channel, last September.

It is therefore my direction that you proceed with all speed in the execution of this service, using your best judgment as to the manner of conveyance to insure the boat sustaining no damage.

On your return you will deliver to me a journal of your proceedings for the information of Captain Sir Edward Belcher, Knight, C.B.

Given under my hand, on board "North Star," Beechey Island, this 9th June, 1854.

(Signed) W. J. S. PULLEN.

Lieutenant HASWELL to W. J. S. PULLEN, Esquire, commanding Her Majesty's Ship "North Star."

Her Majesty's Ship "North Star," Beechey Island.
June 14th, 1854.

Sir,

In compliance with your order of the 9th June, I have to acquaint you, for the information of Sir Edward Belcher, Knight, C.B., that I proceeded to Cape Grinnell, with a party of ten men and a sledge, for the "whale boat;" and after searching and probing the snow with pikes in the three small bays formed by four headlands between the "Assistance's" tent on Capes Grinnell and Bowden, I succeeded in finding the boat, nearly covered with snow. I secured her on the sledge, and returned on board this day; boat and gear in good order, but tent and sail much torn, apparently by bears. I observed two cracks in the ice, one three the other five miles south of Cape Bowden, about three feet wide, apparently extending across the channel east and west. I also saw and shot two ptarmigan.

I am, &c.,

(Signed) W. H. HASWELL, Lieutenant.

Enclosure No. 74. of Sir Edward Belcher's Letter.

Proceedings of
Mr. Jenkins.

Mr. JENKINS, Mate, to Sir EDWARD BELCHER, Knight, C.B.

Her Majesty's Ship "Assistance," Wellington Channel,
June 18th, 1854.

Sir,

In compliance with orders from Captain Kellett, C.B., I left Her Majesty's ship "North Star," on the evening of the 14th instant, in charge of the sledge "Newton," of Her Majesty's ship "Resolute," and proceeded for this ship.

On the following morning, whilst encamped near Point Innes, Lieutenant May came up, and encamped at No. 4 tent.

On the morning of the 16th I communicated with Mr. De Bray, about 2 miles to the southward of Cape Bowden, and shortly afterwards with Sergeant Jefferies, at the Cape.

At 10h. 30m. on the 17th instant I met Mr. Purchass (acting assistant engineer, 1st class) in charge of a boat sledge, who represented to me the inability of his crew (in consequence of the soft snow over which they had to travel, and the attack of several by snow blindness) to drag the boat to

its destination without assistance. I accordingly sent to him James Savage (A.B.) and William Hannan (P.R.M.) from the sledge under my command.

Proceedings of
Mr. Jenkins.

Again proceeding, I arrived on board this ship at 1h. 15m. P.M., to-day.

I beg leave to add that I have conveyed from Her Majesty's ship "North Star" to this ship nine shovels and three spades.

I am, &c.
(Signed) ROBERT JENKINS, Mate.

Captain KELLETT to Mr. R. P. JENKINS, Mate, Her Majesty's Ship
"North Star."

COPY of ORDERS from Captain Kellett.

By Henry Kellett, Esq., C.B., Captain, Her Majesty's Ship "Resolute," and Senior Officer at Beechey Island.

Orders to Mr. Jenkins

Taking charge of Her Majesty's sledge "Newton," manned with eight men and provisioned for four days,—

You will leave Her Majesty's ship "North Star" this evening at 7 o'clock (weather permitting), and proceed to Her Majesty's ship "Assistance," reporting yourself to Captain Sir Edward Belcher, C.B., on your arrival.

Given under my hand, at Beechey Island, 14th June, 1854.

(Signed) HENRY KELLETT, Captain.

Memo.—On meeting Lieutenant Haswell, you will render him all the assistance in your power should he require your services.

(Signed) H. K.

Enclosure No. 75. of Sir Edward Belcher's Letter.

Lieutenant MAY to Sir EDWARD BELCHER, Knight, C.B.

Her Majesty's Ship "North Star," Beechey Island,
June 20th, 1854.

Proceedings
of Lieutenant May.

Sir,

I have the honour to inform you that, in compliance with your order, I left the "Assistance" on Sunday evening, June 11th, in charge of the sledge "Reliance," and arrived at Cape Osborn tent at 3h. A.M. From thence, on the following day, to Cape Grinnell, where I met M. De Bray with the dog sledge, on his way to the "Assistance." Started from that tent at 7h. 25m. on the evening of the 13th, arriving at Cape Bowden at 4h. 30m. A.M. Rested there until 8h. 30m. P.M. 14th, when I continued my journey on to Point Innes, where I arrived at 6h. 30m. A.M. Saw Mr. Jenkins (mate) and party encamped off this point. 9h. P.M., left the tent, and proceeded on for the "North Star," arriving at 5h. 30m. A.M. 15th, and delivered your despatches, at the same time placing myself, according to your order, under Captain Kellett's directions.

On my journey down, I had the wind continually from the northward, with cloudy and cold weather, causing the floe to be in a much better travelling condition than on my last journey up. The cracks off Cape Osborn have widened to about four feet, and the one south of Cape Bowden to about three.

Fortunately I shot at, in the vicinity of Cape Osborn, fifteen dove-kies, which I served to my crew; otherwise, for the last marches from that point, we should have suffered greatly from hunger, as the salt beef, supplied to me at 29½ lbs. (by supply note), on arrival on board the "North Star," was weighed, and found to be 10½ lbs., not having been touched by my crew.

With respect to undue expenditure of provisions, I beg leave to state,

Proceedings
of Lieutenant May.

that I made eleven marches on my last journey from the "Assistance" to the "North Star" and back, and expended eleven days' provisions; and I can only regret that my exertions to procure a fresh meal for my crew (by shooting nine ptarmigan), should meet with your displeasure.

I have, &c.

(Signed) W. W. MAY, Lieutenant.

Enclosure No. 76. of Sir Edward Belcher's Letter.

Proceedings of Mr. Loney.

Sir EDWARD BELCHER, Knight, C.B. to Mr. J. F. LONEY, Master,
Her Majesty's Ship "Assistance."

By Captain Sir Edward Belcher, C.B., &c.

You are hereby directed to assume the command of my sledge "The Londesborough," and proceed to-morrow morning for Cape Innes, where you will place the staff for the signal-post on the outer brow of the hill of that cape, but clearly in sight of Capes Grinnell and Bowden; and if it can be so managed, as a secondary object, also in sight of some of the heights of Cape Bowden.

Having executed this service, you will move on for Cape Bowden (Baring Rendezvous), leaving the implements, ladder, pickaxe, and shovels, on some conspicuous hummock, to enable the downward party to bring them to the ship; and,

At Cape Bowden you will erect a second staff for the serjeant in charge there, in sight of Cape Grinnell, as well as your last position, Cape Innes.

You will meet there the sledges, &c. sent down by Commander Richards; and having given the downward party all the requisite information of your proceedings, return with them to Cape Grinnell, where, having fixed upon a proper position for that station, move onward to the ship, reporting your proceedings, for my information, to Commander Richards.

In compliance with my general orders, no one is to interfere with you, my sledge, or crew, or the duty with which you are charged.

Given under my hand, at the depôt, Becchey Island, this 20th day of July, 1854.

(Signed) EDWARD BELCHER.

Mr. LONEY, Master, to Sir EDWARD BELCHER, Knight, C.B.

Sir,

Her Majesty's Ship "Assistance." Disaster Bay,
July 25th, 1854.

I have the honour to inform you that I left Her Majesty's Ship "North Star" on the 21st ult., with two sledges, one small boat, and twenty-four men, in execution of your orders (a copy of which I beg to enclose), and proceeded to Point Innes, where I found the tent had been shifted to a convenient and conspicuous position, about one mile eastward of where it originally stood, near to the tent on the outline of the hill. I erected the flag-staff clearly in sight of Capes Spencer and Bowden, and left the ensign supplied to me for that purpose. On the following morning I proceeded to Cape Bowden, where I found Lieutenant May with two sledges, and parties from the "North Star," waiting the arrival of the boats from the "Assistance." Here I erected the second staff, and delivered your letter to the serjeant in charge of the station. He perfectly understood your orders, and I pointed out to him the staff on Point Innes, then clearly in sight, as well as the probable position of the one to be placed on Cape Grinnell. The parties from the "Assistance" arrived during the night under Messrs. Grove and Pym. On the following morning, having received the provisions deposited here on the downward journey, and one man, Edwin Hodge (A.B.), from the "North Star's" parties (as I was directed by Commander Pullen), I proceeded to Cape Grinnell, leaving the shovels, pickaxes, &c. to be returned to the "North Star." On my arrival at Cape Grinnell I selected the most eligible position for the staff, and built a small cairn over the spot. On the following day I proceeded to Cape Osborn; and on Tuesday the 25th arrived on board the "Assistance" at

11h. A.M. I found the floe very much the same as on the downward journey as regards cracks, but very much drained of water. There is no difficulty at present in getting from the floe to the tents; but at a more advanced season I think the overland journey would be preferable.

I have, &c.

(Signed) JOHN F. LONEY, Master.

Proceedings
of Mr. Loney.

ACCOUNT of the Receipt and Expenditure of Provisions during this Service.

Rations remaining from the downward journey	- - - - - 99	36½ spirits.
Received from "North Star"	- - - - - 46	123 "
Total	- - - - - 145	159½ "
Issued to 25 men (two days)	- - - - - 50	rations 50 spirits.
" 27 " (three days) Lieut. May and Edwin Hodge added	- - - - - 81	" 81 "
	- - - - - 131	
Returned on board "Assistance"	- - - - - 14	" 28½ "
Total	- - - - - 145	" 159½ "

Enclosure No. 77. of Sir Edward Belcher's Letter.

Commander RICHARDS to Lieutenant PIM, Her Majesty's Ship "Resolute."

COPY OF ORDERS.

Proceedings
of Lieutenant Pim.

By George Henry Richards, Commander, Her Majesty's Ship "Assistance," Senior Officer, Beechey Island.

In accordance with instructions received from Sir Edward Belcher, it is my direction that you proceed with the sledge to Cape Hotham, establishing yourself on the spot occupied by the whale boat of the "Resolute," where you will set up a marquee.

Your general duty will be to aid any parties that may require your assistance, and to carry out any instructions that you may from time to time receive from Sir Edward Belcher, Captain Kellett, or any other your superior officer, and you will remain on this service until released by proper authority.

Given under my hand, on board Her Majesty's Ship "North Star," this 27th day of April 1854.

(Signed) GEO. HENRY RICHARDS.

Lieutenant PIM to Captain H. KELLETT, C.B., Her Majesty's Ship "North Star."

Her Majesty's Ship "North Star," Beechey Island,
July 26th, 1854.

LIST of MEN comprising the Cape Hotham Party:

William Grimstead, sailmaker,	Her Majesty's ship	"North Star."
John Jackson,	A.B.	" "
J. Coglein,	A.B.	" "Resolute."
Samuel M'Kensie,	A.B.	" "Investigator."
John Keefe,	A.B.	" "
Elias Bow,	P.R.M.	" "

Issued to the sledge crew under my command, tea 3 oz., sugar 6 oz., as an extra supply while crossing Wellington Channel, May 18th and 19th, 1854.

(Signed) W. B. PIM, Lieutenant.

Lieutenant PIM to Captain H. KELLETT, C.B., Her Majesty's Ship
"North Star."Her Majesty's Ship "North Star," Beechey Island,
July 26th, 1854.

Sir,

I have the honour to acquaint you, for the information of the Senior Officer, that, in accordance with orders received from Commander Richards (a copy of which I enclose, No. 1), I left this ship on the evening of the 28th April, and proceeded direct to Cape Hotham, which place was reached on the evening of the 1st of May without the occurrence of any incident worthy of notice. Upon my arrival I repaired to the boat left by Her Majesty's ship "Resolute." It was surrounded by a deep snow drift, and nearly covered; a little digging, however, released the marquee and depôt, which were stowed in midships, and had not been disturbed since Mr. Shellabear's visit. The marquee was pitched, and proved a most comfortable habitation; the boat, also, was dug out and placed alongside it. Her sides bore evidence of the teeth and claws of bears, one large piece of the bilge being completely torn off.

On the 5th of May, Mr. Court arrived, bringing with him a cutter from the "North Star." The boat was much injured during the passage across Wellington Channel, but was repaired as well as the means at our disposal would admit. On the evening of the 6th Mr. Court started on his return.

The most extensive excursions inland and along the beach failed in obtaining game of any description. No living creature except a raven and snow bunting was seen. The weather was boisterous in the extreme; gales of wind from the northward, with heavy drift, following each other in rapid succession. Being entirely without employment, and finding the monotony most irksome, I set the men to work to erect a cairn on the summit of Cape Hotham. Its dimensions would have been, diameter 14 feet, height 18 feet, gradually tapering towards the top. My unfortunate accident, however, prevented its completion, and when I left it was not more than 6 or 8 feet above the ground.

Having been informed of the existence of a depôt at Barlow Inlet, and told by Commander Richards that it would be judicious to ascertain its safety or otherwise, I took an early opportunity of making an excursion in that direction, and upon the place indicated found a large heap of gravel thrown up in the form of a cairn, which I take to be the covering of the depôt. It has not been disturbed, and I, therefore, conclude the contents are quite safe. I was unable to satisfy myself of the fact, being unprovided with pickaxe or shovel.

On the morning of the 18th we were awakened by a bear devouring the whale blubber which served us for fuel. The animal was close to the door, which I opened, and, firing at him, inflicted a mortal wound. He made an effort to escape down the bank, but I pursued, discharging the second barrel, which, unfortunately, burst, severely shattering my left hand. Upon examination I found the thumb bone was exposed nearly its length, and apparently broken. I therefore bandaged it as well as circumstances would permit, and prepared to return to the ship; but just as we were about to depart a party was observed coming from the westward, for the arrival of which I determined to wait. At 10h. Dr. Domville came up, examined my wound, and advised me to get on board as quickly as possible, at the same time regretting that he had not his instruments with him to perform at once the amputation, which he feared was necessary. Having been placed on the sledge I was conveyed to the "North Star," the crew performing the journey in one march of 18 hours' duration. It is needless to make any comment upon the exertions necessary to drag a sledge so long a distance in so short a time: every man did his utmost, and I may add, that during the entire period they have been under my command their conduct has been, without exception, excellent. While crossing Wellington Channel I considered it necessary to issue an extra quantity of tea, the amount of which, together with a list of the men forming my crew, is contained in enclosure No. 2.

Since my arrival on board my wound has progressed most favourably; but, as there appears no immediate probability of its recovery, and my consequent release from the sick-list, I think it advisable to forward the customary letter of proceedings without further delay.

I have, &c.
(Signed) W. H. PIM, Lieutenant.

Proceedings
of Lieutenant Pim.

Enclosure No. 78. of Sir Edward Belcher's Letter.

Mr. COURT, Acting Master, to SIR EDWARD BELCHER, Knight, C.B.

Proceedings of Mr. Court.

Sir,

Her Majesty's Ship "North Star," Beechey Island,
August 18th, 1854.

In pursuance of your orders I left the ship at 1h. 45m. P.M. of August 7th, with a party of six men and the small ice boat, victualled for ten days.

Having reached a short distance beyond Cape Riley the starboard runner of the boat became so much crippled as to cause me to send to the ship for a sledge. At 0h. 30m. A.M. on the 8th the large boat arrived with two additional hands for my party, and I started with her at 9h. A.M., arriving at Cape Ricketts at 6h. P.M., with the starboard runner of the boat broken completely off.

Two ice boats damaged in succession.—E. B.

Travelled the same ground 24 hours later—no difficulty with my gig.—E. B.

On the morning of the 9th, seeing no prospect of proceeding with the boat, I started with one man to examine the shores of Radstock Bay, leaving the remaining seven to remove the boat into a more secure position. I returned to the boat at 1h. A.M. of the 10th, and found she had been placed according to my wishes.

At 3h. P.M. I proceeded with the whole party towards Cape Hurd, and on the 11th at noon found a notice left by Mr. John Stuart, dated 23d May 1851.

At 7h. A.M. 12th instant arrived at Cape Hurd, and found notices of the under-mentioned visits, viz. :—

Captain Pullen's,	dated	30th	August,	1852.
Lieutenant Cator's,	"	21st	"	1850.
Sir E. Belcher's,	"	11th	"	"
Mr. John Stuart's,	"	23d	May,	1851.

At 11h. P.M. of the 12th arrived at our farthest from the ship in a small bay on the western side of Maxwell Bay, about 10 miles eastward from Cape Hurd.

During the forenoon of the 13th I walked around the shores of this small bay to a distance of about 5 miles from the party, and found traces of a tent having been pitched here before; also the remains of a tree of drift wood, much charred with fire; the head of a wooden mallet, with the handle broken short off; and a piece of wood, supposed to be a part of a stave of a cask.

At 5h. P.M. of the 13th I commenced my return, and arrived at the boat at Cape Ricketts at 10h. P.M. of the 15th, and at Cape Riley at 5h. 30m. P.M. of the 16th; here the ice prevented our coming to the ship until the next morning, when we arrived on board at 8h. 45m. A.M., having found no other traces of any parties than those above mentioned, which I have already forwarded to you.

Traces of Esquimaux huts were discernible at various places along the coast, but none of them apparently of a recent date.

During my outward progress the ice in the offing appeared to be moving slowly to the eastward, but too close for a vessel to penetrate.

From a hill near my farthest the ice from Cape Fellfoot to Cape Hurd appeared slack, with several holes of water among it; and in a direction from Cape Fellfoot towards Leopold Island was a large space of open water, with no ice visible over it in many places.

Proceedings of Mr. Court.

On the night of the 13th the wind shifted, and the weather became too thick for the state of the ice in the offing to be seen, but the few slack places along the land were fast filling up with ice from the westward.

At noon on the 16th from the eastern point of Gascoigne Inlet the ice was moving rapidly to the eastward, but had not broken out of the entrance of the inlet.

At 5h. A.M. of the 17th from Cape Riley there was a large space of water extending along the land as far as could be seen, and to the distance of about 3 to 4 miles off shore.

I have, &c.

(Signed) STEPHEN COURT, Acting Master,
Her Majesty's Ship "Investigator."

The result is, simply, no search made beyond a resting-place of Commander Pullen in 1852.

(Signed) E. BELCHER, Captain.

Enclosure No. 79. of Sir Edward Belcher's Letter.
COPIES OF SKETCHES, PLANS, DIAGRAMS, &c., by SHERARD OSBORN, Commander, H.M.S.V. "PIONEER," taken whilst in charge of the Sledge
"JOHN BARROW," during the SEARCHING OPERATIONS of 1853, Westward of NORTHUMBERLAND SOUND.

Bay of Promise, now Wetherall Bay, Melville Island, North Coast, seen from the eastern extremity.



White Cliff. Remarkable Bluff. (continued.)



Observation Peak. Bay Bluff.

Distant view of Nor'-West Cape from Point Marynit.



Barrow Range.

Capes Fortune and Solitary (now Mount Richards) seen from the westward.



Cape Nor'-West, 28°.



Cape Smart, or S.W. Bluff, S. 56°, E. 10'. Lat. 76° 34' N. Long. 102° 35' W.



An Island, discovered April 24, 1853, now called Patterson Island.



Cape North West, Melville Island, now Colquhoun. N. 11° W. 10'.



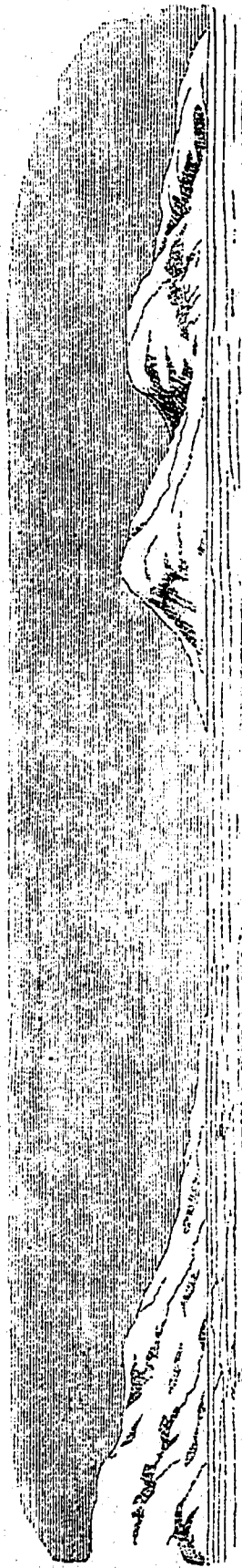
Cape Clarke, or (Fortune) S. 65°, W. 4°. N. coast of Bathurst Land. Mag. Merd.



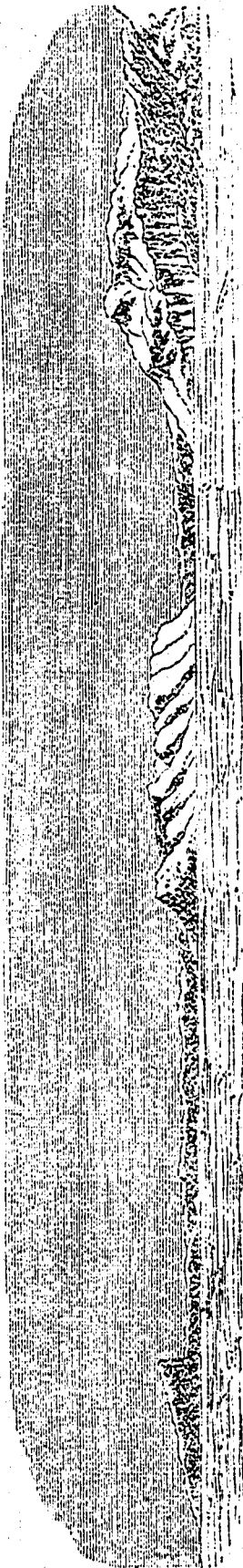
Cape Success and Rendezvous Cairn, S.S.E. 24°. N.W. ex. of Bathurst Land.



S.E. ex. of Helen Island, Sir Wm. Parker Channel.

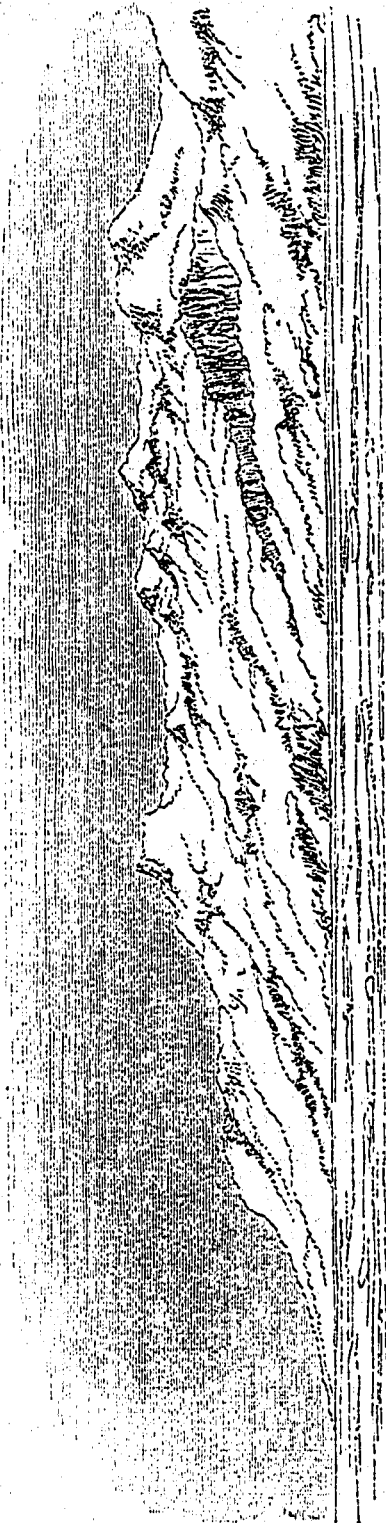


Point Halkett, N.E. ex. of Western Deception, or Helen Island.



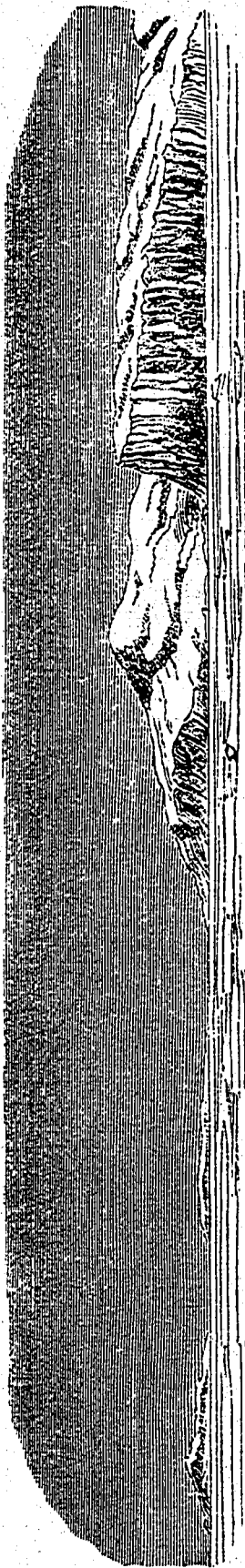
West shore of May Inlet.

Bathurst Land.



Rugged Point, or Cape Morshead, N. 70°, E. 2°.

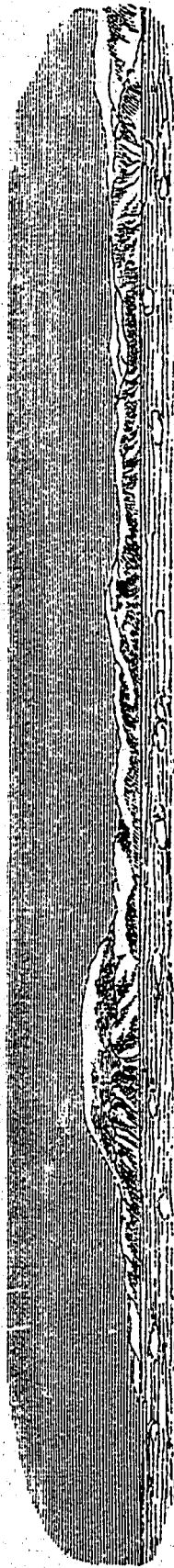
West Coast of Queen's Channel from Suffron Hill. Cape Lady Franklin.



Eider, now Hooker Islands.

Mount Joy, Loney Island.

Table Hill (?) Wood Island. The farthest land seen to the southward in Queen's Channel, July 6, 1853.



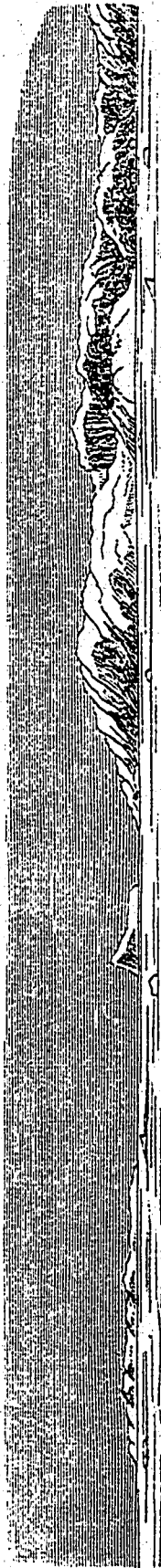
The northern entrance of the Queen's Channel from Point Pleasure, Loney Island.



South extremity, Cape Lady Franklin.

Eider Islands.

(continued.)

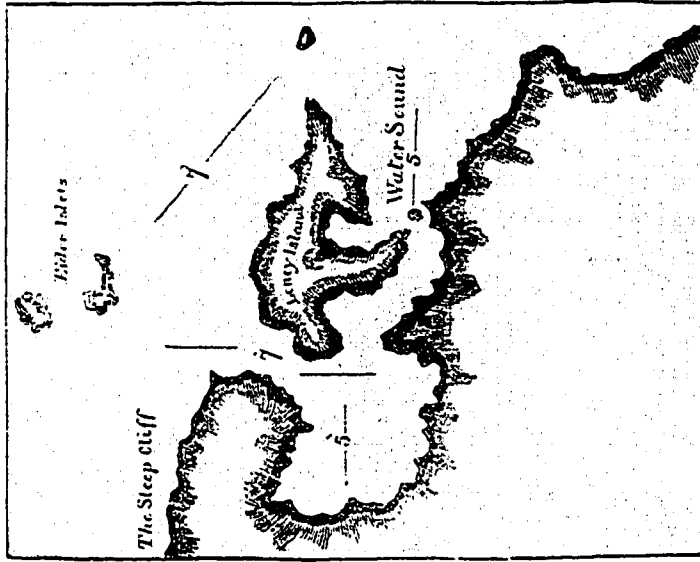


Crescent Island.

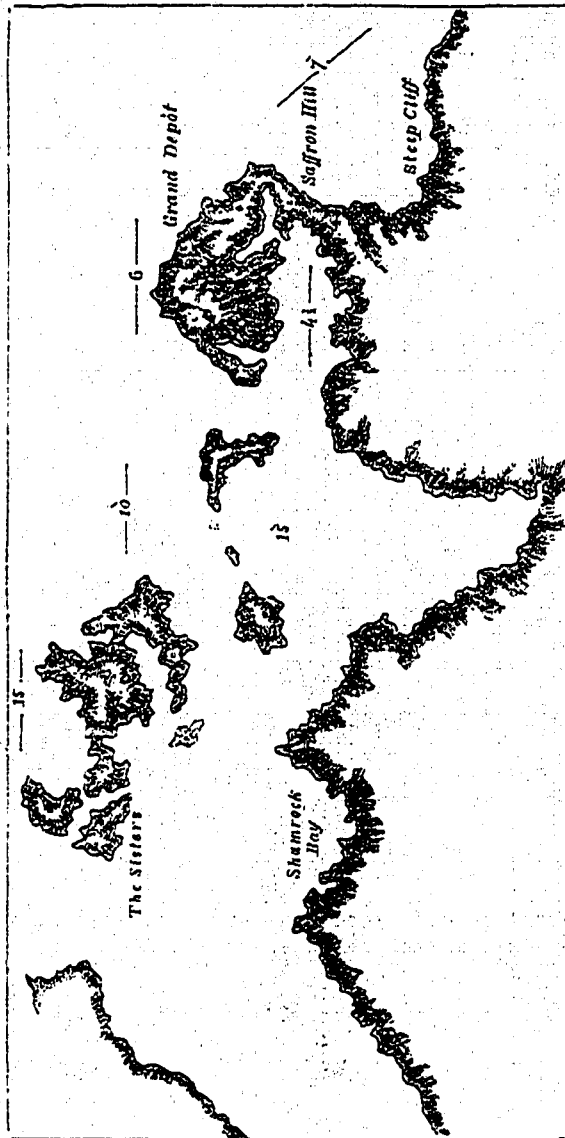
Pioneer Island.

Spit Island.

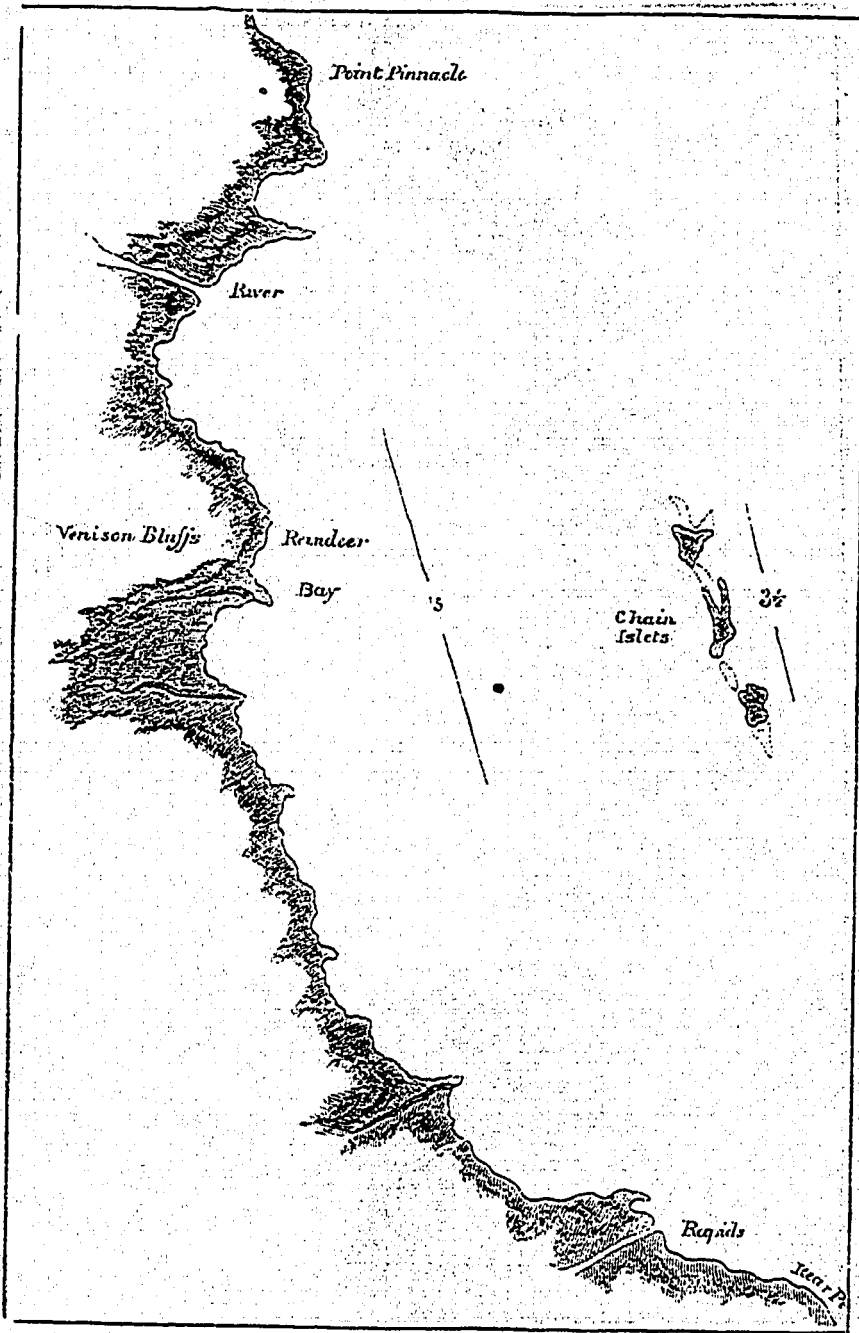
Britannia Mount.



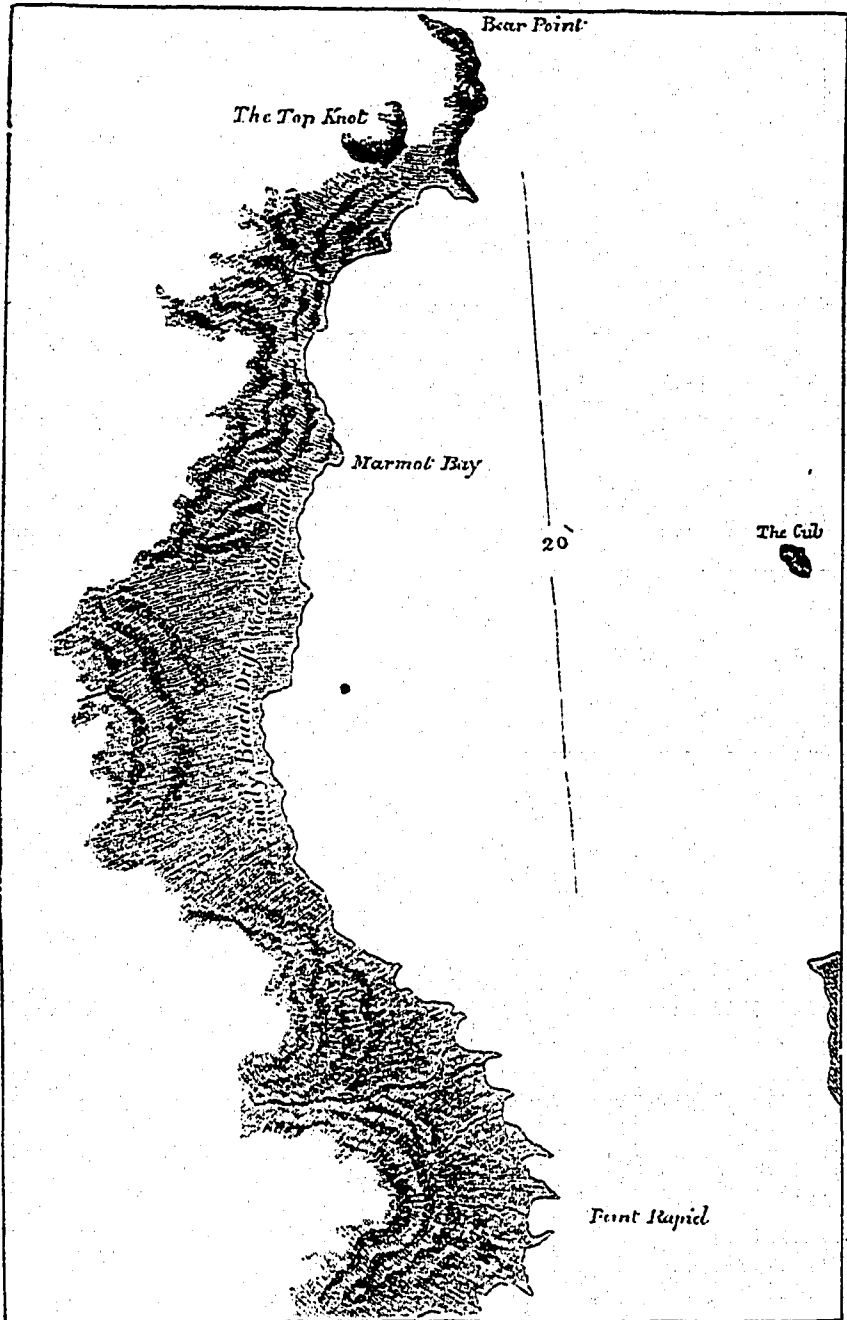
Sketch of Water Sound, West shore of "The Queen's Channel."



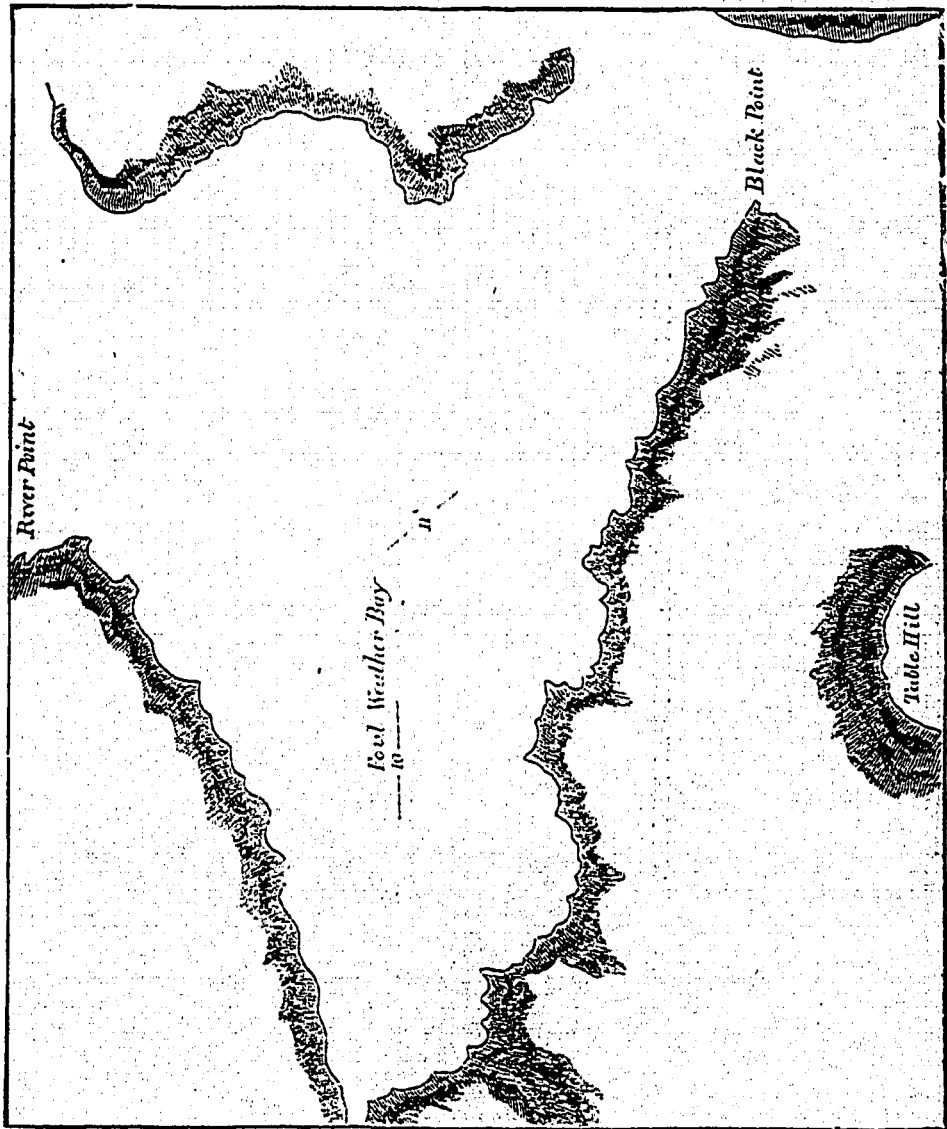
Sketch of Lady Franklin Peninsula and Isles to the westward.



West coast of the Queen's Channel. (Eye sketch.)



West Coast of the Queen's Channel.—(Eye sketch.)

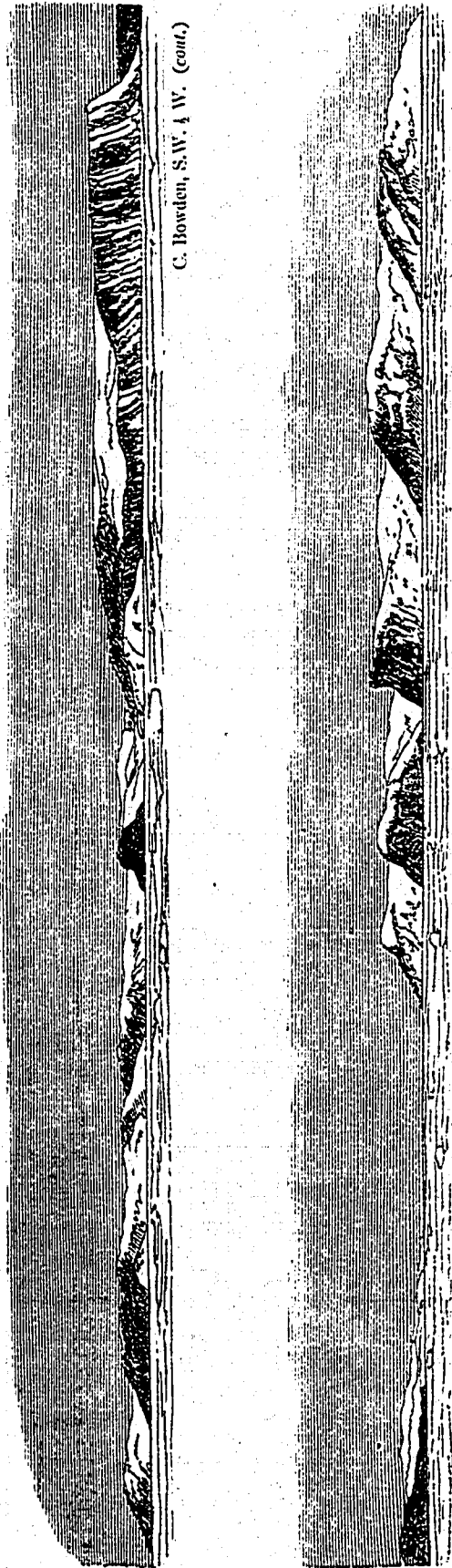


South-west extreme of the Queen's Channel. Eye sketch.

Enclosure No. 80. of Sir E. Belcher's Letter.

SKETCHES BY LIEUTENANT MAY.

WELLINGTON CHANNEL, Sunday, August 15th, 1852



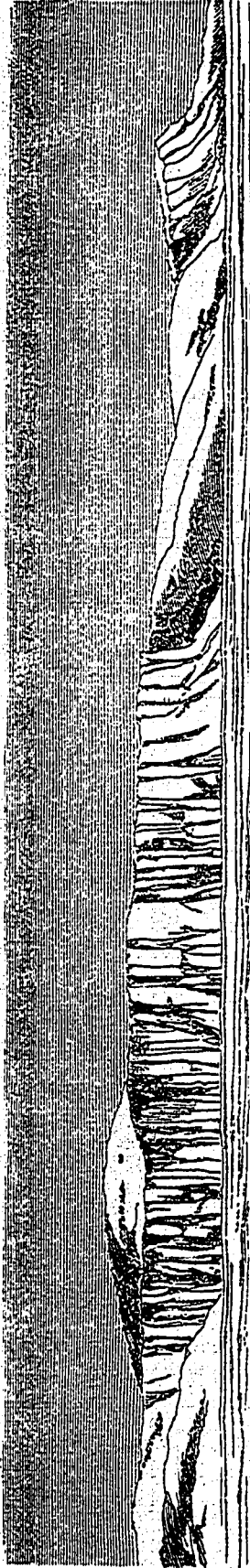
C. Bowden, S.W. A.W. (cont.)



C. Osborn.

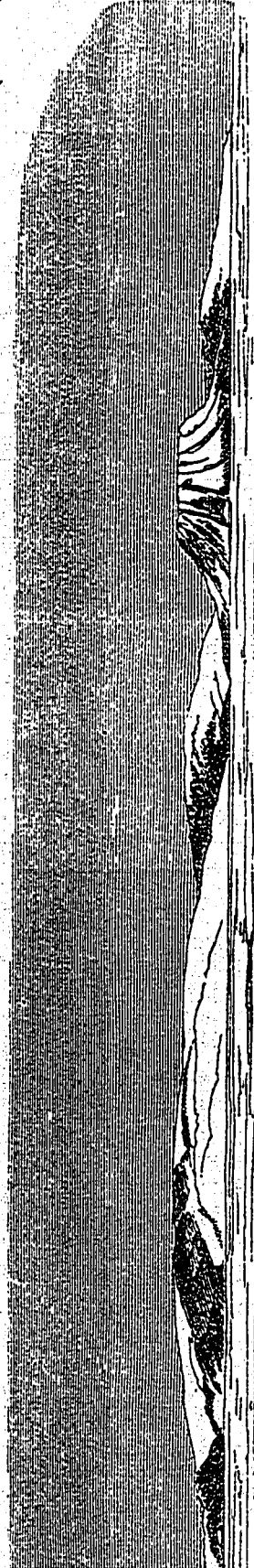
Helpman Head.

(continued.)



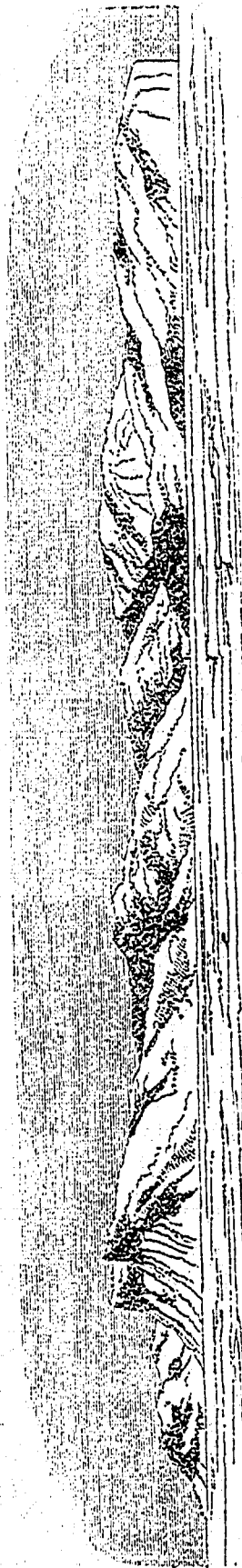
C. Grimell.

(continued.)



Griffin Bay.

C. Howden.



C. Beecher. C. Majestic.



Dundas Island.



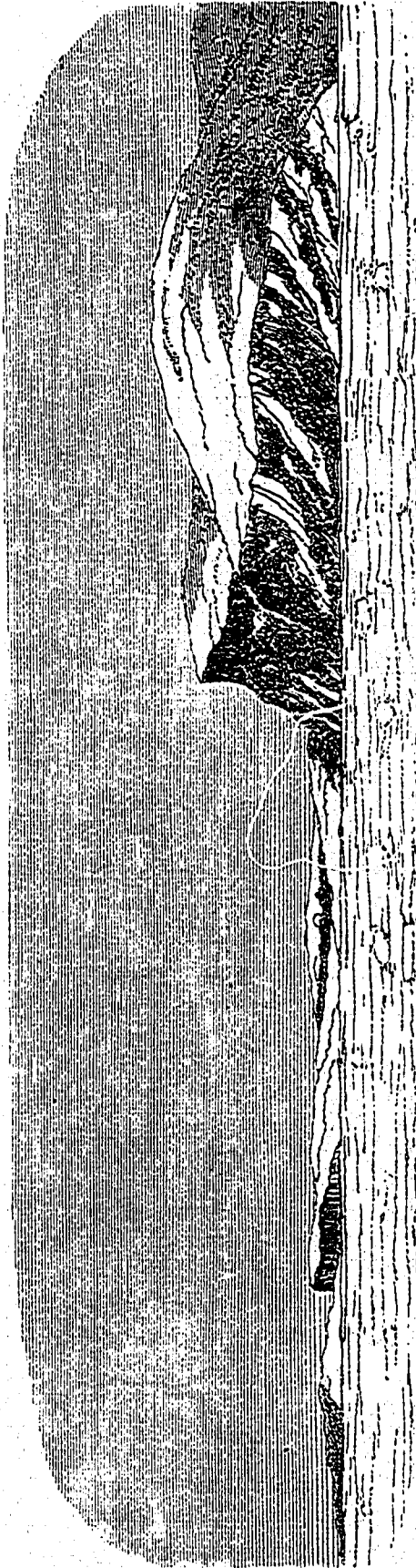
Cape Mudge.



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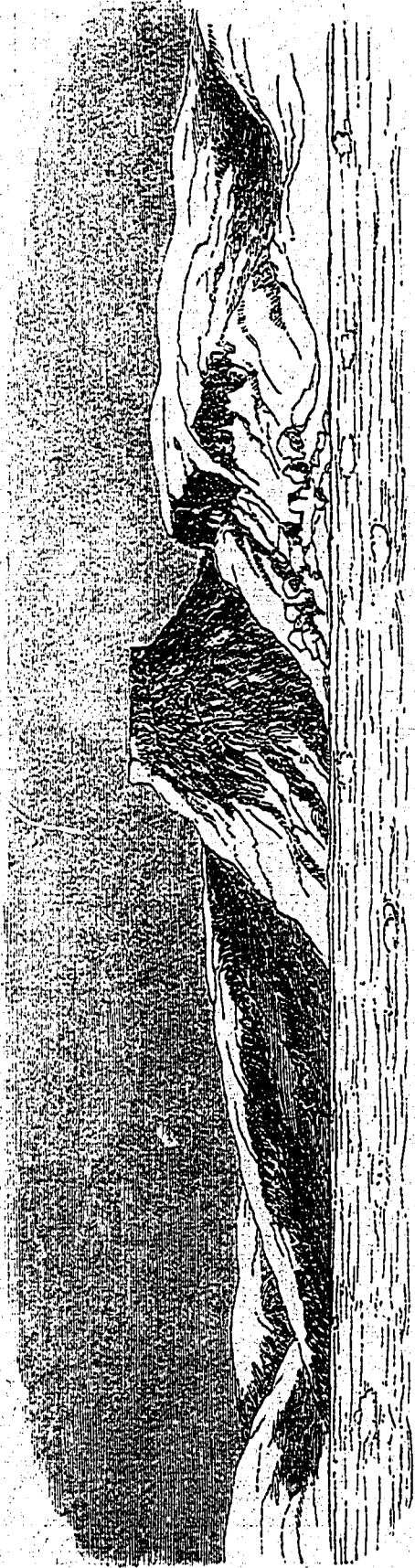


John Barrow Mount, West.

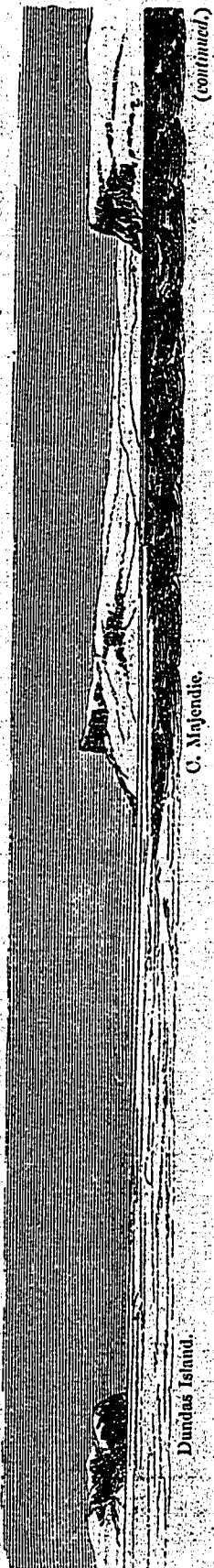


Long Island.

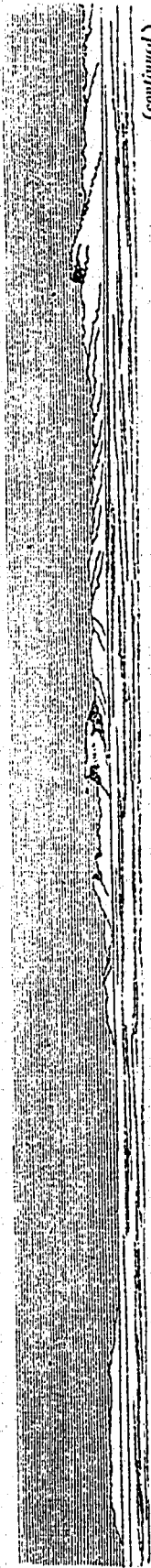
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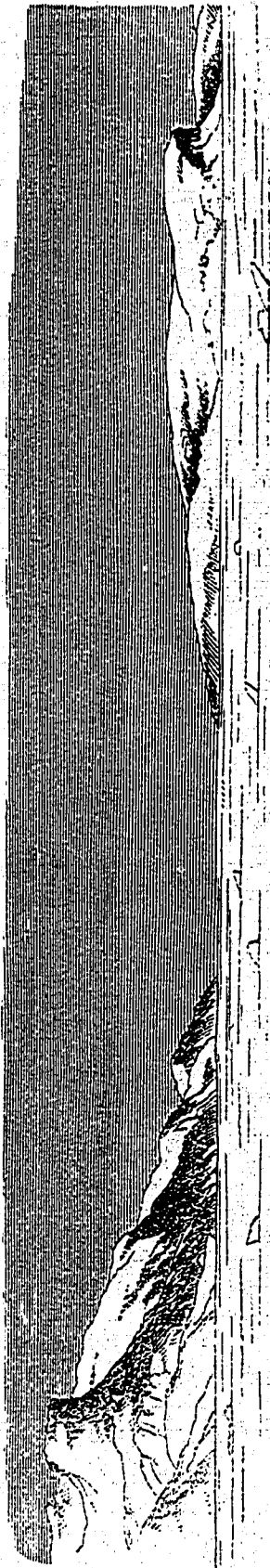
John Barrow Mount, (or, Sir John Barrow's Monument of Captain Penny.)



BATHURST LAND.



Cape Fortune.



(continued.)

May Inlet.



(continued.)



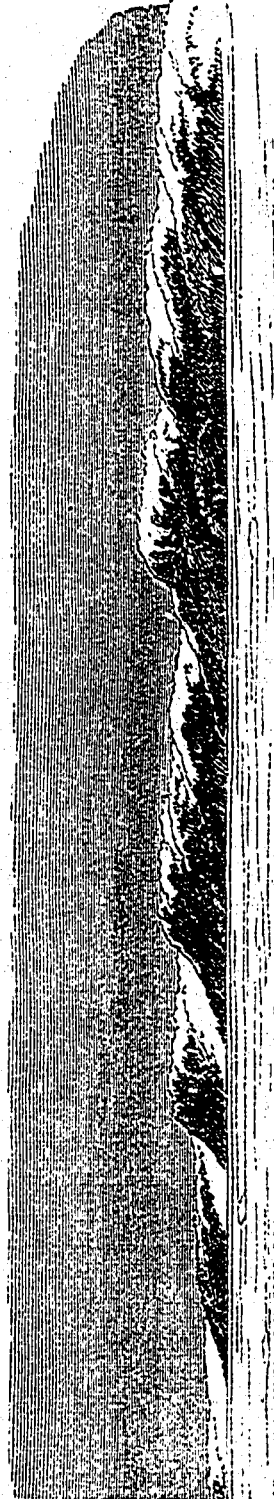
Stokes Range.



N.W. b. W.

End of May Inlet, N.W. b. N.

(Continued.)



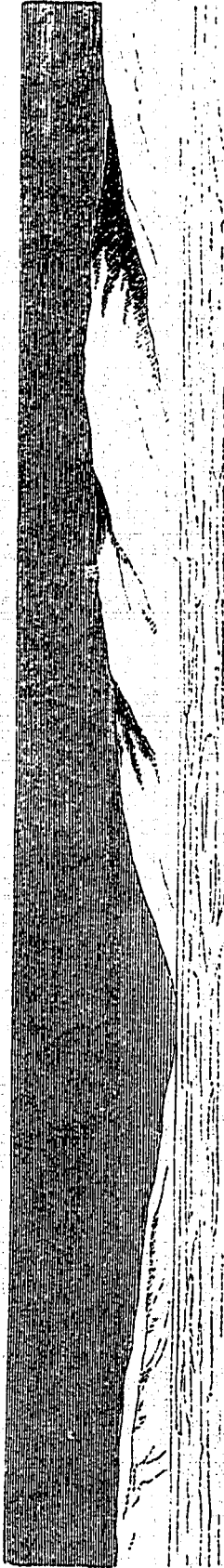
N.N.W.

N. b. W.

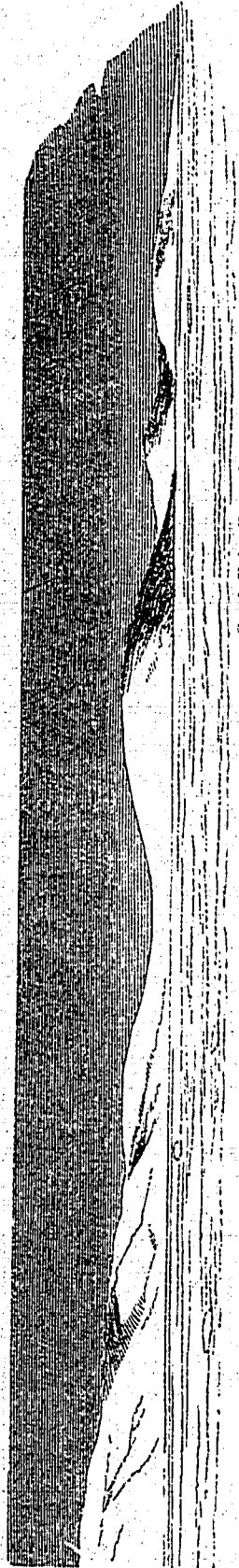


Two Sisters.

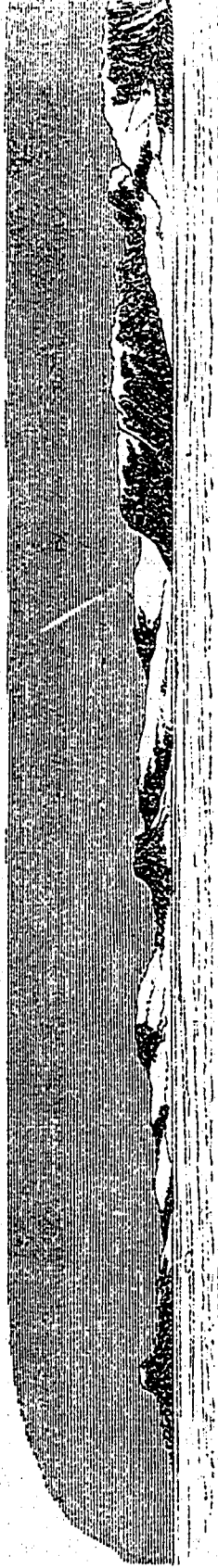
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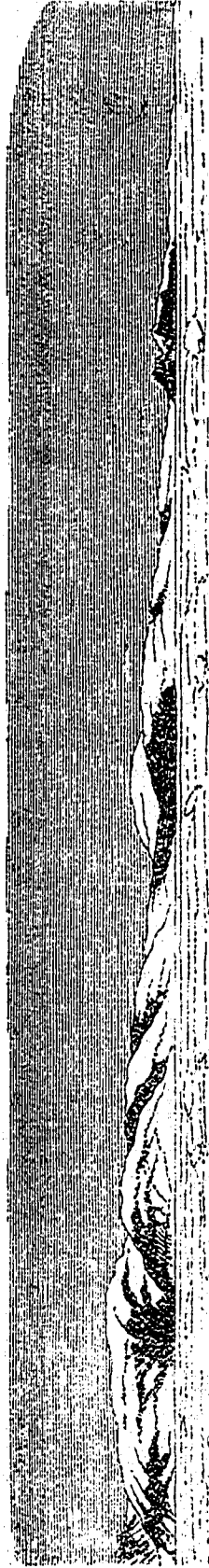


South Point Deception.



Plover Island, N.N.E.

N.E. b. E. (continued.)



Spit Island.

Barrow Mount, S.E. b. E. 1/4 E.

