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RELATIVE TO THE

RECENT ARCTIC EXPEDITIONS

IN

SEARCH OF SIR J. FRANKLIN,

AND THE CREWS OF

HER MAJESTY'S SHIPS

“EREBUS” AND “TERROR;”

INCLUDING

THE REPORTS OF DR. KANE AND MESSRS. ANDERSON
AND STEWART.

And Correspondence relative to the Adjudication of
£10,000 as a Reward for ascertaining the Fate of
the Crews of Her Majesty's Ships “Erebus” and
“Terror.”

(In continuation of Papers presented in September 1854-5.)

Presented to the House of Commons. 1856.

LONDON:

PRINTED BY HARRISON AND SONS.

for—

- “Copies of further Papers relative to the Recent Arctic Expeditions in search of Sir John Franklin, and the Crews of Her Majesty’s ships ‘Erebus’ and ‘Terror,’ including the Reports of Dr. Kane, and Messrs. Anderson and Hunt (In continuation of Papers presented in Session 1854-55);
- “And of any Correspondence relative to the Adjudication of £10,000 as a Reward for the Discovery and ascertaining the Fate of the Crews of Her Majesty’s ships ‘Erebus’ and ‘Terror.’”

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Proceedings of the Second United States' Arctic Expedition in search of *Sir John Franklin* and his Companions, under the command of *Lieutenant Kane*.

No. 1.

Lord Wodehouse to the Secretary of the Admiralty.—(Received October 23.)

Sir,

Foreign Office, October 24, 1855.

I AM directed by the Earl of Clarendon to transmit to you, for the information of the Lords Commissioners of the Admiralty, a copy of a despatch from Her Majesty's Chargé d'Affaires at Copenhagen, inclosing a copy of a letter which has been addressed to the American Consul in that city, by Lieutenant Kane, Commanding the second American Expedition in search of Sir John Franklin, reporting the movements of that Expedition.

I have, &c.

(Signed) WODEHOUSE.

Second United States' Arctic Expedition, under command of Lieut. Kane.

Inclosure 1 in No. 1.

Frederick Orme, Esq., to the Earl of Clarendon.

My Lord,

Copenhagen, October 21, 1855.

I HAVE the honour to transmit herewith to your Lordship, for the information of the Admiralty, a copy of a letter which has been addressed to the American Consul in this town, by Lieutenant Kane, Commanding the second American Expedition in search of Sir John Franklin, and dated, Godhaven, Greenland, September 10th 1855, in which he reports his safety and late movements.

I have, &c.

(Signed) FRED. ORME.

Inclosure 2 in No. 1.

Dr. Kane to the American Consul, Copenhagen.

Sir,

Godhaven, Greenland, September 10, 1855.

WOULD you so much oblige as to telegraph to Mr. Barrow of the British Admiralty, information as to the safety of myself and party.

We reached Upernavic, on the 6th of August. After a mingled travel by boat and sledge of 1,300 miles. The Searching Squadron under Captain Hartstein, must have passed us in Melville Bay.

I have, &c.

(Signed) E. K. KANE.

No. 2.

Second United States' Arctic Expedition under command of Lt. Kane.

Lord Wodehouse to the Secretary of the Admiralty.—(Received November 4.)

Sir,

Foreign Office, November 2, 1855.

I AM directed by the Earl of Clarendon to transmit to you, for the information of the Lords Commissioners of the Admiralty, the accompanying copy of a dispatch from Mr. Mathew, Her Majesty's Consul at Philadelphia, reporting the safe return of Dr. Kane to that city, and inclosing a copy of the "New York Daily Times," containing Dr. Kane's own account, relative to his Expedition to the Arctic Regions; and I am to request, that in laying the inclosed Paper before the Board, you will move their Lordships to favour Lord Clarendon with their opinion, whether some expression of approval and thanks should not be conveyed to Dr. Kane.

I am, &c.
(Signed) WODEHOUSE.

Inclosure in No. 2.

Mr. G. B. Mathew to the Earl of Clarendon.

My Lord,

Philadelphia, October 15, 1855.

I APPREHEND that as Dr. Kane (a son of the Judge) is a resident, and native of this city, it becomes my agreeable task to communicate to your Lordship his arrival at New York from the Arctic Regions, with the loss of only three of his companions, and of his vessel, necessarily abandoned in the ice.

I feel well assured that your Lordship, and Her Majesty's Government will be truly gratified by the safe return of this officer and his gallant associates, from an expedition undertaken in the purest spirit of philanthropy and of international sympathy.

I beg to inclose a correct account of their voyage.

I have, &c.
(Signed) GEO. B. MATHEW.

No. 3.

Thomas Phinn, Esq. to Lord Wodehouse.

My Lord,

Admiralty, November 7, 1855.

HAVING laid before my Lords Commissioners of the Admiralty your Lordship's letter of 2nd instant, and its inclosure from Her Majesty's Consul at Philadelphia, reporting the safe return of Dr. Kane from his Expedition to the Arctic Regions, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that their Lordships have received with much pleasure this intelligence of the safe return of Dr. Kane, and his gallant companions from their hazardous enterprise.

My Lords have also much satisfaction in being apprized of the safety of Captain Harstein.

My Lords beg to inform the Earl of Clarendon that they desire to offer their congratulations to the Government of the United States, on the safe return of the Expeditions commanded by the officers before named, and to express their best thanks to that Government, to Mr. Grinnell who so liberally advanced the necessary funds for the undertaking, and to the officers and crews of the vessels who so nobly attempted to afford succour to Sir John Franklin, and the officers and crews of Her Majesty's ships employed on the Arctic Expedition.

I have, &c.
(Signed) THOS. PHINN.

No. 4.

Lord Wodehouse to the Secretary of the Admiralty.—(Received November 18.)

Second United States' Arctic Expedition under command of Lt. Kane.

Sir,

Foreign Office, November 17, 1855.

HAVING laid before the Earl of Clarendon your letter of the 7th instant, conveying the suggestion of the Lords Commissioners of the Admiralty that the thanks of Her Majesty's Government should be officially conveyed to Mr. Grinnell, at whose expence the recent expedition in search of Sir John Franklin was fitted out, and to the officers and crews of the vessels, I am directed by his Lordship to state that he will with pleasure comply with their Lordship's suggestion; but that he thinks that a handsome present should, moreover, be made to Mr. Grinnell and Dr. Kane, and perhaps some acknowledgment, in the shape of a gratuity or otherwise, to the other officers and the crews of the ships. Lord Clarendon would be glad to be favoured with the early opinion of the Lords of the Admiralty on this subject, and as to the nature and value of the presents, and the persons to whom they should be given.

I have, &c.

(Signed) WODEHOUSE.

No. 5.

Thomas Phinn, Esq., to Lord Wodehouse.

My Lord,

Admiralty, November 22, 1855.

IN reply to your Lordship's letter of 17th instant, I am commanded by my Lords Commissioners of the Admiralty to state, for the information of the Earl of Clarendon, that they concur in opinion with his Lordship, that a handsome present should be made to Mr. Grinnell and Dr. Kane, and that an acknowledgment is due on the part of Her Majesty's Government to the officers and crews of the United States' vessels employed in the recent expedition in search of Sir John Franklin; but my Lords do not feel themselves qualified to express an opinion as to the nature or value of the presents to be tendered for their acceptance, or the amount of gratuity to be awarded, which their Lordships prefer leaving to Lord Clarendon to determine.

I have, &c.

(Signed) THOS. PHINN.

No. 6.

E. Hammond, Esq. to the Secretary of the Admiralty.—(Received January 4.)

Sir,

Foreign Office, January 3, 1856.

WITH reference to your letter of the 7th November last, and to the letter from this Department of the 17th November in reply, I am directed by the Earl of Clarendon to transmit to you, for the information of the Lords Commissioners of the Admiralty, a copy of the despatch which he addressed to Her Majesty's Minister at Washington, instructing him to express to the American Government, to Dr. Kane, and to Mr. Grinnell, the congratulations of Her Majesty's Government on the return of the Arctic Expedition, under the command of Dr. Kane; and their thanks to the officers and men engaged in it. I am also to transmit to you copies of the replies received by Mr. Crampton, to the letters which, in obedience to Lord Clarendon's instruction, he addressed to Dr. Kane and Mr. Grinnell.

I am to add, that Lord Clarendon is in communication with Mr. Crampton, as to the nature of the presents which it may be expedient to offer to Dr. Kane, Mr. Grinnell, and the officers and crews of the Expedition.

I have, &c.

(Signed) E. HAMMOND.

Inclosure 1 in No. 6.

Lord Clarendon to Mr. Crampton.

Second United
States' Arctic Ex-
pedition under com-
mand of Lt. Kane.

Sir,

Foreign Office, November 23, 1855.

I RECEIVED lately a despatch from Her Majesty's Consul at Philadelphia, announcing the safe return of Dr. Kane from his Expedition to the Arctic Regions, in search of Sir John Franklin. I have also been apprized of the safe return of the searching squadron, under Captain Hartstein.

This intelligence has afforded sincere pleasure to Her Majesty's Government; and I have to instruct you to offer to the American Government the cordial congratulations of the British Government on the safe return of Dr. Kane and his gallant associates from their hazardous enterprise. You will also express those congratulations to Dr. Kane himself; and will convey to him, and request him to communicate to the officers and crews of the vessels who, under his command, so nobly attempted to afford assistance to Sir John Franklin, and the officers and crews of Her Majesty's ships employed on the Arctic Expedition, the assurance of the sincere gratitude of the British Government and people, for their generous exertions. You will further express the best thanks of Her Majesty's Government to the American Government for the friendly aid which they afforded for the Expeditions; and to Mr. Grinnell, who liberally advanced the necessary funds for the undertaking.

Her Majesty's Government feel desirous to present some acknowledgment to Mr. Grinnell and to Dr. Kane, and the other officers of the American Expedition, as a memorial of the sense which they entertain of their arduous and generous services; and I trust that the Government of the United States will readily accord their permission to such of those officers who are in their service to accept any token of thankfulness which may be offered to them by the British Government.

I am, &c.
(Signed) CLARENDON.

Inclosure 2 in No. 6.

Dr. Kane to Mr. Crampton.

Sir,

Philadelphia, December 11, 1855.

I AM highly honoured by the letter you have addressed to me, expressing the generous feeling which Her Britannic Majesty's Government have been pleased to regard the efforts of the Expedition, lately under my command, to afford assistance to Sir John Franklin and his associates. I shall not fail to communicate it to the surviving officers and men of the party; and I pray you, in their behalf, as well as my own, to convey to Her Majesty's Government our very grateful acknowledgments for this mark of their favouring regard.

I have, &c.
(Signed) E. H. KANE.

Inclosure 3 in No. 6.

Mr. Grinnell to Mr. Crampton.

Sir,

New York, December 13, 1855.

I HAVE the pleasure to acknowledge the receipt of your note of the 8th instant, conveying to me the congratulations of your Government for the safe return of Dr. Kane and Captain Hartstein from their Arctic voyages; and also expressing gratitude on the part of your Government and the people of your country for the humble efforts I made in sending forth the Expeditions from this country for the rescue of Sir John Franklin and his party. No testimonial could be more acceptable to my feelings.

Although the Expeditions have proved totally unsuccessful in their main object, still I trust they will engender and promote a kind feeling between the two great nations, of which you are a citizen of one, and I of the other.

Second United States' Arctic Expedition under command of Lt. Kane.

Allow me to take this opportunity to express my thanks to the British Admiralty, and many of the British Arctic Officers, for the great interest they took in the American Arctic Expeditions, in furnishing very important charts, maps, models, sailing directions, &c., &c. To Sir Francis Beaufort, John Barrow, Esq., and Captain Inglefield, the Expeditions are particularly indebted.

With a fervent and heartfelt wish that our two countries may for ever be in harmony,

I am, &c.
(Signed) HENRY GRINNELL.

No. 7.

E. Hammond, Esq., to the Secretary of the Admiralty.—(Received February 7.)

Sir,

Foreign Office, February 6, 1856.

WITH reference to the letter from this Department to the Admiralty of the 17th November last, and to the reply thereto dated the 22nd of the same month, on the subject of presenting to Mr. Grinnell, Dr. Kane, and the officers and men engaged in the American Arctic Expedition, some mark of approbation on the part of Her Majesty's Government, I am directed by the Earl of Clarendon to acquaint you, for the information of the Lords Commissioners of the Admiralty, that he has caused a handsome silver vase to be prepared for presentation to Mr. Grinnell, a silver tea service and salver for Dr. Kane, gold medals for Dr. Kane and the other officers employed in the Expedition, and silver medals for the crew; the whole of the articles bearing suitable inscriptions.

These presents will be forwarded to Mr. Crampton, Her Majesty's Minister at Washington, by the Mail Steam Packet which will sail from Liverpool for New York on Saturday next. They are packed in two cases, the size and weight of which are noted at the end of this letter, and which will be addressed to the care of Captain Bevis, the Admiralty Superintendent at Liverpool; and I am to request that you will move the Lords of the Admiralty to give directions to Captain Bevis to have the cases carefully shipped on board the packet and delivered to Her Majesty's Consul at New York, who will receive instructions from this Department to send them on to Mr. Crampton at Washington. I am further to suggest that Captain Bevis should be desired to acknowledge the receipt of the cases, and to report that he has forwarded them.

I have, &c.
(Signed) E. HAMMOND.

One Case	3 feet	1 inch	long	} Weight about 85 lbs.
1	"	5	wide	
1	"	5	deep	

One Case	2	"	10	"	long	} Weight about 100 lbs.
2	"	0	"	wide		
1	"	1	"	deep		

No. 8.

E. Hammond, Esq., to the Secretary of the Admiralty.—(Received April 20.)

Sir,

Foreign Office, April 19, 1856.

I AM directed by the Earl of Clarendon to transmit to you, for the information of the Lords Commissioners of the Admiralty, a copy of a despatch from Her Majesty's Minister at Washington, stating that he had forwarded to

Second United States' Arctic Expedition under command of Lt. Kane.

Mr. Grinnell the silver vase presented to him by Her Majesty's Government as a mark of gratitude for his munificence in fitting out Dr. Kane's Expedition in search of Sir John Franklin, and inclosing a copy of Mr. Grinnell's letter of acknowledgment for the present.

I have, &c.
(Signed) E. HAMMOND.

Inclosure 1 in No. 8.

Mr. Crampton to the Earl of Clarendon.

My Lord,

Washington, March 31, 1856.

IN accordance with the instructions conveyed to me in your Lordship's despatch. No. 37, the 7th of February last, I addressed a letter to Mr. H. Grinnell, a copy of which I have the honour herewith to inclose; and, on its arrival, I forwarded to him the silver vase which had been prepared by Her Majesty's Government, and transmitted to me for presentation to that gentleman.

I have now the honour to inclose the copy of a letter which I have received from Mr. Grinnell, requesting me to convey to Her Majesty's Government his thanks for that memorial.

I have, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure 2 in No. 8.

Mr. Crampton to Mr. Grinnell.

Sir,

Washington, March 8, 1856.

I HAVE the honour to inform you, that Her Majesty's Government being desirous of presenting you with some memorial of the sense which they entertain of the public spirit and liberality shown by you, in fitting out and dispatching an Arctic Expedition, in search of Sir John Franklin and the officers and crews of Her Majesty's ships "Erebus" and "Terror," have caused a silver vase to be prepared, which I have been instructed to offer to you, with the expression of the thanks of Her Majesty's Government for the kindly and generous feelings which prompted that munificent undertaking; and I have to request that you will have the kindness to inform me, in what manner you would wish me to forward this vase to you.

I have, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure 3 in No. 8.

Mr. Grinnell to Mr. Crampton.

Sir,

New York, March 18, 1856.

I HAVE already acknowledged the receipt of your letter of the 8th instant.

I have now to acknowledge the receipt of a magnificent silver vase, which Her Britannic Majesty's Government has seen fit to bestow on me as a memorial of its estimation of my acts relating to the Arctic search for Sir John Franklin and his party.

You will please to communicate to your Government my acceptance of the vase and that I highly appreciate it. I shall hold it not only for the object intended, but as a testimonial of the magnanimous spirit of your great and glorious country.

With great consideration,

I am, &c.
(Signed) HENRY GRINNELL.

Proceedings of the Second United States' Arctic Expedition.

No. 9.

Lt. Kane to Thomas Phinn, Esq.—(Received December 30.)

Sir,

Washington, December 3, 1855.

Proceedings of the Second United States' Arctic Expedition. — Lieut. Kane's Report.

I HAVE the honour to transmit for the use of the Lords of the Admiralty, a duplicate report of the late American Expedition in search of Sir John Franklin, and under my command.

This report is forwarded by permission of the Honourable Secretary of the Navy, and simultaneously with his own reception of the original at my hands. The Charts which accompany it are literal copies of the unrevised projections made upon the spot.

In presenting this summary of our results, may I beg you to state, on the part of my associates and myself, how strongly our personal sympathies accorded with our recent duties. Our failure to bring back tidings of the missing expedition is felt by us all as a severe disappointment.

I have, &c.
(Signed) E. K. KANE.

Inclosure 1 in No. 9.

Lt. Kane to the Honourable J. C. Dobbin, Secretary of the Navy.

Sir,

THE Expedition to which I was appointed by orders from the Department, under date of the 27th of November, 1852, left New York in the brig "Advance," 120 tons burden, on the 30th May following. Our company consisted of eighteen persons in all; of whom ten were regularly attached to the Naval Service, the others being engaged by private liberality.

Our destination was to the highest penetrable point of Baffin's Bay; from which, according to instructions from the Department, we were to attempt a search for the missing vessels of Sir John Franklin. This region was then entirely unexplored, and it was selected on that account.

The copies which I annex of my letters heretofore addressed to the Department, indicate my course up to the time of leaving Upernavik, in latitude 72° 47' north. It will be seen from them that I engaged at that point an Esquimaux hunter and an interpreter, deeming their aid essential to the success of our Expedition. I had also purchased supplies of fresh meat and fish, which were carefully dried and set aside to meet emergencies.

On reaching Melville Bay, I found the shore ices so decayed that I did not deem it advisable to attempt the usual passage along the fast floes of the land; but stood directly to the northward and westward as indicated by my logs until I met the Middle Pack. Here we headed nearly direct for Cape York, and succeeded in crossing the bay without injury, in ten days after first encountering the ice. On the 7th August we reached the head-land of Sir Thomas Smith's sound, and passed the highest point attained by our predecessor, Captain Inglefield, R.N.

So far, our observations accorded completely with the experience of this gallant officer in the summer of 1852; a fresh breeze, with a swell setting in from the southward and westward, marks upon the rocks indicating regular tides—no ice visible from aloft—and all the signs of continuous open water.

As we advanced, however, a belt of heavy stream ice was seen, an evident precursor of drifts; and a little afterwards, it became evident that the channel to the northward was obstructed by a drifting pack.

We were still too far to the south to carry out the views I had formed of our purposed search; and it became my duty, therefore, to attempt the penetration of this ice. Before doing this, I selected an appropriate inlet for a provision depôt, and buried there a supply of beef, pork, and bread. At the same place we deposited our "Francis" life boat, covering it carefully with wet sand, and overlaying the frozen mass with stones and moss. We afterwards found that the Esquimaux had hunted around this inlet; but the *cache* which we had thus secured as our own resort in case of emergency, escaped detection.

No one having yet visited this coast, I landed on the most prominent western headland of a group of small islands, the Littleton Islands of Inglefield, and erected there a flag-staff and beacon. Near this beacon, according to pre-concerted arrangement, we deposited official despatches, and our private letters of farewell.

My first design in entering the pack was to force a passage to the north; but after reaching latitude $78^{\circ} 45'$ we found the ice hugging the American shore, and extending in a drifting mass completely across the channel. This ice gradually bore down upon us, and we were forced to seek the comparatively open spaces of the Greenland coast. Still we should have inevitably been beset and swept to the south, but for a small land-locked bay under whose cliff we found a temporary asylum. We named it "Refuge Inlet;" it carries fifty fathoms of water within a biscuit toss of its northern headland; and but for a glacier which occupies its inner curve, would prove an eligible winter harbour.

We were detained in this helpless situation three valuable days,—the pack outside hardly admitting the passage of a boat. But on the 13th, fearing lest the rapidly advancing cold might prevent our penetrating further, we warped out into the drift, and fastened to a grounded berg.

That the Department may correctly apprehend our subsequent movements, it is necessary to describe some features peculiar to our position. The coast trended to the N.N.E. It was metamorphic in structure, rising in abrupt precipitous cliffs of basaltic greenstone, from 800 to 1,200 feet in perpendicular height. The shore at the base of this wall was invested by a permanent belt of ice, measuring from three to forty yards in width, with a mean summer thickness of eighteen feet. The ice clung to the rocks with extreme tenacity; and unlike similar formations to the south, it had resisted the thawing influences of summer. The tidal currents had worn its seaward face into a gnarled mural escarpment, against which the floes broke with splendid displays of force; but it still preserved an upper surface comparatively level, and adapted as a sort of highway for further travel. The drifting ice or pack outside of it was utterly impenetrable; many bergs, recently discharged, were drifting backward and forward with the tides, and thus pressing upon the ice of the floes, had raised up hills sixty to seventy feet high. The mean rise and fall of the tide was twelve feet, and its rate of motion two and a-half knots an hour.

In this state of things, having no alternative but either to advance or to discontinue the search, I determined to take advantage of a small interspace which occurred at certain stages of the tide between the main pack and the coast, and, if possible, press through it. I was confirmed in this purpose by my knowledge of the extreme strength of the Advance, and my confidence in the spirit and fidelity of my comrades.

The effort occupied us until the 1st September. It was attended by the usual dangers of ice penetration; we were upon our beam-ends, whenever the receding tides left us in deficient soundings; and on two of such occasions it was impossible to secure our stores so as to prevent the brig from taking fire. We reached latitude $78^{\circ} 43'$ on the 29th August, having lost a part of our starboard bulwarks, a quarter boat, our jib-boom, our best bower anchor, and about 600 fathoms of lawser; but with our brig in all essentials uninjured.

We were now retarded by the rapid advance of winter; the young ic

was forming with such rapidity, that it became evident that we must soon be frozen in. At this juncture, my officers addressed to me written opinions in favour of a return to a more southern harbour; but as such a step would have cost us our dearly purchased progress, and removed us from the field of our intended observations, I could not accede to their views. I determined, therefore, to start on foot with a party of observation, to seek a spot which might be eligible as a starting point for our future travel, and, if such a one were found, to enter at once upon the full duties of search.

This step determined on, the command of the brig was committed to Mr. Ohlsen, and I started on the 29th August, with a detachment carrying a whale-boat and sledge. The ice soon checked the passage of our boat, but I left her, and proceeded with a small sledge along the ledge of ice, which, under the name of "Ice-foot," I have before described as clinging to the shore.

We were obliged, of course, to follow all the indentations of the coast; and our way was often completely obstructed by the discharge of rocks from the adjacent cliffs. In crossing a glacier we came near losing our party, and were finally compelled to abandon the sledge, and continue our journey on foot. We succeeded, however, in completing our work, and reached a projecting cape from which, at an elevation of 1,100 feet, I commanded a prospect of the ice to the north and west as high as latitude 80° . A black ridge running nearly due north, which we found afterwards to be a glacier, terminated our view along the Greenland coast; to the eastward numerous icebergs were crowded in masses throughout the axis of the channel; and as far as our vision extended, the entire surface was a frozen sea. The island named "L. Napoleon" on the charts of Captain Inglefield, does not exist. The resemblance of ice to land will readily explain the misapprehension.

The result of this journey, although not cheering, confirmed me in my intention of wintering in the actual position of the brig, and I proceeded immediately on our return to organize parties for the fall, with a view to the establishment of provision depôts, to facilitate the further researches of the spring. In selecting sites for these and the attendant travel, our parties passed over more than 800 miles. The coast of Greenland was traced 125 miles to the north and east, and three caches were established at favourable points. The largest of these (No. 111 of Chart) contained 800lbs. of pemmican; it was located upon an island in latitude $79^{\circ} 12' 6''$, longitude $65^{\circ} 25'$, by Messrs. McGary and Bonsall. These operations were continued until the 20th November, when the darkness arrested them.

Our brig had been frozen in since the 10th September. We had selected a harbour near a group of rocky islets in the south-eastern curve of the bay, where we could establish our observatory, and had facilities for procuring water and for daily exercise. We were secure, too, against probable disturbance during the winter, and were sufficiently within the tidal influences to give us a hope of liberation in the spring.

As we were about to winter higher north than any previous expedition, and, besides a probable excess of cold, were about to experience a longer deprivation of solar light, the arrangements for the interior were studied carefully.

The deck was housed in with boards, and caulked with oakum. A system of warmth and ventilation was established; our permanent lamps were cased with chimneys, to prevent the accumulation of smoke; cooking, ice-melting, and washing arrangements were minutely cared for. The dogs were kennelled in squads; and they were allowed the alternate use of snow houses, and of the brig, as their condition might require. Our domestic system was organized with the most exact attention to cleanliness, exercise, recreation, and, withal, to fixed routine.

During the winter which followed, the sun was 120 days below the horizon: and owing to a range of hills towards our southern meridian, the maximum darkness was not relieved by apparent twilight even at noon-day.

The atmospheric temperatures were lower than any that had been recorded by others before us. We had adopted every precaution to secure accuracy in these observations, and the indications of our numerous thermometers Alcoholic, Ætherial, and Mercurial, were registered hourly.

From them it appears that the mean annual temperature of Van Rensselaer Harbour, as we named our winter home, is lower than that of Melville Island, as recorded by Parry, by two degrees. In certain sheltered positions, the pro-

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cess of freezing was unintermitted for any consecutive twenty-four hours throughout the year.

The lowest temperature was observed in February, when the mean of eight instruments indicated minus 70° Fahrenheit. Chloroform froze, the essential oils of sassafras, juniper, cubeb and winter-green, were resolved into mixed solid and liquid; and on the morning of February 24, we witnessed chloric æther congealed for the first time by a natural temperature.

In the early part of this winter I erected an astronomical observatory, and mounted our "transit" and theodolite upon pedestals of stone cemented by ice. Great care was taken by Mr. Sontag, the astronomer to the Expedition, in determining our geographical position. The results for the determination of longitude, as based upon moon culminations, are in every respect satisfactory; they are corroborated by occultations of planets and the late solar eclipse of May, 1855. An occultation of Saturn, simultaneously observed by Mr. Sontag and myself, at temperatures of 60° and 53°, differed but two seconds. This is the lowest temperature at which such an observation has ever been taken.

The position of our observatory may be stated as in

Latitude, 78° 37' 0".
Longitude, 70° 40' 6".

A room artificially heated was attached to the observatory as a magnetic station. The observations were both absolute and relative, and were sustained by a corps of volunteers among the officers.

A strong tendency to tonic spasm, probably induced by the lengthened cold and darkness, was the chief trial of our party. General disease was readily controlled by a careful hygiene; and the unremitting and intelligent exertions of Dr. J. J. Hayes, the Surgeon of the Expedition, kept the scurvy in complete subjugation.

But this anomalous form of spasmodic disease was encountered with difficulty. It extended to our dogs, assuming the aspect of tetanus; in spite of every effort no less than fifty-seven perished, many of them with symptoms not unlike those of hydrophobia.

The loss of these animals interfered seriously with my original scheme of search. They had been collected at various points of the coast of Greenland, and had been trained for their office with extreme care and labour. I had contemplated employing them in following the coast, and with this view had devoted the labours of the fall to the organization of a chain of depôts. Now, however, a new system of operations was to be established, with different appliances. New sledges were to be built, and cooking utensils and field equipments provided, suited to larger parties and of more portable character. The latter period of darkness was entirely occupied with these new preparations.

Our party was unhappily too small for an extended system of field operations by unassisted human labour; and the only remaining hope of continuing the search was to be found in a passage through or over the great ice-fields to the north; an effort, the success of which was rendered very doubtful by the crowded bergs and distorted ice of this frozen area. With this object I organized a party of our strongest men (all volunteers) under my personal charge, and sent an advanced corps under Mr. Brooks, the energetic First Officer of the Expedition, to place a relief cargo of provisions at ten days' journey from the brig.

On the 27th March, the ninth day of their absence, a heavy gale from the N.N.E. broke upon this party. The thermometer fell to 57° below zero; and the ice ridges (hummock lines) were so obstructed by snow drift that they could not deposit their stores beyond fifty miles from the brig. Four of the most valuable members of the party, Messrs. Brooks and Wilson, Jefferson Baker, and Peter Schubert, were frozen at the extremities; and a single man being left to attend them, the others returned to the brig in a state of extreme exhaustion. The name of the brave fellow who remained with his comrades was Thomas Hickey, an Irishman.

The main company under my own command started at once for the floes with but little hope of rescuing our comrades: Mr. Ohlson, one of the returned party, volunteered to guide us. He was sewed up in furs and strapped upon a small sledge, which we dragged after us but symptoms of mental disturbance

rendered his heroism unavailing, and but for striking the trail of the party we must all of us have perished.

On this occasion I was deeply touched by the confidence of the disabled men in the certainty of their relief. Although they were nearly concealed by snow drift, and dependent for warmth upon their sleeping bags, they had patiently and hopefully awaited our arrival. The discovery of a small canvas tent in the midst of these immense plains of ice I must remember as providential.

I mention gratefully the endurance and self-denial of my comrades upon this fearful march. They had been eighty-one out of eighty-four hours without sleep, and had halted for the purpose of melting ice for drink. The tendency to sleep could only be overcome by mechanical violence; and when at last we got back to the brig, still dragging the wounded men instinctively behind us, there was not one whose mind was found to be unimpaired.

This disastrous effort cost us two valuable lives—Jefferson Baker and Peter Schubert. The first of these was a native of Delaware county, Pennsylvania, a trustworthy and faithful follower; he died of locked-jaw, thirty-six hours after his return to the brig. The other was cook to the Expedition, and a volunteer upon the duty which caused his death. Our little party had throughout, from the nature of the service, been in close relations with one another; and these men are remembered by us all with sympathy and respect.

As soon after this as the health of our company could justify, I set out with my original party to renew the attempt from a higher point on the Greenland coast, carrying with me an India-rubber boat. This journey was undertaken in the latter part of April, and continued into May. It was followed by others, which extended the search almost without intermission until the 10th July. These journeys may be thus summed up:—

March.—Mr. Brooks and Dr. Kane.

April, May.—Dr. Kane, Messrs. McGeary and Bonsall.

June.—Dr. Hayes and William Godfrey.

June, July.—William Morton and Hans Heindriek, our native hunter.

The arrival of the Esquimaux in April enabled us to add four dogs to the three that remained of our original stock, and thus to equip a slender team. The value of these animals for Arctic-ice travel can hardly be over estimated. The earlier journeys of March, April, and May proved incomparably more arduous and exposing than those performed with dogs, while their results were entirely disproportionate to the labour they cost us. It was invariably the case that the entire party, on its return from the field, passed at once upon the sick list.

Out of nearly 3,000 miles of travel no less than 1,100 were made by the dog sledge; and during the fall, winter and spring of the ensuing year (1854-55), I made in person no less than 1,400 miles with a single team.

Setting out from our winter quarters, three expeditions effected the passage of the bay.—1. To the north with Messrs. Gray and Bonsall along the base of a great glacier which issued from the Coast of Greenland in latitude $79^{\circ} 12'$. A copy of this glacier, as surveyed by me in 1855, accompanies this report.—2. To the south west by Dr. Hayes and William Godfrey.—3. To the north west and along the shores of a new channel by W. Morton and our Esquimaux hunter, Hans. The original reports of these journeys, with my own observations are now under seal and subject to the orders of the Department. I give only a summary of results, referring for particulars to the Track Chart projected on the spot from the original field notes, which I have the honour to transmit with this report.

Greenland reaches its furthest western point at Cape Alexander in the neighbourhood of latitude $78^{\circ} 10' N.$, and after passing longitude $70^{\circ} W.$ of Greenwich extends nearly due east and west ($E 20^{\circ} N.$) This northern face of Greenland is broken by two large bays, at the base of which are numerous granitoid islands, which as you approach longitude $65^{\circ} W.$, assume the form of an archipelago. Fifteen islands were surveyed and located here. The aspect of the coast is imposing, abutting upon the water line in headlands from 800 to 1,400 feet high; and one range of precipice presenting an unbroken wall of forty-five miles in length. Its geological structure is of the olden red sandstones and Silurian limestones overlying a primary basis of massive syenites. The sandstones to the south of 78° , seem to form the floor of the bay. They are in series with intercalated greenstones and other ejected plutonic rocks, and

form the chief girders of the coast. Upon this and collateral subjects I shall, with your permission, address a special report to the Department.

The further progress of our parties towards the Atlantic was arrested by a great glacier, which issued in latitude $75^{\circ} 12' N.$, longitude $64^{\circ} 20' W.$, and ran directly north. This forms an insuperable barrier to exploration in this direction; it is continuous with the *Mer de glace* of interior Greenland, and is the largest true glacier known to exist. Its great mass adapts itself to the configuration of the basis country which it overlies. Its escarpment, abutting upon the water, presents a perpendicular face varying from three to 500 feet in height.

The lines of crevasse and fracture are on an unexampled scale of interest. The bergs, which are ejected in lines, arrange themselves in a sort of escalade, which confers a character of great sublimity upon the landscape.

It was followed along its base, and traced into a new and northern land, trending far to the west. This land I have named "Washington." The large bay, which separates it from the coast of Greenland and the glacier, I have described, bears on my chart the name of our liberal countryman, Mr. Peabody.

The coasts of this new territory adjoining Peabody Bay have been accurately delineated by two parties, whose results correspond. Its south-western cape is in latitude $80^{\circ} 20'$ by observation with artificial horizon. Its longitude, by chronometer and bearings, $66^{\circ} 42'$ west of Greenwich. The cape was doubled by William Morton and our Esquimaux, with a team of dogs, and the land to the north traced until they reached the large indentation named Constitution Bay. The whole of this line was washed by open water, extending in an iceless channel to the opposite shores on the west. This western land I have inscribed with the name of Henry Grinnell.

The course of this channel, at its southern opening, was traced, by actual survey, in a long horse-shoe curve, sharply defined against the solid ice of Smith's Sound, and terminating at its extremes, against two noble headlands about forty miles apart. The western coast was followed, in subsequent explorations, to a mural face of 900 feet elevation, preserving throughout its iceless character: here, a heavy surf, beating directly against the rocks, checked our future progress.

This precipitous headland, the farthest point attained by the party, was named "Cape Independence." It is in latitude $81^{\circ} 22' N.$, and longitude $65^{\circ} 35' W.$ It was only touched by William Morton, who left the dogs, and made his way to it along the coast. From it the western coast was seen stretching far towards the north, with an iceless horizon, and a heavy swell rolling in with white caps. At a height of 240 feet above the sea, this great expanse still presented all the appearance of an open and iceless sea. In claiming for it this character, I have reference only to the facts actually observed, without seeking confirmation or support from any deduction of theory. Among such facts are the following:—

1. It was approached by a channel entirely free from ice, having a length of 52, and a mean width of 36 geographical miles.
2. The coast ice along the water line of this channel had been completely destroyed by thaw and water action, while an unbroken belt of solid ice, 125 miles in diameter, extended to the south.
3. A gale from the north-east, of fifty-four hours in duration, brought a heavy sea from that quarter, without disclosing any drift or other ice.
4. Dark nimbus clouds and water sky invested the north-eastern horizon.
5. Crowds of migratory birds were observed thronging its waters.

Two islands on the threshold of this sea, the most northern islands known, bear the names of Sir John Franklin and his associate Captain Crozier, the leaders of the gallant party, for which we had been in search.

To the north-west the coasts became mountainous, rising in truncated cones like the Magdalena cliffs of Spitzbergen. The furthest distinctly sighted point was a lofty mountain bearing N. $50^{\circ} E.$ (solar); its latitude by estimate and intersection $82^{\circ} 30'$; its longitude as thus determined would give 66° West, (approximative).

I would suggest for it the name of the late Sir Edward Parry, who, as he has carried his name to the most northern latitude yet reached, should have, in this, the highest known northern land, a recognition of his pre-eminent position among Arctic explorers.

The extension of the American coast to the south-west, as it appears upon

the chart, was the work of Dr. Hayes and Wm. Godfrey, renewed and confirmed by myself in April of the present year. It completes the survey of the coast as far as the Cape Sabine of Captain Inglefield. The land is very lofty, sometimes rising at its culminating peaks to the height of 2,500 feet. The travel along the western and north-western coast, was made, for the most part, upon the ice-foot. One large bay, in latitude $78^{\circ} 40'$, longitude 73° , by estimate extended forty miles into the interior and was terminated by a glacier. A large island occupies the south-western curve of that bay.

A summary of the operations of the parties will therefore comprehend:—

1. The survey and declination of the north coast of Greenland to its termination by a great glacier.
2. The survey of this glacial mass and its extension northward into the new land named "Washington."
3. The discovery of a large channel to the north-west, free from ice, and leading into an open and expanding area equally free. The whole embraces an iceless area of 4,200 miles.
4. The discovery and delineation of a large tract of land forming the extension northward of the American continent.
5. The completed survey of the American coast to the south and west as far as Cape Sabine, thus connecting our survey with the last determined position of Captain Inglefield, and completing the circuit of the straits and bay heretofore known at their southernmost opening as Smith's Sound.

THE summer of 1854 had brought with it few changes bearing towards the liberation of our brig. The melted snows did not run in the water channels until the 30th of June, and our limited flora showed a tardy and inauspicious season.

On the 12th of July, the ice being still unbroken as far as Anokatok, I set out in a whale boat with five volunteers, to communicate if possible with our English brethren whom we supposed to be at Beechy Island. The declining state of our resources suggested this attempt, although it promised many difficulties.

It occupied us until the 6th August. We found a solid pack, extending from Jones to Murchison Sounds, between Clarence Head and Northumberland Island. To the west, the ice still invested the American shore, extending some twenty miles from Cape Isabella. Between this and Mitie Island was a solid surface, the curved shore line occupied by an extensive glacier.

After endeavouring several times to bore, we were forced to make Hakluyt Island on the Greenland side, and landed there to rest, and renew our stock of provisions. The pack still filled the channel between that island and Cape Parry; and it was only with extreme effort that we were able to carry our boat over the ice. We had approached in this manner within ten miles of the latter point, when seeing no chance of success, the winter rapidly advancing upon us, I reluctantly gave orders for our return to the brig. During this journey, which was full of exciting contingencies, we passed over the track of Bylot and Baffin, the explorers of 1616.

Our preparations for the second winter were modified largely by controlling circumstances. The physical energies of the party had sensibly declined. Our resources were diminished. We had but fifty gallons of oil saved from our summer's seal hunt. We were scant of fuel; and our food, which now consisted only of the ordinary marine stores, was by no means suited to repel scurvy. Our molasses was reduced to forty gallons, and our dried fruits seemed to have lost their efficiency.

A single apartment was bulkheaded off amidships as a dormitory and abiding room for our entire party, and a moss envelop, cut with difficulty from the frozen cliffs, made to enclose it like a wall. A similar casing was placed over our deck, and a small tunnelled entry—the *tossut* of the Esquimaux—contrived to enter from below. We adopted, as nearly as we could, the habits of the natives, burning lamps for heat, dressing in fox skin clothing, and relying for our daily supplies on the success of organized hunting parties.

The upper tribes of these Esquimaux had their nearest winter settlement at a spot, distant by dog journey about seventy-five miles. We entered into regular communication with this rude and simple-minded people, com-

binning our efforts with theirs for mutual support, and interchanging numerous friendly offices. Bear-meat, seal, walrus, fox, and ptarmigan were our supplies: they were eaten raw, with a rigorous attention to their impartial distribution.

With the dark months, however, these supplies became very scanty. The exertions of our best hunters were unavailing; and my personal attempts to reach the Esquimaux failed, less on account of the cold (minus 52°,) than the ruggedness of the ice, the extreme darkness, and the renewal of tetanic diseases among our dogs. Our poor neighbours, however, fared worse than ourselves; famine, attended by frightful forms of disease, reduced them to the lowest stages of misery and emaciation.

Our own party was gradually disabled. Mr. Brooks and Mr. Wilson, both of whom had lost toes by amputation, manifested symptoms of a grave character. William Morton was severely frozen, and we were deprived of the valuable services of the surgeon by the effects of frost bite, which rendered it necessary for him to submit to amputation. Scurvy, with varying phases, gradually pervaded our company, until Mr. Bonsal and myself only remained able to attend upon the sick, and carry on the daily work of the ship, if that name could still appropriately designate the burrow which we inhabited. Even after this state of things had begun to improve, the demoralizing effects of continued debility, and seemingly hopeless privation, were unfavourably apparent among some of the party. I pass from this topic with the single remark, that our ultimate escape would have been hazarded, but for the often painfully enforced routine, which the more experienced among us felt the necessity of adhering to rigorously under all circumstances.

In the latter part of March, the walrus again made their appearance among the broken ice to the south, and we shared with the Esquimaux the proceeds of the hunt. The hemorrhages which had much depressed our party subsided, and we began slowly to recover our strength. The sun came back to us on the 21st February, and by the 18th April the carpenter and several others were able to resume their duties.

In view of the contingencies which I had long apprehended, I found it necessary to abandon the brig. We had already consumed for firewood her upper spars, bulwarks, deck sheathing, stanchions, bulkheads, hatches, extra strengthening timbers—in fact everything that could be taken without destroying her sea worthiness. The papers which I append show the results of the several surveys made at this time by my orders. It will be seen from them that we had but a few weeks' supply left of food or fuel, and that the path of our intended retreat was a solid plain of ice, and that to delay a third winter, while it could in no wise promote the search after Sir John Franklin, would prove fatal to many of our party.

Our organization for the escape was matured with the greatest care. Three boats, two of them whale boats, twenty-four feet in length, and the third a light cedar dingy of thirteen feet, were mounted upon runners cut from the cross beams of the vessel, and bolted to prevent the disaster of breakage. These runners were eighteen feet in length and shod with hoop iron. No nails were used in their construction; they were lashed together so as to form a pliable sledge; and upon it the boats were cradled—so as to be removable at pleasure.

A fourth sledge with a team of dogs was reserved for the transport of our sick, four of whom were still unable to move, and for carrying on our stock of provisions. An abandoned Esquimaux hut, about thirty-five miles from the brig, was fitted up as well as our means permitted, to serve as an *entrepôt* of stores and a wayside shelter for those of the party who were already broken down, or might yield to the first trials of the journey.

The cooking utensils were made from our old stove pipe. They consisted of simple soup boilers inclosed by a cylinder to protect them from the wind. A metal trough to receive fat, with the aid of moss and cotton canvas, enabled us to keep up an active fire. My provisions were packed in waterproof bags, adapted in shape to the shear of the boats, and in no case rising above the thwarts. They consisted, with the exception of tea, coffee, and small stores for the sick, exclusively of melted fat and powdered biscuit.

The clothing was limited to a fixed allowance. Mocassins for the feet were made of our woollen carpeting, which had been saved for the purpose; and numerous changes of dry blanket socks were kept for general use. For

bedding, our buffalo robes were aided by eider-down, quilted into coverlids; the experience of former travel having assured us that, next to diet and periodical rest, good bedding and comfortable foot-gear were the most important things to be considered.

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I took upon myself the office of transporting the sick, and our reserve of provisions, employing for this purpose a dog-sledge, and our single team of I carried down my first load of stores in April, and on the 15th May began the removal of the sick. By the middle of June, all our disabled men, and some 1,200 pounds of stores had, in this manner, been transferred by a series of journeyings equal in the aggregate to 1,100 miles.

On the 17th May, having authenticated by appropriate surveys the necessities of our condition, and made all our preparations for the journey, the sledge-boats left the vessel, dragged by the officers and men, under the immediate charge of Mr. Henry Brooks—an appointment which he fulfilled with unswerving fidelity and energy.

My collections of natural history were also carried as far as the sick station at Anokatok; but under a reluctant conviction that a further effort to preserve them would risk the safety of the party, they were finally abandoned. It is grateful to me to recollect the devotion of my comrades, who volunteered to sacrifice their shares of both food and clothing to secure these records of our labours.

We were able, not without difficulty, to carry on our chronometers, and the various instruments, magnetic and others, which might allow me still to make and verify our accustomed observations. We left behind the theodolite of the United States coast survey, and the valuable self-registering barometric apparatus, furnished by the American Philosophical Society. Our library, as well as those portions which had been furnished by the Government and by Mr. Grinnell, as my own, were necessarily sacrificed. We preserved only the documents of the Expedition.

The first portions of our journey filled me with misgivings, as the weakness of the party showed itself in dropsical swellings and excessive difficulty of respiration. In spite of a careful system of training, the first exposure to temperatures ranging about zero and below it, were to an invalid party extremely trying, and for the first eight days the entire distance accomplished from the ship did not exceed fifteen miles. Although the mean rate of transportation was afterwards increased, it never exceeded three and a half miles a day over ice. Some idea may be formed by the department of the nature of this journey; from the fact that every three and a half miles, thus attained, cost us from twelve to fifteen miles of actual travel.

To sustain the party by the aid of fresh food, required dog journeys to the south settlements of the Esquimaux, distant from us about seventy-five miles. I found it necessary also to return from time to time to the brig with the view of augmenting our supplies. My last visit to her was on the 8th of June, for the purpose of procuring some pork to serve for fuel. She was then precisely as when we left her on the 17th of May, immovably frozen in, with nine feet of solid ice under her bows. We availed ourselves of the occasional facilities which these visits allowed us, to increase our stock of bread, of which we succeeded in baking 480lbs.

Continuing our southern progress we neared Littleton Island. Our sick first left at Anokatok were gradually brought down to the boats as some of them gained strength enough to aid in the labour of dragging. The condition of the ice as it became thinner and decaying, made this labour more difficult; and in the course of our many breaks through, several of the party narrowly escaped being carried under by the tides. In the effort to liberate our sledges from the broken ice after one of these accidents, Acting Carpenter Ohlsen received an internal injury; paralysis of the bladder was rapidly followed by tetanic symptoms, and he died on the 12th June, three days after his attack. He has left behind him a young wife, who depended entirely upon him for support. He was buried upon Littleton Island opposite a cape which bears his name.

From this stage of our journey up to the time of reaching the first open water which was near Cape Alexander, we were comforted by the friendly assistance of the Esquimaux of Etah. These people faithfully adhered to the alliance which we had established during the winter. They brought us daily supplies of birds, helped us to carry our provisions and stores, and in their

daily intercourse with us exhibited the kindest feeling and most rigid honesty. When we remembered that they had been so assuming and aggressive upon our first arrival that I was forced to seize their wives as hostages for the protection of our property, their present demeanour was not without its lesson. Once convinced of our superiority of power, and assured of our disposition to unite our resources with theirs for mutual protection and support, they had relied upon us implicitly, and strove now to requite their obligations towards us by ministering to our wants.

We left them on the 18th June, at the margin of the floe. In thirty-one days we had walked 316 miles, and had transported our boats over eighty-one miles of unbroken ice. The men, women, and children of the little settlement had also travelled over the ice to bid us good-by, and we did not part from them without emotion.

The passage between this point and one ten miles north-west of Hakluyt Island was in open water. It was the only open water seen north of Cape York, in latitude $75^{\circ} 59'$. We ran this under sail, in a single day, hauling upon the ice to sleep. This ice was a closed pack, hanging around the north and south channels of Murchison Sound, and seemingly continued to the westward. The land ices were still unbroken, and we were obliged to continue our journey by alternate movements over ice and water. So protracted and arduous were these, that, between the 20th June and the 6th July, we had advanced but 100 miles.

Our average progress was about eight miles a day, stopping for our hunting parties and for sleep. Great care was taken not to infringe upon the daily routine. We had perpetual daylight; but it was my rule, rarely broken even by extreme necessity, not to enter upon the labours of a day until we were fully refreshed from those of the day before. We halted regularly at bed time and for meals. The boats, if afloat, were drawn up; the oars always disposed on the ice, as a platform for the stores; our buffalo skins were spread; each man placed himself, with his pack, according to his number; the cook for the day made his fire; and the ration, however scanty, was formally measured out. Prayers were never intermitted, and very seldom grace before meals. I believe firmly, that to those well-ordered observances we are largely indebted for our final escape.

As we moved onward, we were forced to rely exclusively on our guns for a supply of food. We suffered, when off the coast immediately north of Wolstenholme Sound, from a scarcity of game, and were subjected to serious sickness in consequence. But at Dalrymple Island, a little further south, we recruited rapidly on eggs of the eider duck; and from this point to Conical Rock we found birds in abundance. Again, at the most uncertain period of our passage, when our stock of provisions was nearly exhausted, we were suddenly arrested in our course by high and rugged land ice, which hugged a glacier near Cape Dugley Digges. We were too weak to drag our boats over this barrier, and were driven, in consequence, to land under the cliffs. To our joyful surprise we found them teeming with animal life. This transition from enfeebling want to plenty, which restored our strength, we attributed to the direct interposition of Providence. The lumme (*Uriae Brunichii* and *Troili*) was the fowl which we here found in greatest numbers. We dried upon the rocks about 200 lbs. of its meat, which we carefully saved for the transit of Melville Bay.

The rest of the coast, except under the glaciers, was followed with less difficulty. We found peat of good quality and plenty of food. Our daily allowance of birds was twelve to a man; they were boiled into a rich soup, to which we added a carefully measured allowance of six ounces of bread.

On the 21st we reached Cape York, and finding no natives, made immediate preparations for crossing Melville Bay. An extended view showed the land-ice nearly unbroken, and a large drift of pack to the southward and westward. A beacon cairn was built, and strips of red flannel fastened to a flag-staff, so placed as to attract the attention of whalers or searching parties. I deposited here a notice of our future intentions, a list of our provisions on hand, and a short summary of the discoveries of the cruise.

Up to the 26th July our traverse of Melville Bay was along the margin of the land-ice, with only twice a result to portage. We came then upon comparatively open drift, extending to the southward and westward,

which, after mature consideration, I determined to follow. There were arguments in favour of a different course, perhaps for the time less hazardous, but the state of health among my comrades, admonished me that it was best to encounter the risks that were to expedite our release. The reduced bulk of our stores enabled us now to consolidate the party into two boats, breaking up the remaining one for fuel, of which we were in need. Our lengthened practice of alternating boat and sledge management, had given us something of assurance in this mode of travel, and we were besides familiarized with privation. It was a time of renewed suffering, but in the result we reached the north coast of Greenland, near Horses' Head, on the 3rd August; and following thence the inside passage arrived on the 6th at Upernavik, 83 days after leaving the Advance. We did not intermit our observations by sextant and artificial horizon as we came down the bay, and succeeded in adding to our meteorological and magnetic registers. These, including a resurvey of the coast, as laid down in the Admiralty charts, will be included in a special report to the Department.

We were welcomed at the Danish settlements with characteristic hospitality. The chief trader, Knud Gelucyden Fleischer, advanced to us, from the stores of the Royal Greenland Trading Company at Upernavik, whatever our necessities required; and when we afterwards reached Godhaven, the seat of the Royal Inspectorate, Mr. Orlík, the Inspector, lavished the kindest attentions upon our party.

We had taken passage at Upernavik, in the Danish brig the "Marianne," then upon her annual visit to the Greenland colonies. Captain Amandsen, her very courteous and liberal commander, having engaged to land us at the Shetland Isles on his return route to Copenhagen. But touching for a few days at Disco, we were met by the vessels which had been sent after us, under the command of Lieutenant Hartstein. I have no words to express the gratitude of all our party towards that noble-spirited officer and his associates, and towards our countrymen at home who had devised and given effect to the expedition for our rescue.

I have, &c.
(Signed) E. K. KANE.

Inclosure 2 in No. 9.

Dr. Kane to the Honourable Secretary of the Navy.

Sir,

Fiskennes, South Greenland, July 6, 1853.

WE reached this place on the 5th instant, after a run of twelve days from St. John's, Newfoundland.

By means of special facilities extended to our Expedition by the Danish Government, we have been able to obtain from the Royal Greenland Company supplies of fresh-dried codfish, as also a native Esquimaux, as hunter. This boy will take with him his kyah, and is expected to prove of essential service.

We have as yet encountered no ice. It is my intention to stop at Sukkertoppen, to purchase reindeer skins.

I have, &c.
(Signed) E. K. KANE.

Inclosure 3 in No. 9.

Dr. Kane to the Honourable Secretary of the Navy.

Sir,

Upernavik, North Greenland, July 24, 1853.

I HAVE the honour to report the safe arrival of myself and party at Upernavik.

Being much delayed by calms, I deemed it unadvisable to stop at Godhaven, but have lost no time in proceeding north. Our full complement of dogs is now on board, and we leave in a few hours for Melville Bay.

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I have engaged the valuable services of Mr. Carl Johan Petersen, late interpreter to Captain Penny's expedition of search. If we should meet the Esquimaux north of Cape Alexander, he will be essential to our party. The officers and men are in excellent health and spirits.

I have, &c.
(Signed) E. K. KANE.

Inclosure 4 in No. 9.

Dr. Kane to the Honourable Secretary of the Navy.

*Deposited in Cairn, Latitude 78° 24' N.,
August 7, 1853.*

Sir,

I HAVE the honour to report our successful transit of Melville Bay and safe arrival within the waters of Sir Thomas Smith's sound.

This letter will be deposited in a cairn on Littleton Island, in latitude 78° 24' N. The prospects of a further progress have led me to leave near this spot a metallic life boat with a supply of stores as a means of retreat should our vessel be imprisoned in the ice.

The course of our party will be, from this date, along the coast of Greenland, trending to the north and east. If a possible chance presents itself of forcing the brig into a northern sea, I will endeavour, before availing myself of such a chance, to leave another cairn announcing my point of departure.

Our officers and men are in excellent health and spirits, and no cases have yet occurred of scurvy or other serious disease.

After the brig is obliged to go into winter quarters, I intend to start with a carefully equipped party to establish a depôt for the final labours of next season. Our dogs are in admirable condition and well broken to harness.

I have, &c.
(Signed) E. K. KANE.

Proceedings of the Hudson's Bay Arctic Expedition, sent down the Great Fish River, under command of Messrs. Anderson and Stewart, to investigate the traces of the party under Sir John Franklin, found by Dr. Rae.

No. 10.

W. G. Smith, Esq., to W. A. B. Hamilton, Esq.

Sir,

Hudson's Bay House, February 26, 1855.

I AM directed by the Governor and Committee of the Hudson's Bay Company to inclose, for the information of the Lords Commissioners of the Admiralty, the accompanying extract of a letter received by the last mail from Sir George Simpson, under date La Chine, 3rd February 1854, showing the arrangements which have been made at Red River Settlement, for prosecuting the Arctic Expedition down the Great Fish River.

Proceedings of
Hudson Bay Arctic
Expedition down the
Great Fish River.

I have, &c.
(Signed) W. G. SMITH, *Secretary.*

Inclosure in No. 10.

Sir George Simpson to W. G. Smith, Esq.

(Extract.)

La Chine, February 3, 1855.

MR. BISSETT, the Accountant of this Office, who was forwarded, by express, from hence to Red River, on the 21st November last, with despatches connected with the Arctic Expedition of next summer, returned this morning, having been absent on the journey, going and coming, ten weeks and five days, of which he spent a fortnight at the Settlement. He reached Fort Garry on the 20th December; and, on the 27th, the servants and supplies directed to be furnished from the Red River, were dispatched under the charge of Mr. James Lockhart, clerk.

Mr. Ballenden was not able to engage all the men recommended by Dr. Rae, but he states he was enabled to replace them by very efficient hands. All other arrangements connected with the Expedition were made with promptitude, and in accordance with instructions; and I have little doubt the party will reach Great Slave Lake at the appointed date.

No. 11.

W. G. Smith, Esq., to the Secretary of the Admiralty.—(Received Aug. 14.)

Sir,

Hudson's Bay House, August 13, 1855.

Proceedings of
Hudson Bay Arctic
Expedition down the
Great Fish River.

I AM directed by the Governor and Committee of the Hudson's Bay Company, to inclose, for the information of the Lords Commissioners of the Admiralty, the accompanying extract of a letter just received from Sir George Simpson, dated La Chine, July 30th, 1855, in reference to the proceedings of the Expedition, to be sent down the Great Fish River, for investigating the traces of the late Sir John Franklin.

I have, &c.
(Signed) W. G. SMITH, *Secretary.*

Inclosure in No. 11.

Sir George Simpson to W. G. Smith, Esq.

(Extract.)

La Chine, July 30, 1855.

AT the date of my departure from the interior no information had been received, either at Norway House or Red River Settlement, of the Expedition for the Arctic Coast having left Great Slave Lake; but as the various supplies and servants had been forwarded in due course from the different points whence they were ordered, there is reason to believe the party was duly organized at the rendezvous at the appointed date.

No. 12.

W. G. Smith, Esq., to the Secretary of the Admiralty.—(Received August 28.)

Sr,

Hudson's Bay House, August 27, 1855.

BY direction of the Governor and Committee of the Hudson's Bay Company, I have the honour to inclose, for the information of the Lords Commissioners of the Admiralty, extracts of letters from Sir George Simpson, dated Fort Garry, Red River Settlement, 29th June, and La Chine, 13th August, 1855, giving further information in reference to the proceedings of the Expedition to the mouth of the "Back" River.

I also inclose the original papers from Her Majesty's ship "Enterprize,"* referred to in Sir George Simpson's letter of the 13th August.

I have, &c.
(Signed) W. G. SMITH, *Secretary.*

Inclosure 1 in No. 12.

Sir George Simpson to the Governor, Deputy Governor, and Committee of the Hudson's Bay Company.

(Extract.)

Fort Garry, Red River Settlement, June 29, 1855.

NO information has yet been received of the departure from the rendezvous at Great Slave Lake of the Expedition under Messrs. Anderson and Stewart. Every exertion has been made in this part of the country to render the Company's resources available for this important service. The party from Red River, under Mr. Stewart, passed Ile à la Crosse on the 15th February, where they obtained all requisite supplies for the prosecution of their journey to Athabasca; and there is little doubt they reached the rendezvous at Great Slave Lake in ample time to build canoes and make all other necessary preparations for the journey, as well as to communicate with Mr. Anderson, at Fort Simpson, with a view to his joining the party. I regret to say we have

* An Almanac for the year 1854 (and other papers), printed on board H M. Discovery Ship "Enterprize," Captain Collinson, C.B., in Camden Bay, Lat. 70° 38' North, Long. 145° 29' West.

not been able to secure the service of Ouglibuck, the Esquimaux Interpreter who accompanied Dr. Rae, for this Expedition, as he was unwilling again to embark on such arduous duty, and absented himself from Churchill, in order to avoid being pressed on the subject. Proceedings of
Hudson Bay Arctic
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So much time was occupied in these negotiations with Ouglibuck, that Chief Factor W. Mactavish, finding the season too far advanced to send another Interpreter by the usual route, via Norway House and English River, made arrangements for forwarding William Oman, the Interpreter of Churchill Post, and another Esquimaux who can speak English, with a party of Indians, overland to Athabasca, which the guides undertook to reach before the opening of the navigation.

In accordance with the arrangements made last winter, a boat, laden with provisions and clothing, was forwarded this spring from Red River to Great Slave Lake, with instructions to proceed to such rendezvous as might have been pointed out by Messrs. Anderson and Stewart.

Inclosure 2 in No. 12.

Sir George Simpson to W. G. Smith, Esq.

(Extract.)

La Chine, August 13, 1855.

SINCE the foregoing was written, letters have reached me from McKenzie River and Athabasca, with dates from Fort Simpson, to 30th March, and Fort Chipewyan, 15th April, conveying, I have the satisfaction to state, very favourable reports of the progress making in the arrangements for the Expedition to the Arctic Coast. As evidence of the celerity and success which had characterized the preliminary proceedings, Mr. Stewart states the fact, that within four months and a-half from the date of Dr. Rae's arrival in London, the officers, servants, provisions, clothing, and other necessary supplies had been collected at Athabasca from Canada, and various parts of the Company's territories. Chief Factor Anderson, on receipt of the despatches appointing him to the Expedition, immediately entered upon its organization with great energy, and as soon as he had completed the necessary arrangements for transferring the charge of McKenzie River District to Chief Factor Campbell, was to proceed to the rendezvous at Great Slave Lake, taking with him further supplies of provisions and clothing. So far as the plans of Messrs. Anderson and Stewart had been developed at the date they wrote, it appears it was intended the party should proceed by the last ice, say in May, across Great Slave Lake, carrying the canoes and stores in sledges to its Eastern extremity, where they would be ready to avail themselves of the first opening of the navigation in the river, which always takes place some weeks in advance of the lake. They were to employ three canoes on the trip towards the coast, making caches of provisions at various points available for their return, and when the cargoes were sufficiently reduced, one canoe would also be left, probably at the mouth of the river. Mr. Anderson states, he thinks it likely the party would, on arrival at the coast, be divided, half searching to the eastward, and half to the westward, and that he hopes to return this fall. Both Mr. Anderson and Mr. Stewart write in high spirits, and evidently have their hearts in the work. I therefore think we may rely on every effort being used to accomplish the service, and so far all promises well.

The inclosed documents,* in reference to Her Majesty's ship "Enterprise," Captain Collinson, were received last winter at the Company's post, on the Youcon River, through the Esquimaux and Rat River Indians. The return of the "Enterprise" has deprived these documents of the value they would otherwise possess, but their receipt may be useful, as showing the time in which communications from Arctic exploring vessels, transmitted through such channels, may be expected to reach London.

I transmit herewith copies of letters to my address from Chief Factor Anderson, dated Fort Simpson, 30th March, and from Chief Trader Stewart, dated Fort Chipewyan, 29th March, and 15th April.

* See Note opposite Page.

Inclosure 3 in No. 12.

James Anderson, Esq., to Sir George Simpson.

Sir,

Fort Simpson, March 30, 1855.

Proceedings of
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Great Fish River

I BEG to state that your despatch of the 18th November last appointing me to the first, and Mr. J. G. Stewart to the second, command of an expedition to ascertain the fate of Sir John Franklin and his unfortunate companions, reached me yesterday at mid-day.

I need not say that I feel highly honoured at being selected to perform this duty, and that all the ability and energy that I possess shall be put forth to fulfil your instructions, and not discredit the service.

Mr. Stewart is at Slave Lake getting canoes built, he will also engage Fond du Lac hunters, and make other arrangements.

All the Arctic Searching Expedition supplies are here, excepting the pemmican and flour, which are at Resolution, and there are many arrangements to make. I shall leave this, immediately the Upper Mackenzie breaks up, with these supplies, and await the opening of the navigation along the south shore of Slave Lake at Big Island, when I shall immediately proceed to Resolution, which I shall reach long before the north end of Slave Lake is navigable. The chief difficulties to be overcome are the navigation of the river and the ice-encumbered sea with our frail craft, but, with care, this may be safely accomplished.

As great a quantity of provisions as possible, with a due attention to our rapid progress shall be taken, and a party of Fond du Lac hunters be engaged to accompany us, and await our return about the head of the river, by which time I anticipate they will have gathered a large stock of provisions.

If not detained by ice, I see no difficulty in accomplishing our task in one season.

I shall have the pleasure of addressing you previous to our departure from Resolution, when I shall be able to give you an account of the arrangements that have been made.

This express must leave immediately, otherwise it will not reach Athabasca before the Slave River becomes dangerous.

I have, &c.
(Signed) JAMES ANDERSON.

Inclosure 4 in No. 12.

J. G. Stewart, Esq., to Sir George Simpson.

Dear Sir,

Fort Chipewyan, March 29, 1855.

BY the return of the duplicate express, I am enabled to inform you of our safe arrival at this place on the 6th ultimo, and of my having been at Fort Resolution with seven men, who were to commence at once to get the canoes in readiness, as well as "Traineau" to convey them to where we find open water. Great Slave Lake breaking up very late we should lose a great deal of the short season by waiting for that event.

The wood, gum, bark, &c., are already prepared here, and we only want warm weather to commence building the canoes at this place; no time has been lost in our preparations, and I think every thing will be ready here by the time Slave River breaks up.

It will be understood that the arrangements are made as if I was going alone, but I fancy Mr. Anderson will make but few alterations, except, perhaps, in the minor details; at present the plan of operations is as follows:—On the breaking up of the ice in the river, we start from Slave Lake with two canoes, from thence getting them in Traineau, with other sleighs for provisions, &c., we go with three canoes as far as possible, or until we meet open water, by which means we hope to be on the Fish River about the beginning of June, follow the ice to the sea, and commence the search according to the instructions, and return

to winter at the east end of Slave Lake, where Back's old Fort Reliance was. For that purpose Mr. Lockhart will be left to collect provisions, &c., and, should anything prevent Mr. Anderson's coming, Mr. B. R. Ross will go with me to the sea.

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On my way to Fort Resolution we fortunately fell in with the Yellow Knife Chief, to whom I gave instructions to collect his young men at the east end of Slave Lake to meet us there to receive orders, to hunt for the Expedition, and render assistance in every possible measure.

Mr. Lockhart will also receive instructions to come with a party of Indians to the Fish River, with supplies of clothing and provisions; for owing to the Expedition goods having been taken down to McKenzie last year, we shall not have enough, should the same weather take us *en route*.

Fortunately 104lbs. provisions were left at Fort Resolution, which will be quite sufficient for our wants during summer. At this place provisions are so scarce that I have been obliged to send the men to fish for their maintenance.

Fourteen was the number sent from Red River, which makes two more than those mentioned in the instructions, but even that will not be sufficient for three canoes in such a river as the one we have to go through; consequently I have engaged two Orkneymen who volunteered at this place, which, leaving two with Mr. Lockhart for the summer work at Fort Reliance, will give us fourteen for the sea, besides the Esquimaux interpreters, which latter, not being used to work, need not be counted, they have not yet made their appearance, but the season will allow of their travelling for some time yet. Should anything prevent their coming it will be a serious obstacle to our success, as it will impede our communication with the natives, who, I fancy, know more than they told Dr. Rae.

Canoes are rather frail craft for the sea and ice, but evidently best adapted for the work we have on hand; in order to make them safe, they are to be lined inside with tarred bale cloth, so that should the bark be crushed, or otherwise injured, we shall have time to get ashore before the water gets through the cloth. I do not know whether this has been tried before, so that the Fish River will have the benefit of the first attempt.

Our wintering at all depends upon our success, or whether another season would do anything further than will have been done this season; should we be successful, or should it be found useless to prolong the search, you will, if I am alive, see me at La Chine next March, and should we winter, you will hear of us per winter express.

No efforts shall be wanting to give us success, and fulfil your wishes, but as so many abler men have been employed in this service without (with the exception of Dr. Rae) bringing any information, or in fact doing anything in the way of clearing up the mystery of the lost ships, it will not be at all surprising should we fail also. Let us hope otherwise.

I have, &c.

(Signed) J. G. STEWART.

Inclosure 5 in No. 12.

J. G. Stewart, Esq., to Sir George Simpson.

My Dear Sir,

Fort Chipewyan, April 15, 1855.

BY the arrival of the men from Norway House we are in receipt of the supplies from York Factory, which arrived in good order, and will be of great assistance to us. Two of Dr. Rae's men have been sent, which makes the number in all seventeen.

Our first canoe is commenced, but the cold weather keeps us back a good deal. Old Baptiste is quite pleased now he has begun to work at his favourite craft, which I hope are destined to unravel the Franklin mystery. The interpreters have not yet arrived. Mr. Mactavish sent to Churchill, but Ouglibuck was not at the fort, having gone off with a party of Esquimaux to see his wife; however, instructions have been given to forward him, *via* Fond du Lac, and failing him, somebody else who can act as an interpreter. They ought to be here soon, or the travelling will be bad. Geese and ducks have been seen but none as yet killed.

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Great Fish River.

So far all is going on well. Mr. Deschambeault has done wonders in forwarding this last party, provisions being so scarce at *Le à la Crose*.

You will excuse this hurried scrawl I hope, for the Indian who guided *Mistagun* here, is waiting to go back at once, seeing that the ice in the river is getting very bad.

I have, &c.
(Signed) JAMES G. STEWART.

No. 13:

W. G. Smith, Esq., to the Secretary of the Admiralty.—(Received January 10.)

Sir,

Hudson's Bay House, January 9, 1856.

I AM directed by the Governor and Committee of the Hudson's Bay Company to transmit to you, for the information of the Lords Commissioners of the Admiralty, the accompanying extract of a letter received this morning from Chief Factor Hopkins, dated *La Chine*, 24th December, 1855, together with copy, a letter from Chief Factor Anderson, dated Fort Resolution, 17th September, 1855, detailing the result of the Hudson's Bay Company's Expedition to the mouth of the Great Fish River, to investigate the traces of the party under Sir John Franklin found by Dr. Rae.

I am to add that the Governor and Committee will give instructions for the transmission to this country of the various relics secured by the expedition, and mentioned in Chief Factor Anderson's letter.

I have &c.
(Signed) W. G. SMITH, Secretary.

Inclosure 1 in No. 13.

Edward M. Hopkins to William G. Smith, Esq.

(Extract.)

La Chine, December 24, 1855.

I HAVE the satisfaction to report, for the information of the Governor and Committee, that Chief Trader Stewart arrived here on the morning of the 22nd instant, from the Arctic coast, *via* Red River and the United States, accompanied by the three Iroquois servants who were sent from hence in November last year, to form part of the Expedition under the joint command of Messrs. Anderson and Stewart.

The result of that Expedition has been the confirmation of the report conveyed to England by Dr. Rae last year. The coast and islands in the locality where the party of whites are reported to have perished in 1850, were carefully searched; and these, as well as from *Espuimaux* in the neighbourhood, traces of the party were discovered, but no books or papers, nor human remains, although the exact spot was visited at which the natives told Dr. Rae they had seen the bodies, but being a low sandy spit, exposed to the sea, the probability is they were washed off, or buried in the sand.

On the Montreal Island, as stated by the *Esquimaux*, small remains of a boat were found, having been cut up for the sake of the wood and nails. Among the chips and fragments a piece of wood was discovered, with the word "Terror" branded upon it; and another piece has "Mr. Stanley" (? surgeon of the "Erebus") cut on it with a knife. This last is part of a snow-shoe, and probably of English make, being of oak, a description of wood never used for the purpose in countries where snow-shoes are used. These two relics, and a piece of rope, with the Government mark in it; the step of a boat-mast, shod with copper; a letter-clip, dated 1843; some pieces of bunting, and the remains of a thermometer, have been brought hither by Mr. Stewart. The more bulky articles Mr. Anderson has retained to be forwarded by another conveyance, consisting principally, I understand, of preserved meat cans, bar-iron, ash oars branded with the broad arrow, and some tools. The plan of the Expedition laid down in Sir George Simpson's instructions of 18th November, 1854, was carefully carried out by all parties intrusted with its execution, and with

complete success. The officers, servants, craft, and supplies were assembled at the rendezvous on Great Slave Lake at the appointed date, and returned thither, after having accomplished the arduous service, without experiencing any privations, or meeting with a single accident to person or property.

For fuller details I beg leave to refer to the accompanying copy of Mr. Anderson's report, addressed to Sir George Simpson, dated Fort Resolution, 17th September, 1855.

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Great Fish River.

Inclosure 2 in No. 13.

James Anderson to Sir George Simpson.

Sir,

Fort Resolution, September 17, 1855.

I BEG to state, for your information, that the Expedition you were pleased to intrust to my command returned here last night.

After having descended Back's Great Fish River, and explored the mainland and islands as far as Maconachie's Island, undoubted traces of the missing party were found at Montreal Island; but I regret to say that neither the remains of our unfortunate countryman, nor any persons were discovered. My previous despatches would have informed you that I arrived at Fort Resolution late on the 20th June; the three canoes built under the superintendence of Messrs. Stewart and Ross were all ready; they were of an excellent model, the wood-work very strong, but the bark, though the best that could be procured at so short a notice, was very inferior. They were of course very heavy, their loadings amounted to twenty-four pieces of ninety pounds each, and consisted chiefly of provisions with a good supply of ironworks, &c., for the Esquimaux; ammunition, nets, Halkett boat, and the baggage of the party. Double sets of poles, paddles, and lines were also provided. Fifteen men, and an Indian guide to Sussex Lake, composed the crews; but I found we were too weakly manned, and added three Yellow Knife Indians, who wished to go to their lands. The only thing wanting was an Esquimaux interpreter.

Late on the evening of the 22nd June the Expedition made a move to an island about a mile from the fort. Heavy gales from the N. E. detained us between there and Rocky Point, where the traverse is taken, till the 27th; these, however, cleared our road of ice. On the 28th we encamped at the upper end of Tal-thel-leh Strait; we then fell in with the ice; it was about two feet thick. We were employed till the morning of the 2nd July in making our way through it, by cutting, pushing the pieces apart, and making portages over the points of land: young ice formed every night, and the further we advanced the sounder it got: the canoes, too, unavoidably received some injury.

At that date we had reached the place called the Mountain in Back's map, and mentioned in his narrative as being a route to the barren grounds; but only practicable for small Indian canoes. The guide engaged by Mr. Stewart was unacquainted with this route; he proposed taking us by a river falling into Great Slave Lake, on its eastern shore, nearly opposite to Fort Reliance; by means of this river, some lakes, and ten portages, he intended to round the head of Great Slave Lake, and fall eventually at the Beaver Lodge in Artillery Lake.

Hoar Frost River, which Sir George Back ascended with difficulty in a half-sized light canoe in the autumn, would have been at this season impracticable. To get through the ice to either of these rivers would have occupied a long time, and then Artillery, Clinton Colden, and Aylmer Lakes were still before us; it was clear that if some other route were not adopted the Expedition would fail. Here was our only chance. One of the Indians had passed by this route as far as the river falling into the upper end of Aylmer Lake, he gave a disheartening description of the difficulties to be surmounted, and the high range of mountains before me was anything but encouraging. I, however, determined on making the attempt, as the route was so much shorter, and we might also expect to have a long stretch of open water on Lake Aylmer, at the mouth of the river.

Immediately after breakfast the portage was begun, and though four trips

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were made before we encamped, the canoes and ladings were carried over three and a half miles of mountains, and across a small lake; at 10½ P.M., our fine fellows were descending a steep mountain with the canoes singing "La Violette." The next day's work was something similar, the third was a little better, after which the mountains subsided to gentle hills and the lakes were larger, some of them from 20 to 40 miles in length. In short, after passing through 24 lakes and 25 portages, we reached the river falling into Lake Aylmer (which I have called Outram River, after a gallant relative) late on the 7th July. Two easy rapids and about 12 miles of river brought us to Lake Aylmer.

I had now to trust to my own guidance. As I had anticipated, we found the lake at its mouth free from ice, and had fine paddling for about 30 miles. When we fell in with the ice, the whole lake appeared solid and unbroken; the ice was about three feet thick and perfectly sound.

The north side of the lake which we followed is indented with deep bays, separated from each other by narrow necks of land; round these and close to the shore we had to work our way, by cutting, poling, and numerous portages across points, with occasional pieces of open water at the bottom of the bays. There were also some *crevasses* through which we passed at a great risk of being nipped; we had several hair-breadth escapes; indeed one of the canoes was once only saved by pushing poles under her bottom, and allowing her to be lifted on the ice. We finally arrived with our canoes much injured, at Sandhill Bay, on the 11th July.

We had now the advantage of Sir G. Back's map and narrative, the former, the one attached to his book, was on far too small a scale for our purpose, but the latter was of great service.

It is needless for me to describe the descent of this dangerous river, after the minute and correct description of our gallant predecessor; notwithstanding the exquisite skill of our Iroquois Boutes; the canoes were repeatedly broken and much strained in the whirlpools and eddies. The river to the small lake falling into Musk Ox Lake was nearly dry, and the portage work was most severe.

On the 13th July, Musk Ox Rapid was reached; here we found a few Yellow Knife Indians.

Our four Indians and one man were left here; the latter with one of the Indians was to return to Great Slave Lake to join Mr. Lockhart, and the Expedition now consisted of the following individuals:

James Anderson,	1st Command.	
J. P. Stewart,	2nd	do.
Bte. Assinijunton		} Iroquois Boutes.
Ignace Montour		
Joseph Anarize		
Thomas Misteagun		} Muskegon Steersmen.
Paulette Papanakies		
John Fidler	half-bred	do.
Henry Fidler	"	Midman.
Edward Kipling	"	"
George Daniel	"	"
Donal M'Leod	"	"
Jerry Johnston,	Muskegon	"
Joseph Boucher,	Canadian	"
Murdo MacLellan,	Highlander	"
William Reid,	Orkneyman	"

On the 15th, the worst canoe, which was completely worn out, was left, and we now proceeded with heavier ladings but better crews. On the 20th the first Esquimaux were seen at the mouth of and below Mackinley's River. There were five lodges and we visited two of them: we here found the want of an interpreter. We had two of Dr. Rae's men, who understood a few words and phrases, and with the aid of signs they made us understand that they came down Mackinley's River. They were not much alarmed, and we soon got excellent friends.

They had evidently seen whites, or had communication with others of their countrymen (most probably those who resort to Churchill) who had intercourse

with them, as they possessed a few of our daggers, beads, files and tin kettles, and one old man brought down some wolf skins to barter; they were clothed entirely in deer and musk-ox skins. Their canoes were made of deer parchment, and not a piece of seal-skin was seen among them.

Another small party was seen at the rapid between Lake Pelly and Garry. The men appeared to be all absent, and the women and children fled on seeing us. Some small presents were left in the lodges to show our kindly intentions.

In Lake Garry we had to work through about fifteen miles of ice; but although ice was observed in some of the other lakes, we met with no further obstruction from this cause.

On the 30th, at the rapids below Lake Franklin, three Esquimaux lodges were seen on the opposite shore, and shortly after an elderly man crossed to us. After the portage was made we crossed over, and immediately perceived various articles belonging to a boat, such as tent poles and kayack paddles made out of ash oars, pieces of mahogany, elm, oak, and pine; also copper and sheet iron boilers, tin soup tureens, pieces of instruments, a letter nip, with the date 1843, a broken hand saw, chisels, &c. Only one man was at the lodges, but the women, who were very intelligent, made us understand by words and signs that these articles came from a boat, and the white men belonging to it had died of starvation.

We of course, by showing them books and written papers, endeavoured to ascertain if they possessed any papers, offering to give them plenty of the goods we had with us for them; but though they evidently understood us, they said they had none; they did not scruple to show us all their hidden treasures. Besides the man, there were three women and eight children; the remainder of this party, two men and three lads, were seen towards evening.

Point Beaufort was reached on the 31st; we were detained there the next day till 2½ P.M. by a south-west gale; we then took the traverse to Montreal Island; to seaward the ice appeared perfectly firm and unbroken.

When about three miles from the island, a large stream of ice was observed coming at a great rate before the wind and tide, out of Elliott's Bay and the other deep bays to the westward. Every sinew was stretched to reach the land; but we were soon surrounded by ice, and for some time were in most imminent danger. The ice was from six to seven feet thick, perfectly sound, and drifting at the rate of five or six miles an hour. In fifteen minutes after we had passed, the whole channel to Point Beaufort was choked with ice. Had we not succeeded in crossing on this day we should have been detained on the eastern shore till the 10th.

We had thus arrived at the first spot indicated by my instructions, on precisely the same day as our gallant predecessor, Sir G. Back.

The two next days were devoted by the entire party to the examination of the island, and the small islands in its vicinity. On a high ridge of rocks at the south-east point of the island a number of Esquimaux caches were found, and besides seal oil, various articles were found belonging to a boat or ship; such as chain-hooks, chisels, blacksmith's shovel and cold chisel, tin oval boiler, a bar of unwrought iron about three feet long, one and a-half inch broad, and a quarter of an inch thick, small pieces of rope, bunting, and a number of sticks strung together, on one of which was cut Mr. Stanley (Surgeon of "Erebus.") A little lower down was a large quantity of chips, shavings, and ends of plank of pine, elm, ash, oak, and mahogany, evidently saved by unskilful hands; every chip was turned over, and on one of them was found the word "Erebus" carved. It was evident that this was the spot where the boat was cut up by the Esquimaux. Not even a scrap of paper could be discovered, and though rewards were offered, and the most minute search made over the whole island, not a vestige of the remains of our unfortunate countrymen could be discovered.

On the 5th we succeeded in crossing over to the western mainland, opposite to Montreal Island, and the whole party was employed in making a most minute search as far as the point of Elliott's Bay, and also to the northward. As the whole inlet was full of ice which had not yet moved, but was split into immense fields by the rising and falling of the tide, we could only proceed close in shore at high tide, when by pushing small blocks apart, finding pieces

* Should be "Terror."

of open water at the bottom of the bays, and navigating through channels of water on the ice, we reached Point Pechel Lake on the 6th.

The whole coast between Montreal Island and Point Pechel was searched by a land party, always accompanied by Mr. Stewart or myself. Many very old Esquimaux encampments were seen, but not a trace of the party.

By this time our canoes had received so much damage, and were so weak and leaky, that it was evident the safety of the party would be hazarded were they subjected to more rough usage. The ice too here was forced on the shore, and there was no prospect of our being able to get through it; I therefore determined to complete the search of the peninsula on foot.

Early on the 7th the entire party with the exception of two of the Iroquois, who were left to repair the canoes, started in light marching trim, taking the Halkett boat with us. Five men followed all the sinuosities of the coast, while the others were spread at equal distances inland, Mr. Stewart and myself taking the middle space. Shortly after leaving the encampment a river was forded; this must be a large stream at a high stage of water; it was called Lemisieurier River, after a relative of Mr. Stewart's. No fuel was found in our encampments, and in two hours we left all signs of vegetation behind. The remainder of the peninsula is composed of high sand-hills, intersected by deep valleys, evidently overflowed at spring-tides and during gales.

We encamped late opposite Maconochie's Island, and the only vestige of the missing party found was a small piece of cod-line, and a strip of striped cotton, about two inches long and an inch broad; these were found at Point Ogle, in an Esquimaux encampment, of perhaps three or four years of age.

Next morning a piece of open water enabled us to launch the Halkett boat, and explore Maconochie's Island, but nothing was found. It was impossible to cross over to Point Richardson as I wished, the ice driving through the strait between it and Maconochie's Island at a fearful rate. About three in the afternoon we began to retrace our steps through a tremendous storm of wind and rain. The last of the party did not reach the encampment till past ten at night, and as there was no fuel we were obliged to creep under our blankets thoroughly wet, and with no other supper but a piece of cold and rather ancient pemmican.

It was now evident that all that could be done with our means had been accomplished, and that with our frail craft, any delay in returning, would compromise the safety of the whole party. It may be thought strange that the remains of so large a party could not be discovered. It is my opinion, that a party in a starving condition would have chosen a low spot, where they could haul their boat up and have had some shelter; and that if they perished there, that their bones have been long since covered by sand or gravel, forced up by the ice. Any books or papers left open would be destroyed by the perpetual winds and rain in this quarter, in a very short space of time; for instance, a large book, Raper's Navigation, was left open on a cloak at Montreal Island; it was blown open, and the leaves were pattering about in such a way, that had it not been instantly closed, it would soon have been torn in pieces.

No party could winter on this coast: in the first place, there is not enough fuel; and, secondly, no deer pass. About a hundred deer, mostly bucks, were seen on Adelaide Peninsula, on our way to Point Ogle; but not one on our way back. Their tracks were all seen going to the south. On the eastern coast only five deer were seen. It would also be a matter of immense difficulty to get sufficient supplies down Fish River for even a small party.

On the 10th August, a shift of wind enabled us to cross over to Point Beaufort, without injury; and a gale brought us to Point Backhouse, at 10½ P.M.

The Esquimaux were still at the rapids of Lake Franklin. Another attempt was made to see if they possessed papers of any description; the contents of our trading cases were offered for any. They showed us all their caches; but nothing of interest was discovered.

The fishery of fresh-water herring and trout appeared to be over, as those we saw hanging to dry on our way down, were all stowed away securely in caches; and the party were on the eve of departure to hunt deer.

Handsome presents were made to them, for which we got boots for the

most of the men. The Upper Esquimaux were also seen, and treated in a similar manner.

The weather during the whole trip up was dreadful, blowing continually, with rain, snow, and hail; and it froze sharply below and above Lake Beechey: our canoes also were very frail and leaky. There was still less water in the upper part of the river than on our way down; from the lake above Musk Ox Lake to Lake Aylmer was almost one continuous portage. That lake was reached early on the 31st August.

Our progress through the lakes was much retarded by strong head-winds and fogs; some time was also lost in finding the very narrow and hidden outlets of Lake Aylmer, and Clinton Colden; at the latter I was disappointed in not finding Indians.

Early on the 9th, we reached a bay at the end of Artillery Lake, on the east shore, near the head of the Aheldessy. It was impossible to descend that river; and we were employed the remainder of the day in discovering an Indian road to Great Slave Lake, through a series of small lakes and a small river. After passing through eight small lakes, and making as many portages, we reached the river, and soon after got sight of Slave Lake. A portage of five miles was made with the pieces. The canoes were partly brought down by water. Mr. Stewart and I reached old Fort Reliance, where the new Establishment was also erected, about 3 P.M. of the 11th, and the canoes arrived at 10 the next morning.

As there was no prospect of discovering anything more from this quarter, I conceived that I was not justified in incurring further expence or risk, and, according to your instructions, determined on sending out the people this fall.

Mr. Lockhart had left the day previous to my arrival with two small boats which, with their ladings, were to have been put *en cache* at Sussex Lake, in the event of the Expedition having been continued another season. I sent off two men immediately to recall him. Mr. Stewart remained to pack up everything at the fort, while I left the 12th at 2 P.M. to stop the boat coming from Resolution with supplies.

No privation was sustained by the party for want of provisions. We brought three pemmican back. Sir George Back saw immense numbers of deer and musk oxen on his way down. We only saw a few scattered deer with their fawns, the bucks having all passed to the north, and a few herds of musk oxen. On our way down no time was lost in hunting these, as we got as many Canada geese as we wished by running them down—they were moulting, and were all ganders. On our way up, many tracks were seen going south, but no deer, until we arrived at McDougall's Lake, and then only a few does. At the head of the river, and in Lake Aylmer, and Clinton Colden, they were pretty numerous, and among them many bucks in fine condition. The following is our game list—289 geese, 25 deer, 1 musk ox.

The conduct of the men was beyond all praise. They sustained hardships and risks of no ordinary description, not only with cheerfulness but with gaiety. The weather on the voyage up was very severe. Not a day passed without rain, sleet, and hail falling between Point Back House, and Musk Ox Lake, after which we had occasional fine days. None of the party were provided with waterproof clothes or bags: the canoes also were very leaky; still not a murmur was heard, though their groans at night evinced that they suffered from pains in their limbs.

Trusting that my proceedings will be approved of by Her Majesty's Government, and the Honourable Company.

I have, &c.

(Signed)

JAMES ANDERSON, C.F.,

Commanding A. S. E.

P.S. Messrs. Stewart and Lockhart, with the remainder of the party arrived here on the 20th instant, and will leave to-morrow morning. They will, I trust, reach Ile à la Crose by open water.



Dr. King's offer of services to proceed down the Great
Fish River.

No. 14.

Thomas Phinn, Esq., to Dr. Richard King.

Sir,

Admiralty, January 28, 1856.

HAVING laid before my Lords Commissioners of the Admiralty your letter of 21st instant, volunteering your services to command an Expedition by land, down the Great Fish River to Montreal Island, to search for traces of the fate of the late Sir John Franklin and party, I am commanded by their Lordships to acquaint you that they do not think it advisable to undertake such an Expedition.

Dr. King's offer
of services.

I have, &c.
(Signed) THOS. PHINN.

No. 15.

*Dr. Richard King to the Lords Commissioners of the Admiralty.—(Received
January 24, 1856.)*

My Lords,

17, Saville Row, January 21, 1856.

YOUR Lordships are aware that in the years 1833—1835 I was the medical officer attached to the Polar Land Journey in search of Sir John Ross, and that for a considerable period I commanded the party.

The knowledge which I acquired in that journey, joined to an anxious desire for the advancement of geographical science, led me to investigate the causes of the failure of former expeditions, having for their object the discovery of the North West Passage, and to entertain views as to the means of solving that problem, which were at that time at variance with the opinions held by other Arctic travellers, although their soundness has since been established by Mr. Thomas Simpson, Sir Robert McClure, and Sir Edward Belcher.

In February, 1845, when it had been determined by your Lordships to dispatch Sir John Franklin, with the "Erebus" and "Terror," to prosecute the discovery of the Passage from Barrow Strait, I pressed upon Her Majesty's Government, although without success, the expediency of aiding the search by means of a Polar Land Journey, down the Coppermine and Great Fish Rivers.

In 1847, after a lapse of more than two years since tidings had been received of the "Erebus" and "Terror," doubts were entertained as to their safety; and, on the 10th of June in that year, I submitted to the Government a statement of the grounds which led me to the conviction that the position of the lost Expedition was on the western land of North Somerset; and I proposed to communicate with, and convey succour to, them, by means of a land journey down Great Fish River.

Dr. King's offer
of services.

My proposal, however, was not entertained. On the contrary, two Naval Expeditions were dispatched, one from each end of the continent; and a party was charged with a land journey for the purpose of searching the coast, not in the locality which I had pointed out, but between the Mackenzie and Coppermine Rivers.

It is unnecessary for me to dilate upon the fruitless result of these Expeditions. On their return the sympathies of the whole world were aroused to the fate of the Franklin Expedition; a fleet of vessels was dispatched, partly by the State, and partly by private enterprise, in search of the missing navigators; but, most unfortunately, the coast near the mouth of Great Fish River was again omitted from the search. For the third time I pressed upon the Government the expediency of a land journey for the purpose of examining this neglected spot; and, in a letter addressed to your Lordships, on the 18th of February, 1850, in which I used the prophetic words, "the route of Great Fish River will, sooner or later, be undertaken in search of Sir John Franklin," I repeated the offer I had previously made, to lead a party in the search.

Your Lordships, however, acting upon the advice of the recently appointed Arctic Council, who, to use the words of one of its members, "did not think that, under any circumstances, Franklin would attempt the route of Great Fish River," ignored my plan, and declined my services, and dispatched a further Naval Expedition, the crews of which returned from a fruitless search, after the unparalleled desertion of five vessels. Their journey, however, was not altogether without result; for although they failed to find or save the missing navigators, they discovered the long-sought passage, in the identical position, it may be observed, laid down in an imaginary chart, which I had published some years previously, and had upheld against the opinion of other travellers, up to the period of the discovery.

In 1854 Dr. Rae was dispatched by the Hudson's Bay Company to complete a survey of the west coast of Boothia; and although he informed the public, in his letter addressed to the *Times*, on the 11th of October, 1852, "that there was not the slightest hope of finding any traces of the lost navigators in the quarter to which he was going," yet strange as it may have appeared to him, he ascertained from the Esquimaux, on arriving in Pelly Bay, that about forty white men had perished four years previously at Montreal Island, and on the banks of Great Fish River; in the very spot, I may observe, where Dr. Rae, and the Arctic Council had come to the conclusion that the lost navigators could by no human possibility be found; and in the identical locality which I had never ceased to urge was the precise point which Franklin would endeavour to reach, and where traces of the expedition would infallibly be found.

At the time of receiving this intelligence Dr. Rae was at a distance of about 100 miles from Point Ogle, and it appears from his Official Report to the Hudson's Bay Company, that he subsequently arrived at Castor and Pollux River, which is scarcely forty-five miles distant from that spot, and that instead of hastening forward to verify or disprove the horrible story of cannibalism and death, related to him by the Esquimaux, he turned aside at a right angle, and travelled not less than double the distance in a northerly direction, up to Cape Porter!

Without pausing to inquire the reason which induced Dr. Rae to turn aside when he was within forty-five miles from a spot in which so much horrible interest was centred, and when he must have been well aware that neither the Government nor the people of England would rest satisfied until the locality of the reputed tragedy should have been examined; without pausing, I say, to advert to this inexplicable proceeding on his part, I hasten to remind your Lordships that the account thus brought home by Dr. Rae, at once proved the incontestible accuracy of the views which I had so long and unsuccessfully pressed upon the attention of Her Majesty's Government respecting the locality in which some traces or tidings of Franklin would be found.

In the following year the soundness of my views was at length tacitly admitted, by the dispatch of an expedition in boats down Great Fish River, almost in the precise manner which I had so vainly advocated in 1845, 1847, 1848, and again in 1850; and from the Official Report of Mr. Anderson, the leader of that expedition, (published in the *Times* of the 11th instant,) it appears that on the banks of that river, and on Montreal Island, some slight traces of the missing navigators have been found.

It is useless now to inquire what would have been the result if your Lordships had acceded to my earnest and repeated entreaties, and had permitted me, in 1847 or 1848, to lead an expedition to the spot where these sad relics have since been found. No doubt can, I think, exist in the mind of any reasoning being, that if those entreaties had been acceded to, a portion at least of the lost expedition would at the present moment be alive and in England.

Dr. King's offer of services.

It is not with any view to my own aggrandizement, or with any feeling of self laudation, that I submit this hurried analysis of the recent Arctic Expedition to your Lordships' consideration. If such were my object, I should point out further instances in which the discoveries of Simpson and others have proved the accuracy of my views respecting the conformation of the Polar Regions. But I think it right to place on record a statement, however hasty and incomplete, showing the correctness of the opinion which I so long entertained, as to the position in which traces of Franklin would be found, in order that your Lordships may judge whether the further observations which I feel it my duty to make upon the subject, are not entitled to more consideration than my former suggestions have received at the hands of Her Majesty's Government.

There is an important question now before your Lordships. Has everything in the power of the English Government been done to obtain evidence of the death of the Franklin Expedition? I unhesitatingly answer in the negative.

From the statements of the Esquimaux seen by Dr. Rac taken in connection with the evidence procured by the last searching party, there seems little doubt that a considerable number of white men died at or near Point Ogle on the western coast of the embouchure of Great Fish River, and that a smaller party, consisting of an officer, and four men died on Montreal Island, a spot about half a day's journey to the south of Point Ogle. This last party had a boat with them which was subsequently sawn up by the Esquimaux, who left a quantity of chips, on one of which was found the word "Terror." A number of articles of common use, and even of luxury, belonging to the Expedition have been purchased from the Esquimaux, and brought to England, but the inquiries of the last searching party could find no trace of any papers, records, or other written documents.

Such then are the simple facts before us, and without entering upon the vexed question as to the manner in which our unfortunate countrymen met their death, whether by starvation, or by the hands of the Esquimaux, the chief point for inquiry appears to be—for what purpose did an officer and four men visit Montreal Island? As the iron coast of an inhospitable little island is the last place, to which an Arctic traveller would resort for provisions, it is evident that the visit must be assigned to some other cause, and this point, which seems at present to be a mystery, it is I think in my power to elucidate.

On my visit to Montreal Island in 1834, I constructed a hiding place, which was known by the name of "King Cache," and which was subsequently visited and opened by Simpson in 1839, in the same manner as the *cache*, made by Parry on Melville Island, called "Parry Sandstone," was opened by McClure in 1852. The existence of my *cache* was known to Franklin, and it is my firm belief that he, or the leading survivor of the Expedition, crossed over from Point Ogle for the purpose of searching this *cache*, and of depositing there a record of his visit, and that he and his boats crew subsequently met their death before they could regain the main land.

By whatever means they perished, I think there can be no doubt that the leader knowing of the existence of my *cache*, and trusting that it would be searched ere long, by friends from home, would strain every nerve, before he ceased to live, to deposit in this place of safety not only the memorial of his visit, which he crossed from the main land for the purpose of placing there, but also the history, which he would most unquestionably have carried with him, of the endurance and the sufferings of that devoted band, with which the officers had sustained the flagging courage of their men, in the speedy hope of receiving that succour, which by a horrible fatality had been directed to every point of the Polar Seas, except the precise spot on which they then stood. And the fact that no papers were found in the hands of the Esquimaux is in itself a strong presumption that the records of the Expedition had been deposited in a place of safety before the death of our hapless countrymen.

Dr. King's offer of
services.

In the Official Report of the leader of the last searching party my *cache* is not mentioned, and as he would scarcely have omitted to search it, or have forgotten to refer to it, in his report, if he had been aware of its existence, I cannot but conclude that by some further and unexplained misfortune, he started on his journey without being aware that Montreal Island contained one particular spot in which there would unquestionably be found some traces of the missing Expedition.

From these facts I can only draw the deduction that, in all human probability, a history of the Franklin Expedition still lies buried in my *cache*, beneath the rocky shore of Montreal Island, and that it is within the bounds of possibility that this record may be recovered, and that the discoveries of the ill-fated Expedition may yet be published for the advancement of science, and the narrative of their probably unexampled sufferings be made known to the world.

Under these circumstances, I feel assured that the people of England will not consent that the search for the missing Expedition shall rest in its present position. More than a million sterling has already been squandered in expeditions, which have brought home no tidings of the lost navigators beyond a few silver forks and other relics, and an apocryphal story, interpreted from the vague signs of the Esquimaux, too revolting in its details to be worthy of implicit belief.

A further land journey down Great Fish River may be performed at a cost of less than 1,000*l.*; and this journey, if your Lordships will give me the command of a party, I offer for the fifth time to undertake, in the confident hope that I may yet, at the eleventh hour, be the means of recovering a record of the Expedition, the recital of whose sufferings will otherwise be buried in everlasting oblivion.

I have, &c.
(Signed) RICHARD KING.

Recovery and disposal of Her Majesty's Ship
"Resolute."

No. 16.

Thomas Phinn, Esq., to E. Hammond, Esq.

Sir,

Admiralty, January 24, 1856.

Disposal of Her
Majesty's Ship "Re-
solute."

I HAVE received and laid before my Lords Commissioners of the Admiralty your letter of 17th instant, transmitting a copy of a despatch and its inclosures from Her Majesty's Minister, at Washington, containing a statement of the circumstances under which Her Majesty's ship "Resolute" has been recovered from the Arctic Seas by Captain Buddington, Master of the American whaler, "George Henry."

My Lords have read with great satisfaction the account of the exertions and skill evinced by Captain Buddington, and the crew who navigated the "Resolute," from Baffin's Bay to New London; and as the best mark of the sense which they entertain of his conduct, their Lordships will waive their right to the vessel, and leave her to Captain Buddington's entire disposal; or, if he prefers giving her up to Her Majesty's Consul at Boston, their Lordships request that the Consul may be instructed to sell her, and to distribute the proceeds of the sale to Captain Buddington and his crew.

I have, &c.

(Signed) THOS. PHINN.

No. 17.

E. Hammond, Esq., to the Secretary of the Admiralty.—(Received January 20.)

Sir,

Foreign Office, January 17, 1856.

I AM directed by the Earl of Clarendon to transmit to you, for the information of the Board of Admiralty, a copy of a despatch and its inclosures from Her Majesty's Minister at Washington, containing a statement of the circumstances under which Her Majesty's ship "Resolute" has been recovered from the Arctic Seas, and the steps taken by him for securing the continuing right of Her Majesty's Government to that vessel.

I have, &c.

(Signed) E. HAMMOND.

Inclosure 1 in No. 17.

Mr. Crampton to the Earl of Clarendon.

My Lord,

Washington, December 31, 1855.

I HAVE the honour to inclose the copy of an instruction which I have addressed to Her Majesty's Consul at Boston, directing him to take the necessary legal steps for securing the continuing right of Her Majesty's Government to Her Majesty's ship "Resolute," which was abandoned in the

Disposal of Her Majesty's Ship "Resolute." Arctic Seas, but which is now reported to have been brought into the port of New London, in Connecticut, by the Captain of an American whaler.

I have the honour to inclose an interesting account of the circumstances under which this vessel was recovered, which has been published in the American newspaper.

I have, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure 2 in No. 17.

Mr. Crampton to E. Grattan, Esq.

Sir,

Washington, December 26, 1855.

I SEE it reported in the American newspapers that Her Majesty's ship "Resolute" has been brought into the port of New London by Captain Buddington, Master of the American whaler, "George Henry."

You will, no doubt, have received from Her Majesty's Government a copy of the notice contained in the "London Gazette" of November 10, 1854, by which a continuing right is asserted in behalf of the Queen to the vessel which was abandoned by Captain Sir Edward Belcher in the Arctic Seas.

A copy of this notice was communicated by me to the United States Government in December last, and was published in the official newspaper the "Union" on the 2nd January.

I have now to instruct you to inquire into the truth of the report above mentioned, and, in case it is confirmed, to take such legal steps as may be necessary for establishing the continuing right of Her Majesty's Government to the vessel in question.

I have, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure 3 in No. 17.

New York Herald, December 27, 1855.

(Extract.)

ON the 29th May last the whaling barque "George Henry," Captain James M. Buddington, set sail from New London Coast, on a voyage to Northumberland Inlet and Davis Straits. The bark was manned with a crew of seventeen men, including the first and second mates. On the 14th June, and while in latitude 54, Captain Buddington encountered, and quite unexpectedly, too, large fields of ice, through which he dared not penetrate. However, wishing to arrive at his destination as soon as possible, he followed the edge of the "pack," as he terms it, up north as far as latitude 67. As the ship was much damaged by the floating ice, Captain Buddington concluded to wear out the season here, and accordingly the crew of the barque were employed in catching whales in and about Esco Bay, with only tolerable luck, however. The floes are represented as being very extensive, stretching far and wide to the north, and completely blocking up the channel to Davis Straits. From the masthead of the "George Henry" nothing could be distinguished but masses of ice. Even with the aid of a telescope, nothing but mountains could be descried in the distance.

On the 20th August, and while off Cape Washingham, in latitude 67° N., the ice became, to a certain extent, penetrable, and the barque was forced through it in a south-west direction for about 150 miles. At this time a heavy gale from the north-east sprung up, which, lasting three days, the "George Henry" became unnavigable, and was drifted in the floe in a south-west direction. Captain Buddington saw land, but could not say to what continent it belonged.

On the 10th September, latitude 67° N., and, while in this field of ice, Captain Buddington discovered a ship in the distance, bearing north-east, about twenty miles from Cape Mercy. He ascended the rigging of his craft, and, looking at her through the glass, pronounced her, from her appearance, to be an abandoned vessel. The head of the stranger appeared to be due east

and, during the whole of that day and the one following, the course of the ship did not vary more than a point or so from the east. "We kept gradually nearing one another," as Captain Buddington says, "although I could not exactly say what caused the thing to come about, except, perhaps, the ship may have been struck by a counter current from Davis Straits, and driven towards us in that manner. For five days we were in sight of one another, and continued to drift towards each other. On the sixth day after making the discovery, and when the ship was about seven miles off, Captain Buddington ordered the two mates and two of the crew to proceed to the abandoned vessel across the packed ice, and, after inspecting her, to return to the barque as soon as practicable.

Disposal of Her Majesty's Ship "Resolute."

Soon after the departure of the party a south-easter sprung up, and in consequence thereof no communication was had with those on board the ship for two days. As soon as the wind subsided, and it was safe for the party to retrace their steps, they left the ship, and, after a tedious and hard march, arrived on board of the barque in safety. They immediately represented the facts to Captain Buddington, saying that the abandoned vessel was Her Britannic Majesty's ship "Resolute."

The "Resolute" being entirely free of water, preparations were made to bring the ship to the United States. Captain Buddington decided to sail the vessel himself, and accordingly, taking eleven men with him from his own barque, he began in good earnest to release the abandoned vessel from her ice-bound situation. The rigging had to be hauled taut, and the sails put in order, before he could venture to start. This job occupied him some time, but was successfully accomplished. Captain Buddington was in a great dilemma for proper navigating instruments, and the wherewith to bring him to New London after being released from the ice. His compass was very uncertain, and not at all trustworthy; he was without a chronometer, and he had no other map or chart to steer by than a rough outline of the great North American coast, drawn on a sheet of foolscap. With his lever watch, a quadrant, and a miserable compass, the brave fellow bade adieu to his comrades in the barque "George Henry," and, trusting to Providence and his experience in those latitudes, prepared to bear home the prize he had so cleverly won.

From the time that Captain Buddington took charge of the "Resolute," up to the 16th October, she continued to drive in a south-west direction with the pack of ice, when she succeeded in getting clear. Wishing to be in company as long as possible with the barque, Captain Buddington waited on the outside of the floe for three or four days, with the hope of meeting her, but the vessels missed one another, and did not meet again during the remainder of the eventful voyage.

While here waiting for the "George Henry," the British barque "Alibi" hove in sight, and, on being signalled, came along side the "Resolute." The news of the recovery of the "Resolute" was communicated to Captain Stuart, of the "British" barque, and a pair of Captain Kellett's epaulettes, found on board the abandoned vessel, were intrusted to him by Captain Buddington, with instructions to have them forwarded to the owner as speedily as possible. A letter for the owners of the "George Henry," informing them of what had occurred, was also placed in the hands of Captain Stuart, who promised to mail it immediately on his arrival in Great Britain. [This letter, it appears, reached the owners of the barque, at New London, Connecticut, long before the "Resolute" arrived there.]

We now come to the homeward voyage. Short handed, poorly rigged, and unfitted for the long voyage as the "Resolute" was, Captain Buddington found it no easy task to bring the ship into port. The ballast tanks had burst in the hold long before he came in possession of her, rendering her very light and apt to roll heavily in the trough of the sea. Gale after gale was experienced; yet the brave fellow laboured day and night, and at last was successful in the praiseworthy effort made to rescue the abandoned vessel, driving across the mouth of Northumberland Inlet down to Cape Elizabeth. The open sea was gained, and on the 20th October the homeward voyage commenced. After a succession of strong gales and head winds, the New London lighthouse was made on the 24th December, and the voyage was successfully accomplished with credit to all concerned, but especially to Captain Buddington, for he worked morning, noon, and night.

Disposal of Her
Majesty's Ship "Re-
solute."

It is the opinion of Captain Buddington, that if the crew of the "Resolute" had remained on board of her, with the hope of eventually releasing her, they could not have effected the task any sooner than it was performed by the natural causes which eventually freed her, and hence, he thinks, that Sir Edward Belcher, who had command of the squadron, acted perfectly right in abandoning the vessels under the circumstances.

No. 18.

E. Hammond, Esq., to the Secretary of the Admiralty.—(Received March 7.)

Sir,

Foreign Office, March 4, 1856.

I AM directed by the Earl of Clarendon to transmit to you, to be laid before the Lords Commissioners of the Admiralty, copies of a despatch and its inclosures from Her Majesty's Minister at Washington, reporting the steps which he has taken in obedience to an instruction which, on the receipt of your letter of the 24th ultimo, Lord Clarendon addressed to him respecting the decision of their Lordships in regard to the disposal of Her Majesty's ship "Resolute," lately recovered from the Arctic seas.

I have, &c.
(Signed) E. HAMMOND.

Inclosure 1 in No. 18.

Mr. Crampton to the Earl of Clarendon.

My Lord,

Washington, February 12, 1856.

I HAVE the honour to inclose herewith a copy of a note which, in obedience to the instructions contained in your Lordship's despatch, of the 25th ultimo, I have addressed to the Secretary of State of the United States, informing him of the decision of the Lords Commissioners of the Admiralty, to waive their right to Her Majesty's ship "Resolute," which was recovered by the skill and exertions of Captain Buddington of the American whaler "George Henry."

I have also the honour to inclose the copy of a letter which I had addressed to Messrs. Perkins and Smith, the owners of the "George Henry," making them acquainted with that decision, and of an instruction which I have addressed to Her Majesty's Consul at Boston on the subject.

I have, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure 2 in No. 18.

Mr. Crampton to E. Grattan, Esq.

Sir,

Washington, February 12, 1856.

WITH reference to my letter of the 11th January respecting Her Majesty's ship "Resolute," I inclose for your information the copy of a despatch which I have received from the Earl of Clarendon, stating that the Lords Commissioners of the Admiralty will waive their right to that vessel and leave her at the disposal of Captain Buddington, or if Captain Buddington shall prefer to give that vessel up to you, their Lordship's request that you may be instructed to sell the vessel, and to distribute the proceeds of the sale to Captain Buddington and his crew.

I have already made the owners of the American whaler "George Henry" acquainted with their Lordship's decision, and I have now to instruct you to communicate with them, and to take such steps as may be necessary, whether

for giving up the vessel to Captain Buddington, or for selling her and distributing the proceeds to Captain Buddington and his crew, in case he shall prefer giving the "Resolute" up to yourself.

Disposal of Her Majesty's Ship "Resolute."

I have, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure 3 in No. 18.

Mr. Crampton to Messrs. Smith and Perkins.

Gentlemen,

Washington, February 12, 1856.

WITH reference to my letter of the 15th January last, regarding the ship "Resolute," I have now to inform you that I have received a reply to the statement which I made to Her Majesty's Government of the circumstances attending the recovery of that vessel by Captain Buddington, of the whaler "George Henry."

The Earl of Clarendon states to me that the Lords of the Admiralty have read with great satisfaction the account of the exertions and skill evinced by Captain Buddington and the crew who navigated the "Resolute" from Baffin's Bay to New London, and, as the best mark of the sense they entertain of Captain Buddington's conduct, their Lordships will waive their right to the vessel, and leave her at Captain Buddington's disposal; or if he should prefer giving her up to Her Majesty's Consul at Boston, the Consul will be instructed to sell the vessel, and distribute the proceeds of the sale to Captain Buddington and his crew.

I have, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure 4 in No. 18.

Mr. Crampton to W. L. Marcy, Esq.

Sir,

Washington, February 12, 1856.

WITH reference to my note of the 30th of December, 1854, by which I had the honour of informing you that the Lords Commissioners of the Admiralty, on behalf of Her Majesty the Queen, asserted a continuing right to Her Majesty's ships "Assistance," "Resolute," "Investigator," "Pioneer," and "Intrepid," which were left in the Arctic Seas by their crews; I am now instructed by Her Majesty's Government to state that the "Resolute," having been recovered from the Arctic Seas, and navigated from Baffin's Bay to New London, Connecticut, by the skill and exertions of Captain Buddington and the crew of the American whaler "George Henry," the Lords of the Admiralty, as the best mark of the sense they entertain of Captain Buddington's conduct, will waive their right to the vessel, and leave her to Captain Buddington's entire disposal; or if he should prefer giving her up to Her Majesty's Consul at Boston, the Consul will be instructed to sell the vessel, and to distribute the proceeds of the sale to Captain Buddington and his crew.

I have, &c.
(Signed) J. F. CRAMPTON.

No. 19.

E. Hammond, Esq. to the Secretary of the Admiralty.—(Received March 14.)

Sir,

Foreign Office, March 12, 1856.

WITH reference to my letter of the 4th instant, I am directed by the Earl of Clarendon to transmit to you, to be laid before the Board of Admiralty, a copy of a despatch from Her Majesty's Minister at Washington, inclosing a copy of a note from the Secretary of State of the United States, expressing

Disposal of Her Majesty's Ship "Resolute."

the acknowledgements of the United States Government for the intention of Her Majesty's Government to waive their right to Her Majesty's ship "Resolute," and to bestow that vessel, or the value thereof, should he prefer it, upon the Master of the American whaler, "George Henry," who rescued her from the Arctic Seas.

I have, &c.
(Signed) E. HAMMOND.

Inclosure 1 in No. 19.

Mr. Crampton to the Earl of Clarendon.

My Lord,

Washington, February 25, 1856.

WITH reference to my despatch, of the 12th instant, inclosing the copy of a note which I had addressed to the United States' Secretary of State, informing him that the Lords Commissioners of the Admiralty had determined to waive the right of Her Majesty's Government to Her Majesty's ship "Resolute," and to leave that vessel at the disposition of Captain Buddington and his crew, I have now the honour to inclose a copy of Mr. Marcy's reply to my communication, expressing the sense of the United States' Government of the generous decision of the Lords Commissioners.

I have, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure 2 in No. 19.

W. L. Marcy, Esq., to Mr. Crampton.

Sir,

Department of State, Washington, February 21, 1856.

I HAVE had the honour to receive your note of the 12th instant, representing that you had been instructed by Her Majesty's Government to state that the Lords Commissioners of the Admiralty will waive their right to the ship "Resolute," which has recently been recovered from the Arctic seas, and navigated from Baffin's Bay to New London, Connecticut, by Captain Buddington, and the crew of the American whaler, "George Henry.

In reply, I have the honour to acquaint you that measures have been taken by this Department, to apprise Captain Buddington of the generous decision of the Lords Commissioners of the Admiralty in the premises, by whom it will no doubt be appreciated.

I have, &c.
(Signed) W. L. MARCY.

No. 20.

E. Hammond, Esq., to the Secretary of the Admiralty.—(Received March 27.)

Sir,

Foreign Office, March 27, 1856.

WITH reference to my letter of the 12th instant, inclosing a copy of a despatch from Her Majesty's Minister at Washington, upon the subject of Her Majesty's ship "Resolute," which has been recovered from the Arctic seas, I am directed by the Earl of Clarendon to transmit, for the information of the Lords Commissioners of the Admiralty, and for any steps which their Lordships may think fit to take thereupon, a copy of a further despatch from Mr. Crampton, inclosing copies of two letters which have been addressed to him by Messrs. Perkins and Smith and by Mr. Grinnell, upon the subject of the salvage of the above-mentioned vessel.

I have, &c.
(Signed) E. HAMMOND.

No. 21.

Thomas Phinn, Esq., to E. Hammond, Esq.

Sir,

Admiralty, April 4, 1856.

IN reply to your letter of 27th ult., containing copy of a despatch and its inclosures from Her Majesty's Minister at Washington, relative to Her Majesty's ship "Resolute," recently recovered from the Arctic Seas by the Captain and part of the crew of the American ship, "George Henry," and also to the persons who should participate in the salvage, I am to acquaint you, for the information of the Earl of Clarendon, that they will be ready to acquiesce in any arrangement which Mr. Crampton may deem fair and equitable to all parties concerned.

Disposal of Her Majesty's Ship "Resolute."

I have, &c.
(Signed) THOS. PHINN.

Inclosure 1 in No. 21.

Mr. Crampton, to Messrs. Perkins and Smith.

Gentlemen,

Washington, February 28, 1856.

I HAVE to acknowledge the receipt of your letter of the 25th instant, copy of which I will forward to Her Majesty's Government, who are naturally desirous that all parties concerned in the recovery of the "Resolute" should be satisfied. In my letter to you of the 12th instant I formed no opinion of my own, but adhered strictly to the words of the instruction I had received from Her Majesty's Government, nor should I be authorized to depart from the terms laid down by the Lords Commissioners of the Admiralty, the only competent authorities in this matter.

I have, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure 2 in No. 21.

H. Grinnell, Esq., to Mr. Crampton.

Sir,

New York, March 1, 1856.

I AM requested by Messrs. Perkins and Smith, of New London, agents and part owners of the whale ship, "George Henry," to state to you my views, as to the relinquishment of your Government to all claim to the ship "Resolute," found derelict, and brought into the Port of New London, by Captain Buddington and men, from the "George Henry."

The relinquishment, if taken literally, would give to Captain Buddington and his men, who brought the ship to a safe port, the full reward of your Government's magnanimous generosity. Now, I must say, the officers and men who remained on board the "George Henry," as also the owners of that ship, should be participators, agreeably to the Shipping Articles entered into between the owners of the ship "George Henry" and the officers and crew—viewing the capture of the "Resolute" in the same way as the capture of whale. The Shipping Articles of a whale ship give the officers and crew about one-third of the oil, bone, or any other article that may be procured. It must be understood that the owners of the ship have to pay for the cost of the ship's outfit.

The "George Henry's" voyage was broken up by the act of Captain Buddington, in taking possession of the "Resolute," by which the owners of that ship would suffer severely, as well as the officers and men that remained on board of her, provided the abandonment of your Government were literally carried out.

It appears to me that your Government should relinquish to the owners,

Disposal of Her Majesty's Ship "Resolute."

officers, and crew of the "George Henry" its claim to the "Resolute," to be appropriated in accordance to the Shipping Articles.

It must be borne in mind that the act of Captain Buddington placed the owners of the "George Henry" in great peril, as, in the event of her loss, after he left her, the insurance on her was vitiated, and made null and void.

Should the abandonment be made as suggested, I think it would give entire satisfaction to all parties concerned. Probably, Captain Buddington would agree to the suggestion himself; but some of the men might get into the hands of lawyers, and cause trouble and litigation, which Perkins and Smith are desirous to avoid. A simple note of explanation from you to Perkins and Smith, in accordance with the suggestion, would settle the matter amicably and satisfactorily to all concerned.

You must not infer from my remark that there are differences existing. I know of none. It is to avoid them that I write to you.

I have, &c.

(Signed) HENRY GRINNELL.

Inclosure 3 in No. 21.

Messrs. Perkins & Smith to Mr. Crampton.

Sir,

New London, February 25, 1856.

IN further reply to your letter under date of the 12th instant, we hasten to express our appreciation of the liberality of Her Majesty's Government, in waiving their right of redemption of the barque "Resolute," and the value of title of possession under the general law of salvage awards, to be appropriated by the interests of those parties interested in her rescue.

This is the view we take of your letter. Some difference in the custom in the English ports probably induced you to think that the Captain was the agent of all parties interested in salvage caused by whaling vessels.

By custom and the agreements of the Shipping Articles, the agents of the vessels, are the agents of the officers and crew; and whatever of value is to be disposed of for their benefit, is to be so by the agent.

This being perhaps novel to you, we have called the attention of Mr. Henry Grinnell to your letter, whose intimate knowledge of the whaling business will correct any erroneous views of ours; we will ask him to write to you on this point.

In order therefore that the interests concerned in this salvage may have the benefit of the relinquishment of claim on barque "Resolute," we desire that you will, in your views agree with ours, "Abandon to Perkins and Smith, agents for account of parties interested in salvage on barque 'Resolute,' all right and title the English Government have in her said salvage, to be distributed and apportioned by said Perkins and Smith, in conformity with the terms of the Shipping Articles and the custom of the Port of New London."

We are, &c.

(Signed) PERKINS AND SMITH.

Inclosure 4 in No. 21.

Mr. Crampton to the Earl of Clarendon.

My Lord,

Washington, March 6, 1856.

WITH reference to my despatch of the 25th ultimo, upon the subject of the relinquishment of Her Majesty's Government of their right to the ship "Resolute" which was recovered from the Arctic seas by the captain and part of the crew of the American ship "George Henry," I have the honour to inclose copies of two letters which have been addressed to me on this subject, the one by Messrs. Perkins and Smith the owners of the vessel, the other by Mr. Henry Grinnell, at the request of the former gentlemen.

Mr. Henry Grinnell's name is already honourably known to your Lordship

on account of his connection with the American Expedition in search of Sir John Franklin.

Disposal of Her Majesty's Ship "Resolute."

I also inclose copies of my replies to these communications.

The object of the application made to me seems to be some alteration in the terms of the instruction of the Lords of the Admiralty, by which all the parties interested in this matter should receive in just proportions the benefit of the liberal decision of Her Majesty's Government in regard to the "Resolute."

Not feeling myself competent, however, to form a correct judgment on a matter somewhat complicated by the peculiar circumstances of the case, I have preferred submitting it to the further consideration of Her Majesty's Government.

I have, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure 5 in No. 21.

Mr. Crampton to Henry Grinnell, Esq.

Sir,

Washington, March 4, 1856.

I HAVE the honour to acknowledge the receipt of your letter of the 1st instant, upon the subject of the relinquishment by Her Majesty's Government to their continuing right to the ship "Resolute."

I feel every confidence in the correctness of your view of the subject; and I should, I fear, overstep the limits of my official discretion, were I to alter the terms of the instruction of the Lords Commissioners of the Admiralty upon a matter which more peculiarly appertains to that Department of the Government, without previous reference to their Lordships.

I shall not fail however to transmit a copy of your letter, as well as one on the same subject which I have received from Messrs. Perkins and Smith the owners of the "George Henry."

As Her Majesty's Government can have no other desire than that all the parties who contributed, whether directly or indirectly, to the recovery of the "Resolute" should feel satisfied, I feel assured that the considerations which you have presented to me will receive from them the favourable notice to which they are entitled.

I have, &c.
(Signed) JOHN F. CRAMPTON.

Report upon Articles* brought home by Captain Collinson,
C.B., Her Majesty's Discovery Ship "Enterprise."

No. 22.

*W. M. Rice and Charles Atherton, to Commodore John Shepherd—
(Received July 2.)*

Sir,

Woolwich Yard, July 2, 1855.

WITH respect to the Articles 1 and 2, alluded to in the accompanying paper of Mr. Barrow, we beg to report that they have been carefully examined, and as regards that marked No. 1, there seems reason to believe that it may have belonged to either the "Terror" or "Erebus," founded upon the following statement of Mr. Reed, the foreman of joiners, who superintended the fitting of these vessels, viz. "that the doors of the winter hoods of the "Erebus" and "Terror" were not framed but made of $\frac{3}{4}$ board, and ledged similar to the fragment of framing brought home by Capt. Collinson, and that the winter hoods of other vessels subsequently fitted out at this yard on searching expeditions were framed in pannels in the usual manner."

Report upon Ar-
ticles brought home
by Captain Collin-
son., C.B.

The piece of iron marked No. 2 decidedly formed no part of the machinery of either of the vessels in question, but has evidently been part of the shank of a boats anchor; we are confirmed in this conclusion by the opinion formed by Dr. Rae, who lately inspected these relics, and who informed us that three small anchors were left with Sir John Richardson's boats, on the coast near the Copper Mine, in 1848; it is, therefore, more than probable that this piece of iron is a portion of one of them, especially as it has been galvanized, as were the three anchors above alluded to.

The accompanying explanatory sketch will show the part of the shank; the hole for receiving the stock, and the lower end of the piece of iron having been altered in shape by the Esquimaux for use, probably as a cutting tool.

The two articles are herewith returned.

We are, &c.

(Signed)

W. M. RICE, *Master Shipwright,*
CHAS. ATHERTON, *Chief Engineer.*

No. 23.

Alexander Laurie to Commodore Christopher Wyvill.—(Received March 3.)

Sir,

Chatham Yard, March 1, 1856.

IN obedience to your directions on their Lordship's Order of the 14th June last I have the honour to report that the piece of metal therein referred to appears to have formed part of a "bolt nail," and seems to have been reduced to its present shape by slight blows from a rough-faced hammer, or stone; a file or stone being subsequently used to bring up the cutting edges.

On the flat surface the "broad arrow" is very clearly defined, showing that the piece of metal may have formed part of the "Erebus" or "Terror," or it may have been obtained from another of Her Majesty's ships.

I have, &c.

(Signed)

ALEXANDER LAURIE.

From the London "Gazette" Friday March 8, 1850.

Admiralty, March 7, 1850.

£20,000

REWARD will be given by Her Majesty's Government to any Party or Parties, of any Country, who shall render efficient assistance to the Crews of the Discovery Ships, under the command of Sir John Franklin :—

1.—To any Party or Parties who, in the judgment of the Board of Admiralty, shall discover and effectually relieve the Crews of Her Majesty's Ships "Erebus" and "Terror," the Sum of

£20,000;

OR,

2.—To any Party or Parties who, in the judgment of the Board of Admiralty, shall discover and effectually relieve any of the Crews of Her Majesty's Ships "Erebus" and "Terror," or shall convey such intelligence as shall lead to the relief of such Crews or any of them, the sum of

£10,000 ;

OR,

3.—To any Party or Parties who, in the judgment of the Board of Admiralty, shall, by virtue of his or their efforts, first succeed in ascertaining their fate,

£10,000.

(Signed)

W. A. B. HAMILTON,
Secretary of the Admiralty.

Correspondence relating to the adjudication of the sum of £10,000 as a reward for ascertaining the fate of the crews of Her Majesty's ships "Erebus" and "Terror."

No. 24.

A. H. Colville, Esq., to the Secretary of the Admiralty.—(Received November 16, 1854.)

Sir,

Hudson's Bay House, November 13, 1854.

I PRESUME that there can be no longer any doubt of the lamentable fate of Sir John Franklin, and the crews of the ships under his command, since the arrival of Dr. Rae with the intelligence which he obtained from the Esquimaux, and the various articles which he recovered from those people.

I therefore submit that Dr. Rae has a fair and just claim to the reward of 10,000*l.* offered on the 7th March, 1854, to "any party or parties who, in the judgment of the Board of Admiralty, shall, by virtue of his or their efforts, first succeed in ascertaining their fate," and I have to request that you will bring the subject under the consideration of my Lords Commissioners of the Admiralty.

Dr. Rae commanded an expedition, fitted out by the Hudson's Bay Company in 1846, for the purpose of completing the survey of the northern shore of the continent of America, and passed the winter 1846-1847, at Repulse Bay. During this Expedition he accomplished the survey of a considerable portion of the coast, but was unable to complete it; and he returned to this country in the autumn of 1847. In 1848, he accompanied Sir John Richardson in the searching Expedition sent out by Government, and was left by him in the Arctic regions in charge of the party for a second year. He was further employed, under instructions from their Lordships, in prosecuting his search during 1850 and 1851, and his conduct on these several occasions received the approbation of their Lordships.

In 1853, Dr. Rae commanded an Expedition fitted out by the Hudson's Bay Company, with the view of effecting the survey of that portion of the northern coast which he had been unable to complete in 1846. He passed the winter, 1853 and 1854, at Repulse Bay, and proceeded onwards in the Spring of 1854, intending to prosecute his survey of the northern coast; but, having received intelligence of the fate of Sir John Franklin and his party from the Esquimaux, and satisfied himself of its general correctness, he immediately returned to this country, in place of remaining another winter, which he found would have been required to complete the object of the Expedition; and I believe his conduct in this respect has met with the approbation of their Lordships, as it has that of the Committee of the Hudson's Bay Company. In the course of these Expeditions he traced upwards of 1,800 miles of coast, previously unknown.

I have been requested by Dr. Rae to prefer his claim to the reward, and have entered into these details that their Lordships may have before them the services of Dr. Rae in Arctic Discovery, and in the search for Sir John Franklin, when they may be pleased to take into consideration his claims for

Correspondence relating to the adjudication of the sum of £10,000 as a reward for ascertaining the fate of the crews of Her Majesty's ships "Erebus" and "Terror."

Correspondence relating to the adjudication of the sum of £10,000 as a reward for ascertaining the fate of the crews of Her Majesty's ships "Erebus" and "Terror."

the reward, and I have only to add that the Committee of the Hudson's Bay Company will feel gratified by their Lordships coming to a favourable decision thereon.

I have, &c.
(Signed) A. H. COLVILLE, *Governor.*

No. 25.

Captain W. A. B. Hamilton to A. Colville, Esq.

Sir,

Admiralty, November 15, 1854.

HAVING laid before my Lords Commissioners of the Admiralty your letter of 13th instant, detailing the services of Dr. Rae, and submitting that he is entitled to the reward of 10,000*l.*, for ascertaining the fate of Sir John Franklin's Expedition, I am commanded by their Lordships to acquaint you that in the absence of the Report from Captain Collinson, of Her Majesty's Ship "Enterprise," of his voyage and proceedings, my Lords cannot come to any decision on the subject of Dr. Rae's claim to the reward in question.

Their Lordships take this opportunity of again expressing their sense of Dr. Rae's arduous and valuable services in Arctic Survey and Researches, combined with his strenuous and well-directed efforts to discover traces of Sir John Franklin.

I have, &c.
(Signed) W. A. B. HAMILTON.

No. 26.

Dr. Rae to the Secretary of the Admiralty.—(Received January 27, 1855.)

Stromness, Orkney, December 25, 1854.

THE Governor of the Hudson's Bay Company having intimated to me, that, as the reward offered by Government for discovering the fate of Sir John Franklin and party was a matter affecting me as a private individual, rather than as an officer of the Company, I should myself take the requisite steps to advance my claim, leaving the Company to support it in the manner they might consider most appropriate.

In pursuance of this view of the case, I take the liberty of bringing the subject before the notice of my Lords Commissioners of the Admiralty, believing that their Lordships have before this time become acquainted with the details of Captain Collinson's despatch, and have been able to decide whether the tenor of that document be such, as in any way to interfere with my claim to the reward alluded to.

I have, &c.
(Signed) JOHN RAE.

No. 27.

Captain W. A. B. Hamilton, to W. F. Robson, Esq.

Admiralty, January 23, 1855.

HEREWITH you will receive a number of papers and letters ranging in date from August to December, 1854, relating to the proceedings of Dr. Rae, Chief Factor of the Hudson's Bay Company, the last of which, under date the 25th ultimo, is an application by the above named gentleman for the reward offered by Government on the 7th March, 1850, to any party who should first succeed in ascertaining the fate of the discovery ships under the command of Sir John Franklin, and my Lords desire that you will take the opinion of Mr. Phinn, as to Dr. Rae being at present in a position to claim the reward for ascertaining their fate, or whether it will be more expedient to

wait the result of the further search about to be instituted in the approaching spring by the officers of the Hudson's Bay Company.

You are to return all the papers with your reply.

By command of their Lordships,

(Signed) W. A. B. HAMILTON.

Correspondence relating to the adjudication of the sum of £10,000 as a reward for ascertaining the fate of the crew of Her Majesty's ships "Erebus" and "Terror."

No. 28.

W. F. Robson, Esq., to Captain Hamilton.—(Received February 17.)

Sir,

Lancaster Place, February 1, 1855.

WITH reference to the commands of my Lords Commissioners of the Admiralty, signified to me by your letter of the 23rd ultimo, whereby I was directed to take the opinion of Mr. Phinn as to Dr. Rae being at present in a position to claim the reward for ascertaining the fate of the officers and men of Her Majesty's ships Erebus and Terror, or whether it would be more expedient to wait the result of the further search about to be instituted in the approaching spring by the officers of the Hudson's Bay Company; I take the liberty of reporting to you, for the information of their Lordships, that I sent the papers to Mr. Phinn, and I return the same with his opinion upon the subject.

I have, &c.

(Signed) W. F. ROBSON.

Inclosure in No. 28.

Case.

The following Letter has been received by the Solicitor of the Admiralty.

Admiralty, January 23, 1855.

HEREWITH you will receive a number of papers and letters ranging in date from August to December, 1854, relating to the proceedings of Dr. Rae, Chief Factor of the Hudson's Bay Company, the last of which under date the 25th ultimo, is an application by the above named gentleman for the reward offered by the Government on the 7th March, 1850, to any party who should first succeed in ascertaining the fate of the discovery ships under the command of Sir John Franklin; my Lords desire that you will take the opinion of Mr. Phinn as to Dr. Rae being at present in a position to claim the reward for ascertaining their fate, or whether it will be more expedient to await the result of the further search about to be instituted in the approaching spring by the officers of the Hudson's Bay Company.

You are to return all the papers with your reply.

By command of their Lordships,

(Signed) W. A. B. HAMILTON.

The papers referred to in the above letter accompany this case, and the opinion of Mr. Phinn is requested according to such letter.

Opinion of Thomas Phinn, Esq.

It appears to me that Dr. Rae has adduced evidence as satisfactory as the nature of the service and the peculiar circumstances of the case would admit, of the fate of the crews of Sir John Franklin's ships. The finding articles clearly belonging to officers of both ships seems to point to the fact that the party which met so melancholy a fate to the north-west of Back's Great Fish River was composed of the survivors from both ships. And this view seems to have been adopted by my Lords, as evidenced by the letter of their Secretary, under date of October 24, 1854.*

* See Parliamentary Papers, page 834. "Further papers relative to recent Arctic Expeditions in search of Sir John Franklin and the crews of Her Majesty's ships 'Erebus' and 'Terror.' Presented to both Houses of Parliament by command of Her Majesty, January, 1855."

Correspondence relating to the adjudication of the sum of £10,000 as a reward for ascertaining the fate of the crews of Her Majesty's ships "Erebus" and "Terror."

It appears to me, therefore should my Lords still be of opinion that the evidence furnished by Dr. Rae is conclusive of the fate of Sir J. Franklin, and of the survivors of the Expedition, that he has brought himself within the terms of the notice of March 17, 1850; and that any subsequent discoveries by a fresh party which did not invalidate the conclusions arrived at on the evidence furnished by Dr. Rae could not affect his claim.

In order to avoid the difficulties which occurred in reference to the reward offered for the discovery of the screw propeller, I submit that my Lords should cause a notice to be inserted in the "Gazette," reciting the placard of March 7, 1850, and Dr. Rae's claim in pursuance thereof, stating that my Lords are about (within a time to be limited by their Lordships) to adjudicate thereon, and that all persons who have any claim to prefer to the offered reward should do so within the time specified, or in default thereof, that their claim would be barred. I do not understand that Captain Collinson prefers any claim founded on the articles which he has recovered.

(Signed) THOS. PHINN.

Temple, January 31 1855.

No. 29.

R. Osborne, Esq., to W. F. Robson, Esq.

Admiralty, February 16, 1855.

WITH reference to Mr. Phinn's opinion upon Dr. Rae's claim to the reward offered to any party who should first succeed in ascertaining the fate of the ships under the command of Sir John Franklin, I am to signify their Lordship's direction to you to frame a notice for the "Gazette," stating that adjudication of the £10,000 will be made as soon as my Lords receive the report of the expedition now directed to proceed to the mouth of the Great Fish River.

By command of their Lordships,
(Signed) R. OSBORNE.

No. 30.

W. F. Robson, Esq., to R. Osborne, Esq.—(Received February 20.)

Sir,

Lancaster Place, February 17, 1855.

WITH reference to the commands of my Lords Commissioners of the Admiralty, signified to me by your letter, dated the 16th instant, whereby I was directed to frame a notice for the "London Gazette," stating that adjudication of the £10,000 will be made as soon as my Lords receive the Report of the Expedition now directed to proceed to the mouth of the Great Fish River, I submit to you, for the consideration of their Lordships, that it will be advisable to wait the result of the intended expedition before framing any notice for the "Gazette," or holding out any expectation as to the money being awarded.

I return the case and opinion, which was the only paper accompanying your letter.

I have, &c.
(Signed) W. F. ROBSON.

No. 31.

Captain W. A. B. Hamilton, to W. F. Robson, Esq.

Admiralty, February 19, 1855.

REFERRING to your submission of the 17th instant, No. 186, and the enclosed opinion of Mr. Phinn upon the question of reward to the discoverer of the fate of Sir John Franklin's expedition, my Lords desire that you will

consult Mr. Phinn as to the nature of the notice intended for insertion in the "London Gazette," provided that he be of opinion that a notice ought to be prepared.

By command of their Lordships,
(Signed) W. A. B. HAMILTON.

Correspondence relating to the adjudication of the sum of £10,000 as a reward for ascertaining the fate of the crews of Her Majesty's ships "Erebus" and "Terror."

No. 32.

W. F. Robson, Esq., to R. Osborne, Esq.—(Received February 24.)

Sir,

Lancaster Place, February 23, 1855.

WITH reference to the commands of my Lords Commissioners of the Admiralty, signified to me by the letter of Captain Hamilton, dated the 19th instant, whereby I was directed to consult with Mr. Phinn as to the nature of the notice on the above subject, intended for insertion in the "London Gazette," provided that he be of opinion that a notice ought to be prepared, I take the liberty of reporting to you, for the information of their Lordships, that I have consulted with Mr. Phinn, and he states that as an expedition is to proceed for the purpose of further inquiry, that the insertion of the proposed notice in the "Gazette" had better be deferred until my Lords receive the report of the gentlemen so engaged.

I return the papers.

I have, &c.
(Signed) W. F. ROBSON.

No. 33.

Further Opinions of Thos. Phinn, Esq.

I HAVE seen Mr. Robson, and concur with him in thinking that, as an expedition is to proceed for the purpose of further inquiry, with a view to testing the accuracy of Dr. Rae's information, that the insertion of the proposed notice in the "Gazette" had better be deferred until my Lords receive the report of the gentlemen so engaged.

(Signed) THOS. PHINN.

No. 34.

Captain W. A. B. Hamilton, to W. F. Robson, Esq.

Admiralty, February 23, 1855.

REFERRING to former correspondence and to your letter of this day's date, No. 208, relative to the reward to be given to those who should first ascertain the fate of Sir John Franklin, I am to acquaint you that their Lordships have decided to defer the insertion of the proposed notice in the "Gazette" until they receive the report of the gentlemen employed in the expedition about to proceed on a further search to the Great Fish River.

By command of their Lordships,
(Signed) W. A. B. HAMILTON.

No. 35.

A. Colville, Esq., to Captain W. A. B. Hamilton.—(Received March 24.)

Sir,

Hudson's Bay House, March 19, 1855.

WITH reference to your letter of the 15th November, in answer to mine of the 13th November, on the subject of Dr. Rae's claim for the reward offered by my Lords Commissioners of the Admiralty for ascertaining the fate of Sir

Correspondence relating to the adjudication of the sum of £10,000 as a reward for ascertaining the fate of the crews of Her Majesty's ships "Erebus" and "Terror."

John Franklin's party, I presume that the report from Captain Collinson has been received, and as your letter addressed to Mr. Smith, the Secretary of the Hudson's Bay Company, dated 24th October* last, communicates "their Lordships' high approval of the services of Dr. Rae, who has set at rest the unfortunate fate of Sir John Franklin and his party," I have the honour to submit that the time has arrived when their Lordship's decision on Dr. Rae's claim may be expected.

I have, &c.
(Signed) A. COLVILLE, Governor.

No. 36.

Captain W. A. B. Hamilton, to A. Colville, Esq.

Sir,

Admiralty, March 23, 1855.

IN reply to your letter of the 19th instant, relating to Dr. Rae's claim to the reward for ascertaining the fate of Sir John Franklin and his party, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that no further report has as yet been received from Captain Collinson, and the circumstances remaining the same, my Lords are unable to add anything to, or depart from, the intimation made in their former letter.

I have, &c.
(Signed) W. A. B. HAMILTON.

No. 37.

Dr. Rae to the Secretary of the Admiralty.—(Received April 19.)

Sir,

Hudson's Bay House, London, April 2, 1855.

I HAVE been favoured by the Secretary of the Hudson's Bay Company with copies of letters from you, written by direction of the Lords Commissioners of the Admiralty, replying to two communications addressed by Governor Colville to their Lordships on the subject of the reward offered for ascertaining the fate of Sir John Franklin and party.

In the first of these letters the absence of "Captain Collinson's Report" is assigned as a cause for not coming to a decision as to the justness of my claim to the reward above referred to; in the second letter the absence of a "further report" from Captain Collinson is the plea urged.

What "further report," as far as regards the fate of Sir John Franklin and his party, their Lordships expect to receive, I am at a loss to imagine.

It is evident that had Captain Collinson obtained any information, even the slightest trace, of the long lost party, to search for which was the special mission of the Expedition he commanded, it would have appeared in his despatch, dated at Port Clarence on the 22nd August, 1854, and would have been published in the last Arctic Blue Book, yet, with the exception of the mention of finding a piece of wood having on it a "copper hasp," marked with the broad arrow (A) there is not a single sentence in the report that can bear on the subject.

In a letter of date the 24th October last, written by direction of the Lords Commissioners, and addressed to W. G. Smith, Esquire, it is stated that I had "set at rest the unfortunate fate of Sir John Franklin and party." My claim to the reward being thus clearly acknowledged, and as nothing as far as I am aware, has since that date come to light which could alter the views or opinions of their Lordships, I cannot help feeling some surprise at the difficulties and delays made in deciding the question.

As I am desirous of communicating on the subject of the reward by the Spring express to Hudson's Bay, with the men who formed my party to the Arctic Sea, I should be extremely obliged by a reply to this, at as early a date as circumstances will permit.

I have, &c.
(Signed) JOHN RAE.

* See page 834. "Further papers relative to recent Arctic Expeditions in search of Sir John Franklin and the crews of Her Majesty's ships 'Erebus' and 'Terror.' Presented to both Houses of Parliament by command of Her Majesty, January, 1855."

No. 38.

Captain W. A. B. Hamilton, to Dr. Rae.

Sir,

Admiralty, April 18, 1855.

IN reply to your letter of the 2nd instant, relating to the reward offered for ascertaining the fate of Sir John Franklin and his party, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that having taken legal advice, they do not feel that they are in a condition at present to come to any decision on the claim for the reward offered for ascertaining the fate of that officer.

I have, &c.
(Signed) W. A. B. HAMILTON.

Correspondence relating to the adjudication of the sum of £10,000 as a reward for ascertaining the fate of the crews of Her Majesty's ships "Erebus" and "Terror."

No. 39.

Dr. Rae to the Secretary of the Admiralty.—(Received April 26.)

Sir,

5, Beaufort Buildings, Strand, April 23, 1855.

I AM in receipt of your letter of the 18th instant, informing me that the Lords Commissioners of the Admiralty, having taken legal advice, do not feel that they are in a condition at present to come to any decision on the claim to the reward offered for ascertaining the fate of Sir John Franklin and his party.

In reply, I have to request that you will be pleased to inform their Lordships that if this decision has been arrived at by the legal advisers of the Board with a full knowledge of the contents of your letter of the 24th October* last, addressed to the Secretary of the Hudson's Bay Company, in which it is admitted that I had set at rest the fate of Sir John Franklin and his party, rather than enter into a question of law, I would prefer to have recourse to one or other of the following alternatives, having myself taken legal advice on the subject, which is at total variance with that of the legal advisers of the Board.

I am willing to refer my claim to the decision of arbiters mutually chosen, or to defer the matter until the return of the Expedition which is about to descend the Back River to search any further traces (journals especially) of Sir John Franklin's party, with the clear understanding that, in the event of my report being confirmed, or should no information in contradiction of any material part of it be obtained, my claim be admitted, at the same time reserving to myself all legal and moral claim that now exists, should the Expedition fail in its object.

Begging the favour of a reply at your earliest convenience,

I have, &c.
(Signed) JOHN RAE.

No. 40.

Captain W. A. B. Hamilton, to Dr. Rae.

Sir,

Admiralty, April 26, 1855.

IN reply to your letter of the 23rd instant, referring to my letter to you of the 18th instant, relating to your claim to the reward offered by Her Majesty's Government for ascertaining the fate of Sir John Franklin and his party, I am commanded by my Lords Commissioners of the Admiralty to refer you to the contents of that letter, in answer to your present communication.

I have, &c.
(Signed) W. A. B. HAMILTON

No. 41.

W. G. Smith, Esq., to the Secretary of the Admiralty.

Correspondence relating to the adjudication of the sum of £10,000 as a reward for ascertaining the fate of the crews of Her Majesty's ships "Erebus" and "Terror."

Sir,

Hudson's Bay House, June 19, 1855.

WITH reference to the correspondence that has already passed between the Governor of the Hudson's Bay Company and the Admiralty, respecting the claim of Dr. Rae to the remuneration offered by Her Majesty's Government for the discovery of the fate of Sir John Franklin, and specially to the letter of Captain Hamilton, dated 23rd of March, 1855, I am directed by the Governor and Committee to request that you will submit to the Lords Commissioners that, as Captain Collinson has now been some time in this country, it is presumed that the further report required from that gentleman has been received, and the Governor and Committee trust that their Lordships may now be in a position to entertain favourably Dr. Rae's claim to the reward in question.

I have, &c.

(Signed) W. G. SMITH.

No. 42.

W. G. Smith, Esq., to Thos. Phinn, Esq.

Sir,

Admiralty, June 29, 1855.

REFERRING to your letter of the 19th instant, in which in behalf of the Governor and Committee of the Hudson's Bay Company you express a hope that the time has arrived when Dr. Rae's claim to the reward offered for the discovery of the fate of Sir John Franklin may be entertained; referring also to Dr. Rae's letter of the 25th December last, in which he states that the Governor of your Company had upon the same subject intimated to him that the reward in question affects him more in the character of a private individual than as an officer of the Company. I am commanded by my Lords Commissioners of the Admiralty to acquaint you that they concur in the opinion expressed by the Company to Dr. Rae; they, however, desire that the Company should be informed that they still retain their opinion that under any circumstances Dr. Rae will be entitled to a portion of the reward offered to the persons who should first ascertain the fate of Sir John Franklin, and the officers and men under his command; but it seems to them impossible to come to any final conclusion until the result of the further search which has been undertaken by your Company for the purpose of ascertaining, as far as possible, the fate of those officers and men, shall be known, as their Lordships are placed almost in a judicial capacity with reference thereto.

It must be obvious that the renewed search, if successful in ascertaining the fate of members of the expedition constituting a party, other than that which is supposed to have met with so melancholy a fate near Great Fish River, must, at any rate, very materially affect the proportion of the reward, if any, receivable by Dr. Rae.

I have, &c.

(Signed) THOS. PHINN.

No. 43.

Dr. Rae to the Secretary of the Admiralty.—(Received April 10, 1856.)

Sir,

London, April 10, 1856.

MY attention having been called to a pamphlet recently published, entitled "The Great Arctic Mystery," the object of which is evidently an attempt to influence the Lords Commissioners of the Admiralty in their decision of the question of the Government reward for tracing the fate of Sir John Franklin and party, and as my name and proceedings are not unfrequently

mentioned therein, I venture to trouble you with a few remarks on its contents.

At page 4 it is said, "I was dispatched on a purely geographical expedition;" again, from a letter of mine to the "Times" newspaper of November 27, 1852, "I do not mention the lost navigators, as there is not the slightest hope of finding any traces of them in the quarter to which I am going."

Both these statements are perfectly true. In making the latter I was influenced by the same circumstances that appear to have influenced others.

Sir John Franklin, on a former Arctic Expedition (not a ship one), lost half his men and very nearly his whole party, in a journey overland of not more than two hundred miles, and I did not think it probable that he would, after such former bitter experience, endeavour to save himself and those with him, by travelling southward over the American continent towards the Hudson's Bay Company's posts, the nearest of which, by the route he would have to follow, was little, if at all, short of six hundred miles distant.

On the other hand, he and his officers had the example of Sir John Ross and party saving themselves, or rather being saved, in 1833, by travelling up Regent's Inlet to Barrow Strait.

The expedition on which I was last employed was a purely geographical one, and having been proposed and planned by myself, I was bound in honour to accomplish it as long as no very great risk was incurred. My belief was, and is, that by passing another winter at Repulse Bay (for doing which I had the means) the intended survey might have been effected, had I not thought that the information obtained regarding the lost navigators was of too much importance to be withheld for another year. I consequently came to England, and left the object of my visit to the Arctic Sea unaccomplished.

In justice to myself permit me to say, that it was not until my arrival in London on the 22nd October, 1854, I was informed that a reward had been offered for tracing Franklin's fate; so that it was no expectation of pecuniary advantage that induced me to act as I did.

At page 6 it is said, "I was made acquainted on my outward journey from Repulse Bay, with the locality, namely, Montreal Island, Point Ogle, and its vicinity, at which the remains of Sir John Franklin's party were found."

This is incorrect, for it was not until after my return to Repulse Bay that I learnt the particulars which enabled me to fix upon the locality with any approach to certainty.

My rough notes of 21st of April, written at a snowhouse about ten miles west of Pelly Bay, and at Simpson's Lake the following day, on my outward journey, are:—

"Met a very communicative and apparently intelligent Esquimaux; had never met whites before, but said that a number of Kabloonans, at least 35 or 40, had starved to death west of a large river a long distance off. Perhaps about 10 or 12 days' journey? Could not tell the distance, never had been there, and could not accompany us so far. Dead bodies seen beyond two large rivers; did not know the place. Could not or would not explain it on chart. Had seen a pillar of stones that had been built by whites near a small river. Top of pillar had fallen down; suppose Simpson and Dease cairn at Castor and Pollux River?" This last remark I need scarcely say is mine, and I found that the surmise was correct. The top of the cairn had fallen down.

Reverting to my notes of 21st and 22nd April, I find, "This information too vague to act upon, particularly at this season, when everything is covered with snow."

It is perhaps needless to give my reasons for not attempting to reach the mouth of the Back River during the summer of 1854. The difficulty, nay, almost impracticability, of travelling overland in the north at that season, is exemplified in the narratives of those very distinguished travellers, Captain McClintock and Commander Mechem, at pages 535 and 584 of the Arctic blue book for 1855.

Had I waited until spring, 1855, for the purpose of proving by personal observation the truth of the Esquimaux report, of the correctness of which on all important points I had no doubt, I could have reached England only three months earlier than Mr. Anderson's report did, and the search by him and his party during the summer, when the ground was thawed and bare of

Correspondence relating to the adjudication of the sum of £10,000 as a reward for ascertaining the fate of the crews of Her Majesty's ship's "Erebus" and "Terror."

Correspondence relating to the adjudication of the sum of £10,000 as a reward for ascertaining the fate of the crews of Her Majesty's ships "Erebus" and "Terror."

snow, was much more perfect than mine could have been in spring, when everything on low flat land is almost invariably hid from view by the snow.

Page 11.—"Nor was the Admiralty satisfied that the report brought home by Dr. Rae was trustworthy."

On this extract I shall not hazard any observation; but I may say, that nearly all the leading newspapers of the day (although some of them deprecated one part of my report), agreed in considering the information obtained, taken in conjunction with the articles purchased from the natives conclusive as to Franklin's fate, and nothing, so far as I am aware, has since come to light, to weaken the force of the evidence.

Folios 11 and 12.—"It is, we contend, extremely unlikely that while such articles as small pieces of rope, bunting, a letter nip, &c., were preserved, the bones of human beings should not have also remained to attest the truth of the tragical report."

The articles above named were evidently collected by the Esquimaux, and put in a safe place or "en cache" on the high ground of Montreal Island, and thus preserved, whilst the bodies left on the low flat beach disappeared.

Mr. Stewart, who accompanied Mr. Anderson down the Back River tells me, that there was certain indication that the water at times covered the land to the distance of fully a hundred yards in shore of the usual tide mark, on the low flat coast near Point Ogle and Montreal Island.

That gales of wind would produce this effect is proved by the experience of Sir George Back, who mentions in his journal, the being obliged by the rise of the water when encamped in this very locality to move his baggage, stores, &c., further from the sea, to save them from injury or destruction.

Would not such rises of water be apt to cover up with sand and mud, or carry away any remains of dead persons during a period of five summers, aided as they would be by the current from the river and the ice.

Folio 12.—"Indeed, it is probable that the party in question were detached on special service, and that the main body of the expedition remained with the ships."

Is it probable that such (detached party on special service), would carry with them Sir John Franklin's cross, a number of silver spoons, forks, &c., bearing the initials or crests of most of the officers of both ships? Besides, is there any probability that documents, if such there be, deposited at or near the position (which is wholly unknown) where the Erebus and Terror were abandoned, would give any account of the party that perished in the neighbourhood of Montreal Island, and Point Ogle.

The claim set up to the discovery of a north-west passage by Franklin's party is not the least curious portion of the pamphlet. We have not the slightest evidence to show that the boat found at the estuary of the Back River, had been conveyed thither by water, or even hauled all the way on ice. It may have been taken 20, 30, or even 40 miles overland, in the same way as mine was in 1846, between Repulse and Committee Bays.

Apologizing for troubling you with this long letter.

I have, &c.

(Signed) JOHN RAE.

No. 44.

Thos. Phinn, Esq., to Dr. Rae.

Sir,

Admiralty, April 11, 1856.

I AM commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of your letter of yesterday's date, containing some remarks upon a pamphlet recently published, entitled the "Great Arctic Mystery."

I have, &c.

(Signed) THOS. PHINN.

No. 45.

Dr. Rae to the Secretary of the Admiralty.—(Received May 23.)

Sir,

29, Norfolk Street, Strand, May 21, 1856.

IT is now more than eighteen months since I brought home information from the Arctic Sea, which the Secretary of the Admiralty, in a letter dated a few days afterwards, and written by command of the Lords Commissioners, stated "set at rest the unfortunate fate of Sir John Franklin and his party." Anything that has since been learnt, instead of weakening the force of that information has tended to confirm it.

Four weeks have now elapsed since the expiration of the three months allowed by my Lords Commissioners for parties to send in claims to the reward offered for obtaining first information of the fate of Sir John Franklin and his party.

By letter addressed to the Secretary of the Admiralty in November 1854, from A. Colville, Esquire, Governor the Hudson's Bay Company, a claim to the reward above alluded to is made in my favour: since then, I have lost much of my time (which, although not worthy the consideration of their Lordships, is of great value to me) in waiting the decision of this question, and I now beg most humbly to express a hope that their Lordships will not keep me much longer in suspense on a matter which the multiplicity of other affairs of infinitely more importance, may have caused them hitherto to overlook.

I have, &c.
(Signed) JOHN RAE.

Correspondence relating to the adjudication of the sum of £10,000 as a reward for ascertaining the fate of the crews of Her Majesty's ships "Erebus" and "Terror."

No. 46.

Dr. Rae to the Secretary of the Admiralty.—(Received June 19.)

Sir,

29, Norfolk Street, Strand, June 18, 1856.

WITH reference to the subject of the reward offered by Government for the first information regarding the fate of Sir John Franklin and his party, I beg to say that should it please my Lords Commissioners of the Admiralty favourably to consider my claim thereto, a difficulty may possibly arise as to what proportion of the reward in question ought to be given to the men who cheerfully shared with me the privations and hardships (such as they were) of the recent Expedition, during which information of the lost navigators was obtained.

Should such difficulty exist, may I presume to suggest that it might be left to the Governor and Committee of the Hudson's Bay Company, who, perhaps, would have no objections to take it upon themselves to decide this point.

As regards myself, I should consider their decision final.

Hoping that you will pardon me for again troubling you,

I have, &c.
(Signed) JOHN RAE.

No. 47.

Thos. Phinn, Esq., to W. G. Smith, Esq.

Sir,

Admiralty, June 19, 1856.

WITH reference to your letter of the 19th November 1854, and the subsequent correspondence on the subject of Dr. Rae's claim to the reward offered by the Lords Commissioners of the Admiralty, by their proclamation of 7th March, 1850, I am commanded by my Lords to acquaint you, for the information of the Governor and Committee of the Hudson's Bay Company, that upon a full consideration of all the circumstances con-

Correspondence relating to the adjudication of the sum of £10,000 as a reward for ascertaining the fate of the crews of Her Majesty's ships "Erebus" and "Terror."

nected with the information obtained relative to Sir John Franklin's Expedition, my Lords are of opinion that Dr. Rae and his companions are entitled to the reward of 10,000*l.* assigned under the third paragraph of such proclamation; and I am to request that you will be good enough to undertake the distribution of this sum between Dr. Rae and his companions. My Lords also request the Hudson's Bay Company will inform them how this money may best be paid to the companions of Dr. Rae, who are supposed to be now in the employment of the Hudson's Bay Company.

I have, &c.
(Signed) THOS. PHINN.

No. 48.

Thos. Phinn, Esq., to Dr. Rae.

Sir,

Admiralty, June 19, 1856.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you that upon a full consideration of all the circumstances connected with the information obtained relative to Sir John Franklin's Expedition, my Lords are of opinion that you and your companions are entitled to the reward of 10,000*l.* assigned under the third paragraph of the Admiralty proclamation of the 7th August, 1850, viz:—

"To any party or parties, who in the judgment of the Board of Admiralty should by virtue of his or their efforts first succeed in ascertaining the fate of such Expedition."

My Lords further desire me to acknowledge the receipt of your letter of the 18th instant, signifying your willingness (should your claims be favourably considered by my Lords) that the distribution of the reward should be appropriated according to the recommendation of the Governor and Committee of the Hudson's Bay Company, and to acquaint you that in furtherance of your proposal, the necessary application has been made to the Hudson's Bay Company.

I have, &c.
(Signed) THOS. PHINN.

No. 49.

Letter from Lady Franklin.—(Received April 16.)

LADY FRANKLIN presents her compliments to the Secretary of the Admiralty, and requests he will do her the favour to place the accompanying letter before the Lords Commissioners of the Admiralty at the earliest opportunity.

60, Pall Mall,
April 18, 1856.

Inclosure 1 in No. 49.

Lady Franklin respecting the adjudication of the Reward, to the Lords Commissioners of the Admiralty.

My Lords,

60, Pall Mall, April 12, 1856.

I HAVE the honour of laying before your Lordships a copy of the notice published by your orders in the *Gazette* of the 22nd of January last, and of soliciting your consideration of the motives which compel me respectfully to enter a protest against the early adjudication therein proposed. I should not have delayed until this late moment the execution of an intention formed soon after the publication of the notice and communicated many weeks since to Dr. Rae, but that I have been incapacitated from writing by serious illness, from which I am indeed but partially recovered.

The grounds upon which I venture to appeal to you against the present adjudication of the reward are the following:—

1. Because it cannot truly be affirmed of the crews of the *Erebus* and *Terror* that their fate has been ascertained, and therefore to adjudicate on such an assumption seems to be premature.

2. Because Dr. Rae has not by his efforts ascertained their fate.

3. Because it may yet happen that their fate will be positively and fully ascertained, and if so, those who by their efforts succeed in ascertaining it, will, should a premature adjudication take place, be deprived of their legitimate reward.

4. Because the adjudication, by affirming that there is nothing more to be disclosed, opposes a check to any further efforts for ascertaining the fate of the expedition, and appears to counteract the humane intention of the House of Commons in voting a large sum of money for that purpose.

I trust that in making some observations in explanation of these points, I shall not fail in the respect due to your Lordships, and that you will accord me that indulgence which the subject and my own deep personal interest in it may appear to claim.

1. It is not my intention, under the first of these heads to throw doubt upon the reports brought home by Dr. Rae, confirmed as they are, in some points, by the indisputable relics procured from the Esquimaux, but only to point out that they are convincing within certain limits only; and that much that has hitherto been considered as established, is only conjectural, and should lead to a suspension of judgment, rather than to a hasty enunciation of it.

It is not proved, by any facts we are in possession of, that the party of white men who arrived with their large boat (the remains of which, with many articles belonging to it have been found) within the estuary of the Great Fish River, and who are said to have perished there, were the only survivors of the crews of the *Erebus* and *Terror*, and that no other remnant of the original ships' companies, amounting to about 135 men, took a different route.

And even as to this (known) boat party, it has not been traced back to the ships or to the wrecks from which it was equipped; nor have the ships been sought for at all, though there is much reason to conclude from the nature of the objects brought home by Dr. Rae, and of others seen by Mr. Anderson on Montreal Island and the adjacent shore, that they had been pillaged by the Esquimaux, and were not far distant. What secrets may be hidden within those wrecked or stranded ships we know not—what may be buried in the graves of our unhappy countrymen or in caches not yet discovered we have yet to learn. The bodies and the graves which we were told of have not been found; the books (journals) said to be in the hands of the Esquimaux have not been recovered, and thus left in ignorance and darkness with so little obtained and so much yet to learn, can it be said and is it fitting to pronounce that the fate of the expedition is ascertained?

That your Lordships did not consider that this question was resolved by Dr. Rae's reports at the close of 1854, and by the relics which to a certain extent authenticated them, is shewn by your own proceedings when that tragic intelligence arrived, for it was immediately decided that steps must be taken to verify the truth of these reports which could not be accepted as conclusive, and that further intelligence must be sought for. There was but one feeling in the country on this sad occasion. No amount of expense would have been grudged to make a final expedition of search complete, for it was felt that after six long years of failure and disappointment, the clue which we had asked and prayed for was now in our hands, and that England's honour and credit were concerned in holding it fast and following it up till it led to the solution of the mystery.

My Lords, I shrink from recalling the pain and woful disappointment I felt, and which many others felt with me, when the response to this generous excitement in the public mind, and the sole result of your deliberations, was no more than a birch bark canoe expedition down the Great Fish River, confided to the Hudson's Bay Company, but unsustained by any naval resources. In vain was it pleaded that a vessel might be sent to co-operate with this river party, who, if they ever reached the sea, could not venture to embark upon it in their frail canoes: and, if this were not granted, that at least a naval

Correspondence relating to the adjudication of the sum of £10,000 as a reward for ascertaining the fate of the crews of Her Majesty's ships "*Erebus*" and "*Terror*."

Correspondence relating to the adjudication of the sum of £10,000 as a reward for ascertaining the fate of the crews of Her Majesty's ships "Erebus" and "Terror."

officer might accompany and direct the expedition, since it was well known that the Hudson's Bay Company, with all their zeal to accomplish the objects required of them in the most effectual manner, would not be able to supply to it an officer competent to make the indispensable observations for latitude and longitude. To the credit of Dr. Rae and of the Hudson's Bay Company's officers about to be employed, I may observe that he made a similar recommendation, being persuaded that those brave and right-minded servants of the company would not hesitate to place themselves under the leadership of an officer in Her Majesty's Navy, provided he were one already tried and distinguished in Arctic service. To add to the original deficiencies of this over-land or river expedition, it failed to secure an interpreter, so that all the information it has brought back from the Esquimaux, and that derived chiefly from a few women, was transmitted only by signs.

Every praise is due to the exertions of the two zealous officers, who, under all these disadvantages, were able to accomplish anything: but it is scarcely to be wondered at if, after a rapid survey of 9 days only, within a very limited district, which did not extend even to King William Island where our fugitive countrymen were first seen, they were compelled by the state of the damaged boats hastily to return, and have thrown no new light upon the history of those whose fate they went to ascertain. Mr. Anderson has been able to confirm the evidences of a large party from the Erebus and Terror having arrived from the sea within the estuary of the Great Fish River; but his negative testimony on other matters, such as the bodies and the graves which were not to be found, tends rather to throw doubt upon than to confirm them.

I may here, perhaps, be allowed to add, without prejudice to that excellent servant of the Hudson's Bay Company, Mr. Anderson, that *he* is so far from considering, the fate of the expedition has been fully ascertained by the results of his late survey, or that there is nothing more to be done, that he has felt it to be a duty to express to me since his return, as he had done before he started, his decided opinion that a vessel should be sent out to the vicinity of King William's Land to pursue the search. With about twenty men, well armed, and two interpreters, he considers that two parties might be dispatched from it to explore the east and west sides of Victoria Strait, as well as the lower part of Regent Inlet, his own opinion being that the wrecks of the vessels are to be found in Victoria Strait, on the west coast of Boothia, between Bellot Strait and King William's Land. On the 15th of September last, Mr. A. writes to me, that he had himself made preparations for a second season of search; but, I presume that, having no instructions on this head, they have not been turned to any account. It is evident he considers, that the Esquimaux tribes on the shores of the strait hold the secret we are in search of, and that something more than a flying visit of a few days must be effected, before their, perhaps guilty, fears can be allayed, and their confidence won.

The view I have thus ventured to submit, that there is much more conclusive evidence to be yet obtained as to the fate of the expedition, and that the means of obtaining it had not been used, but are within our reach, is not confined to myself alone, in which case I might, notwithstanding my deep personal interest in the matter, hesitate to advance it. It would be in my power to adduce the most positive evidence that the sentiments and views I have taken the liberty of expressing, are shared by some of the highest authorities to whom your Lordships have been accustomed to refer in Arctic matters, as also by those brave and experienced officers who have most distinguished themselves in Arctic service; and I would entreat of you, before you place an extinguisher upon the light which has arisen in that dark corner of the earth, whither we have been directed as by the finger of God, that you will, as you have done before, call together those Arctic officers, and obtain their individual and collective judgment in this emergency.

2. It seems almost superfluous to observe, if the fate of the crews of the Erebus and Terror has not been ascertained, that Dr. Rae has not succeeded in ascertaining it. And thus I might be spared the ungrateful task of considering whether or not he made the efforts implied in your Lordships' proclamation as a condition of reward, were it not that, by passing over this clause, I seem to admit an assumption that endangers the main truth I wish to establish. It is with great reluctance that I find myself obliged to contest

Correspondence
relation to the ad-
judicating of the
sum of £10,000 as
a reward for as-
certaining the fate
of the crews of Her
Majesty's ships
"Erebus" and
"Terror."

Dr. Rae's claim to having, by virtue of his efforts, ascertained the fate of my husband and his companions, for we are indebted to him (short of this), for such valuable information, supported by such tangible proofs of a few facts, as might have enabled us, had ampler means been employed, to set the question at rest, and as enables us still to do so. Had Dr. Rae verified some of the reports he received at second or third hand from the Esquimaux, by personal investigation, and made use of the facts thus attained to get at further truths, or even, had he hastened home with no other object than to provoke the organisation of a much more complete and effective search than any he could himself accomplish on the spot, his claims would bear a different aspect. But he did not go out of his way to test the startling facts communicated to him, and he returned home, as he expressly tells your Lordships in his official letter, to stop further expeditions (in other parts)—a praiseworthy object, perhaps, but one widely different from that for which the reward was offered. It is but due, however, to Dr. Rae, to add that, when the Fish River Expedition was resolved upon, he gave his ready advice for its organisation, though he declined the command of it, which was proposed to him. He also declares himself favourable at this moment, to farther search, were it only, as he has assured me, to secure for his statements that confirmation which he anticipates. Much more gladly would I plead, did I not feel that it is beyond my province, that Dr. Rae should receive an adequate reward for his late and former services, than oppose his right to that which is put forth in the third clause of the *Gazette* notice, to which it appears to me he has not made good his title.

3. For the sake of those who may yet advance a stronger claim to it, I am again compelled respectfully to protest against the premature adjudication contemplated in the *Gazette* notice. When in the early part of the Session of 1849, the House of Commons unanimously voted £20,000 for the encouragement of private enterprise and of private enterprise alone, in the search of the lost objects of national solicitude, they placed no restrictions as to the period during which the reward was to be held out, it could never have been contemplated that while the community was divided in opinion as to the evidence of facts, and while a great majority of those best informed on the subject and others the most deeply interested in it, were dissatisfied with that evidence, and demanded better, an arbitrary edict such as that involved in the premature adjudication of the reward, should, in favour of any one candidate of doubtful pretensions, shut out all future ones. I would fain submit to your Lordships, that so long as private funds are embarked in the same cause, and that active measures are in progress or in contemplation, to clear up the mystery as to the fate of the crews of the *Erebus* and *Terror*, it would be unjust to place an arbitrary limit to the operation of an act designed expressly for that object, and so proclaimed at the time "By Her Majesty's Government."

And here I feel compelled to state that, though it is my humble hope and fervent prayer that the Government of my country will themselves complete the work they have begun, and not leave it to a weak and helpless woman to attempt the doing that imperfectly which they themselves can do so easily and well, yet, if need be, such is my painful resolve, God helping me.

In the name then of those brave men who will devote themselves to this labour of love and duty, I feel called upon to claim that they should not be shut out, by a premature adjudication, from the reward which may become their due. It may yet fall to their lot to ascertain all, or much of what we want to know, and to bring back some journal, or some precious fragment, otherwise lost to us for ever.

Should these last of the explorers accomplish any of these things, will you ignore their services and claims, because, in the spring of 1856, you had deemed that the fate of the expedition was ascertained, and had given away the reward? I have a right to use this argument, though in carrying it into its consequences I feel it may be doing injustice to your Lordships, as well as to the devoted volunteers who will undertake what they have to do in a higher spirit than any hope of pecuniary recompense can put into them.

But I may illustrate the argument by a more immediate example—that of the zealous and enterprising Captain Penny. It may not be known to your Lordships that Captain Penny, before his departure from England last year,

Correspondence relating to the adjudication of the sum of £10,000 as a reward for ascertaining the fate of the crews of Her Majesty's ships "Erebus" and "Terror."

in command of two whaling ships, informed me that the reports brought home by Dr. Rae reminded him of some vague rumours of a fight between whites and Esquimaux, which had reached him in Northumberland Sound the preceding season, from a great distance, travelling through successive tribes of natives. And Captain Penny added, that in spite of all the difficulties he foresaw in the execution of his project, it was his intention to engage some of the most intelligent and trustworthy natives, domesticated at his whaling station, to trace back these rumours to their source, whether that source were the catastrophe at the Great Fish River, or any other which may have overtaken a separate portion of the crews of the *Erebus* and *Terror*, in some other locality. Now, though I have no great hope (considering the distance to be traversed and other obstacles), that much success will attend Captain Penny's laudable efforts, and am sure that no thought of qualifying himself for the Government reward entered into his speculations, yet, would it be fair to adjudicate that reward at this moment, in the face of such a fact?

I have spoken reluctantly of a private expedition, at my own cost, which, in despair of your Lordships completing the work you have begun, and not till then, I may be forced to undertake. And it may not be superfluous, though I trust it is so, that I should state I can have no personal interest in desiring that the adjudication of the reward should be delayed till the result of that expedition, or of any other be known. Even in the event of the reward being adjudged in whole or in part, to those engaged in my private expedition, this could in no degree relieve me from any portion of my own pecuniary obligations to them, or from any expenditure whatever. My funds since the settlement of my late husband's affairs, are equal to the ample equipment of the *Isabel* schooner, which is now lying in dock, waiting, at a considerable current expense to me, her possible destination; and, unless these my independent funds should become exhausted, which I do not foresee, I shall not even ask your Lordships for the ordinary pension of a rear-admiral's widow, to which I presume I am entitled. My request to your Lordships will be limited to such assistance as is entirely independent of money, and indeed, to such as I have been assured, on the highest authority, will not be denied.

4. And this leads me to add, as my last ground for remonstrating against the immediate decision which Dr. Rae's claim have given you occasion to announce, that its greatest evil, and that of which I should have the most reason to complain, would be the discouragement it gives to many a noble-minded man, who, in volunteering for this service, desires to do so with the confidence that he has your Lordships' approbation as well as permission. Your present adjudication would be to tell the public and the navy in particular that, in your Lordships' opinion, all has been done that can or need be done; that there is nothing more to learn or nothing worth knowing, or nothing commensurate with the cost and risk incurred (little as that cost and risk would be) to obtain it; and it is to brand with infatuation and obstinacy the feelings and convictions that prompt a different course. But if indeed the object of so many years' labour and anxiety spent, but not wasted, in wrong directions, is to be abandoned at the very moment when we know where and how to grasp it—if that which has hitherto been a nation's duty, be now dwindled to a private concern—at least let me entreat that you will not strive to stifle these last private efforts by any act of yours.

Permit me to add one concluding observation:—

It may be surmised that, at the present moment, I have a new incentive to farther search, inasmuch as justice has hitherto been withheld from my husband and his companions as the first discoverers of a north-west passage, and withheld on the ground that future investigation was necessary, in order to determine the extent to which it might be found that they had carried those discoveries to which they had sacrificed their lives.

Such was the barren, though kindly-expressed result of an appeal, which, believing my motives must be above suspicion, I took courage to make to a Select Committee of the House of Commons, appointed to inquire into the claims of Sir Robert Maclure to reward, when I found that the right of my husband's expedition—not to reward, but—to the distinction of prior discovery was ignored, or not understood, or forgotten. And yet one would have supposed that the full examination of any conflicting claims lay at the very root of just judgment, and that those who could not plead their own cause because

their voices were hushed in the grave, would have found an advocate in every man in that assembly, as they did find, I gratefully acknowledge, in some.

But this painful remembrance does not enter, or enters but little into the feelings which prompt my efforts for farther search, which I should not desire the less, even did I anticipate that its consequences might be to dissipate the convictions I now have, instead of to confirm them. Nor, perhaps, should I have touched upon this subject at all, except as leading me with less appearance of presumption to express my opinion, that it is due to a set of men who have solved the problem of centuries by the sacrifice of their lives and in the very act of dying, that their remains should be sought for in the place where they perished, and that, as they assuredly devised some means of preserving from destruction the last words they dictated to those they loved and the records of their five long years of suffering and adventure, the recovery of these precious documents should be the aim of persevering exertion and held out as a fitting object for reward.

The best tribute that could be paid to the first and only martyrs to the great Arctic discoveries of the present century, would be a national and final expedition for this holy purpose. The objections against a useless repetition of the attempt will be unanswerable, when once an adequate effort for the attainment of these objects has been made in vain; and then may England feel that she is relieved of her responsibilities, and can close with honour one of the noblest episodes in her naval history.

I have trespassed long on your Lordships' patience, for which I beg to apologise, while renewing my respectful protest against the impending adjudication of the reward, and my earnest request that it may be delayed till such time as the result of the last expedition be known.

I have, &c.

(Signed) JANE FRANKLIN.

Inclosure 2 in No. 49.

From the Gazette of January 22, 1856.

THE Lords Commissioners of the Admiralty having, by a Proclamation of the 7th March, 1850, offered:

1st. A reward of £20,000 to any party or parties who, in the judgment of the Board of Admiralty, should discover and effectually relieve the crews of her Majesty's ships Erebus and Terror; and

2nd. The sum of £10,000 to any party or parties who, in the judgment of the Board of Admiralty, should discover and effectually relieve any of the crews of her Majesty's ships Erebus and Terror; or should convey such intelligence as should lead to the relief of such crews or any of them; and

3rd. The sum of £10,000 to any party or parties who, in the judgment of the Board of Admiralty, should, by virtue of his or their efforts, first succeed in ascertaining their fate—

Hereby give notice that Dr. Rae having claimed to be entitled to the reward of £10,000, under the terms of the third paragraph of such Proclamation, they will proceed within three months from the date hereof to adjudicate on such claim; and that all such persons who, by virtue of such Proclamation, deem themselves entitled to the whole or any part of the reward in question, must prefer their claims within such time, after the expiration of which no claim will be entertained.

No. 50.

Lady Franklin to the Secretary of the Admiralty.—(Received May 9.)

Sir,

60, Pall Mall, May 9, 1856.

I BEG the favour of your laying before the Lords Commissioners of the Admiralty the accompanying letter from Dr. Kane, sent to me by his desire. I have had it printed for the convenience of the many friends who desire to learn the opinion of so high an authority upon the present position of the Arctic question.

I have, &c.

(Signed) JANE FRANKLIN.

Correspondence relating to the adjudication of the sum of £10,000 as a reward for ascertaining the fate of the crews of Her Majesty's ships "Erebus" and "Terror."

Extract of a Letter from Dr. Kane to Mr. Grinnell.—(Received May 9.)

My Dear Friend,

Correspondence relating to the adjudication of the sum of £10,000 as a reward for ascertaining the fate of the crews of Her Majesty's ships "Erebus" and "Terror."

I WRITE with my heart full of my subject to say that I have been studying critically the question of the missing vessels, and the more my judgment matures the facts, the more I incline to the views taken by Osborn in his remarkable letter. I have sympathies with him, which convinces me that he is a rare union of the gentleman and the conscientious man.

In my opinion the vessels cannot have been suddenly destroyed, or at least, so destroyed that provisions and stores could not have been established in a safe and commodious depôt. With this view, which all my experience in ice sustains, comes the collateral question as to the safety of the documents of the Expedition. But this, my friend, is not all,—I am really in doubt as to the preservation of human life. I well know how glad I would have been, had my duties to others permitted me, to have taken refuge among the Esquimaux of Smith's Straits and Etah Bay. Strange as it may seem to you, we regarded the coarse life of these people with eyes of envy, and did not doubt but that we could have lived in comfort upon their resources. It required all my powers, moral and physical, to prevent my men from deserting to the Walrus Settlements, and it was my final intention, to have taken to Esquimaux life, had Providence not carried us through in our hazardous escape.

Now, if the natives reached the seat of the missing ships of Franklin, and there became possessed, by pilfer or by barter, of the articles sent home by Rae and Anderson, this very fact would explain the ability of some of the party to sustain life among them. If, on the other hand, the natives have never reached the ships or the seat of their stores, and the relics were obtained from the descending boat, then the central stores or ships are unmolested, and some may have been able by these and the hunt even yet to sustain life. All my men and officers agree with me that even in the desert of Rensalaer Bay we could have descended to the hunting seats, and sustained life by our guns, or the craft of the natives. Sad, and perhaps useless, as is this reflection, I give it to you as the first conscientious outpouring of my opinions.

Now for the question as to the probable position of the lost ships, or their remains. This question is no longer a vague one. The lines of retreat by boat, as determined by Rae and Anderson, when combined with the information of Collinson at Gateshead Island, in 1852; Osborn, Winniat, and Ommaney, in 1851; and Ross and Kennedy on the North Somerset coasts, seem to point to a narrow and circumscribed area, within which must be the missing vessels or their remains. The thing to a practical mind is not to be mistaken. How else came a party from the northward at Montreal Island? Whence else could they have issued? Their locality is absolutely surrounded by searchers, yet, by some inscrutable fatality, the scene of the tragedy has never been reached.

As to the direct question of how to reach and examine this unsearched centre, I am more in doubt. Peel's Sound is unknown to our actual observation, south of Bellot Strait. Of Rae's incomprehensible journey to Cape Porter, I can learn nothing beyond his report; and of the ice around King William Land, nothing is really known. I have written to Osborn for his opinions. I fear that he cannot add to my facts.

By dogs—the great blessing of arctic travel—this whole area could be scoured; and we must remember that Rae had these animals at Repulse Bay, and, but for his return, could, in a single month, have cleared up the mystery.

From the probable point attainable by a steamer through Peel Sound to the seat of Captain Collinson's farthest in lat. 70°, not more than 175 miles of travel would intervene:

With true regard, &c.

(Signed)

E. K. KANE.

Claims to Reward received since the Notice in the
"Gazette" relating to the intended adjudication of
the £10,000 to Dr. Rae.

Gazette Notice of intended adjudication of the Reward.

No. 52.

Extract from the "London Gazette" of January 22, 1856.

THE Lords Commissioners of the Admiralty having, by a Proclamation of the 7th March, 1850, offered—

1st. A reward of 20,000*l.* to any party or parties who, in the judgment of the Board of Admiralty, should discover and effectually relieve the crews of Her Majesty's ships "Erebus" and "Terror;" and

2nd. The sum of 10,000*l.* to any party or parties who, in the judgment of the Board of Admiralty, should discover and effectually relieve any of the crews of Her Majesty's ships "Erebus" and "Terror," or should convey such intelligence as should lead to the relief of such crews, or any of them;

And 3rd. The sum of 10,000*l.* to any party or parties who, in the judgment of the Board of Admiralty, should, by virtue of his or their efforts, *first* succeed in ascertaining their fate;

Hereby give notice that Dr. Rae having claimed to be entitled to the reward of 10,000*l.* under the terms of the third paragraph of such Proclamation, they will proceed within three months from the date hereof, to adjudicate on such claim, and that all persons who by virtue of such Proclamation deem themselves entitled to the whole or any part of the reward in question, must prefer their claims within such time, after the expiration of which no claim will be entertained.

No. 53.

Lieutenant Cheyne to the Secretary of the Admiralty.—(Received March 16.)

Sir,

H.M.S. "Seahorse," Devonport, March 13, 1856.

THE Lords Commissioners of the Admiralty having ordered that all persons having claim to a portion of the reward about to be given for finding traces of the missing expedition under Sir John Franklin are to send in such claims before the 1st April, I respectfully beg to remind their Lordships that I have served in the three consecutive expeditions under Captains Sir James Clarke Ross, Kt., H. T. Austin, C.B., and Sir Edward Belcher, C.B., of which that under Captain Austin first discovered the winter quarters of Sir John Franklin at Beechy Island.

I beg also to say that I only send this in to be submitted to their Lordships' consideration whether or no my perseverance in the Arctic search justifies me in asking for a share in the intended reward.

I have, &c.

(Signed) JOHN POWLES CHEYNE.

Claims to reward
received since the
notice in the
"Gazette" relating
to the intended
adjudication of
the 10,000*l.* to
Dr. Rae.

No. 54.

Thomas Phinn, Esq., to Lieutenant Cheyne.

Sir,

Admiralty, March 18, 1856.

I AM commanded by my Lords Commissioners of the Admiralty to to acknowledge the receipt of your letter of the 13th instant, on the subject of your claims to share in the reward for the discovery of Sir J. Franklin.

I am, &c.

(Signed)

THOS. PHINN.

No. 55.

*John Garland, Esq., to the Lords Commissioners of the Admiralty.—
(Received March 19.)*

My Lords,

66, Arlington Street, Islington, March 17, 1856.

WITH reference to Dr. Rae's claim to the 10,000*l.*, respecting the Franklin Expedition, I beg leave to acquaint your Lordships that I should have preferred a similar claim long since, under the third paragraph, had I known such a paragraph existed; it was only on reading the Proclamation afresh, as notified in the "Gazette" of 22nd January last past, that I was aware this paragraph existed. There had been an offer, on the part of your Honourable Board, of this 20,000*l.*, and 10,000*l.*, respectively, previous to March 1850, because my letter to the Honourable Board is dated December 1849, and it was in consequence of that proclamation or notification that my letter was written: either I never saw the proclamation of March 1850, or, I must have forgotten its clauses; the probability is, it escaped my observation altogether.

Assuming that the first and second paragraphs only existed, I never preferred my claim in a formal manner, because the second clause distinctly says that the party must render some effectual assistance to the crews of the expedition; but the third clause waives, or omits, that condition altogether.

My object in addressing that letter to your Honourable Board in December 1849, was to give the Lords of the Admiralty the information they sought, chiefly with respect to the fate of the expedition itself; to afford, if possible, some relief to the crews, and to soothe, as far as possible, the feelings of Lady Franklin on the subject; for public sympathy at that time was most intense as to the fate of the expedition; that was my object in addressing the Admiralty. I had little or no hope of ever claiming the reward offered; because my expectation of any effectual relief ever reaching the crews was proportionably weak.

The answer that I received to my letter (I am not going to publish or make that answer public in any way, but merely state it to your Lordships in a confidential and official manner) is dated Admiralty 29th December, 1849, and signed by W. A. B. Hamilton. It says my "letter of instant has been laid before the Lords Commissioners of the Admiralty, relative to the expedition then fitting out in search of Sir John Franklin." This was the first expedition, your Lordships, that was sent in search (I need not say that several have followed); public feeling at that time was extremely alarmed for the safety of Her Majesty's ships "Erebus" and "Terror," and Lady Franklin was in particular, and this, probably, was the chief inducement to my humble efforts.

I stated candidly and unequivocally at the time that the ships themselves were lost, that they had foundered by coming in contact with icebergs; but that there might be just a possibility of saving the crews, in some overland, or over-ice, route, in sledges or boats, provided such assistance was prompt.

This plan was tried, and it failed in discovering the party; it succeeded, however, in enabling Captain McClure some years afterwards to ascertain the North-West Passage, which otherwise, probably, he never would have done. So here, perhaps, I ought, in justice, to have gone shares, to some extent, with Captain McClure.

But I had good reasons, my Lords, for stating to the Admiralty what I did, in that positive manner. I knew Sir John Franklin was an experienced man, none more so, and a prudent man, and that if he could not accomplish the object of his search in four years, he was not likely to do so the fifth, as his ships were only provisioned for five years, and then, of course, he would think of nothing but making the best of his way home; and, therefore, I felt certain, when he did not return in the autumn of 1849, and more particularly as the winter approached, that he had found it altogether impossible to do so: hence my letter to the Board in December of that year.

It was the opinion of the Naval Lords of the Admiralty themselves, expressed some time after my letter, that the ships must have foundered in the way I had stated; but time, and Dr. Rae, have been my best friends in this matter—time in particular. Had the ships drifted, or had they been embedden in the ice, like Captain Collinson's ships, they must have been discovered by some of the numerous expeditions that have been sent in search: if Captain Collinson's ships had not been discovered in two years, in all probability they would not have been discovered at all; they would have drifted and foundered. It would be the extreme of folly for any one to suppose that the "Erebus" and "Terror" ever could or ever can have been embedden in the ice all these years; no reasonable man can for a moment suppose this.

Captain Parry, I believe, penetrated as far north as 82° odd, and saw open water; other navigators have done the same, with the same result, but it is only once in several years that such a latitude can be reached, and this proves to us that there is no part of the Arctic Seas, that we are acquainted with, but what is open water at times and seasons.

There is no reason to suppose that Sir John Franklin penetrated farther north than 78° or 79° (quite enough to cut off his retreat), but supposing he made 80° or more, no reasonable man in his senses can imagine that those ill-fated ships, "Erebus" and "Terror," could have been embedden in the ice for nine or ten consecutive years—that would be an absurdity; they have gone to the bottom, as I said in my letter of December 1849, like the "Royal George," or, more recently, like the Russian ships in the harbour of Sebastopol.

In all countries all over the world, the seasons greatly vary in the course of a few years. I was born on a Whitt-Sunday, my Lords, and I have heard my parents frequently say there was a heavy shower of snow on that day; although it was a very cold day: and I myself can remember it being quite as cold in this country on the evening of the longest day in some years, as in other years on Christmas day, so greatly will the seasons vary; and yet if we take a cycle of the sun, or a century, there is little or no variation at all; the seasons come round again.

I have therefore demonstrated as clearly as if I had been an eye-witness on the spot, that it would have been quite impossible for the "Erebus" and "Terror" to have existed for ten consecutive years in the Arctic regions without foundering, and it is now all but eleven years since the expedition sailed.

As for Dr. Rae, his evidence goes to corroborate my statement, but he has in truth discovered nothing, nor added anything new as to the fate of the Expedition. It has been customary with all Arctic voyagers of discovery to exchange some trifling articles with the Esquimaux natives, for the sake of seals or other articles of food, and for the sake of their goodwill; but that Sir John Franklin and party should have parted with valuable articles of plate, &c., only proves, and proves but too positively, that the party were in the last stage of existence, and that their situation was most desperate; but Dr. Rae has discovered nothing of the men themselves, not even their bones; and of the ships he knows even less, absolutely nothing.

And yet, taking the two statements together, Dr. Rae's and my own, your Lordships have the positive fate of the Expedition, as required or sought by the Proclamation; we know that it has perished in the way I have stated.

Had Dr. Rae been sent out by your Honourable Board to search for the Expedition expressly, the case would have been somewhat different, though even then, my information was first by several years; but it so happened, that chance threw him on the spot (or rather divine Providence, for I believe nothing happens by chance). Dr. Rae was, I think, engaged in the Arctic regions on some other business—the Hudson's Bay Company, I believe, or some company, and had

Claims to reward received since the notice in the "Gazette" relating to the intended adjudication of the 10,000*l.* to Dr. Rae.

Claims to reward received since the notice in the "Gazette" relating to the intended adjudication of the 10,000*l.* to Dr. Rae.

been for years—and perhaps he might have gone a little out of his way in consequence of my recommending a search over the ice or snow in sledges; this it was that led Captain McClure to discover the North-West Passage; and I had some doubt or hesitation in my mind whether I ought not to have preferred my claim then to a moiety of the reward, but I never did.

Well, my Lords, there is nothing done in this life without trouble and exertion, bodily as well as mentally.

I have been a servant of the state now for fifteen years, and I have an aggregate case before the Government for their gracious consideration, and expect they will adjudicate upon it in a short time.

Sir Charles Wood is well acquainted with my case as an aggregate one, but I have thought it my duty to prefer this special claim to your Honourable Board, according to the terms of the Proclamation, as notified in the "Gazette" of 22nd January last, but under no circumstances, as I view the matter, can Dr. Rae claim more than one moiety of the 10,000*l.*, whether I receive or not; I do not stand in that gentleman's way at all; but for fourteen long winters I have gone from Islington to Downing-street and back—a distance, I think, of not less than seven miles—in all weathers, in frost, in snow, in wind and rain; I have frequently got wet through, for I do not think during the whole period I have taken a conveyance more than half-a-dozen times—it did not quite suit my finances; besides, it has generally been late in the evening, and sometimes I have been fearful lest I should get my papers crushed; neither could I take the liberty of sending them by post.

I calculated my many journeys to and from Downing-street on various Governmental business have been fully equal to any exertions Dr. Rae has made respecting the Franklin Expedition, and fully equal to the journeys of Her Majesty's Ministers to and from their country seats to town—about the same.

I dare say the Government will prefer entertaining my case as an aggregate one; I should prefer this course myself, because there are other matters of service and assistance, of far greater importance than the Franklin Expedition; but I am entirely in their hands to do as they please.

I am, &c.

(Signed) JOHN GARLAND.

P.S.—I have to apologise for a little delay in preparing this case. I have suffered a good deal lately from the very cold easterly winds, felt quite poorly, and have been very busy at the same time in doing other work for the Government, which I was most anxious to accomplish in time, because of the public service.

No. 56.

John Roy, Esq., to the Lords Commissioners of the Admiralty.—(Received March 15.)

My Lords.

Aberdeen, March 14, 1856.

REFERRING to your Lordships' Proclamation of 7th March, 1850, offering:

1st. A reward of 20,000*l.* to any party or parties who, in the judgment of the Board of Admiralty, should discover, and effectually relieve the crews of Her Majesty's ships "Erebus" and "Terror."

2ndly. The sum of 10,000*l.* to any party or parties who, in the judgment of the Board of Admiralty, should discover, and effectually relieve any of the crews of Her Majesty's ships "Erebus" and "Terror," or should convey such intelligence as should lead to the relief of such crews or any of them. And,

3rdly. The sum of 10,000*l.* to any party or parties who, in the judgment of the Board of Admiralty, should, by virtue of his or their efforts, first succeed in ascertaining their fate.

And your recent notice in the "London Gazette" of 22nd January, 1856, that Dr. Rae having claimed to be entitled to the reward of 10,000*l.* under the terms of the third paragraph of such Proclamation, you will proceed within three months from that date to adjudicate on such claim, and that all persons who, by virtue of such Proclamation, deem themselves entitled to the whole or any part

of the reward in question, must prefer their claim within such time, after the expiration of which no claim will be entertained.

I beg to state that I am aware that Captain William Penny considers that he has a just claim to the reward of 10,000*l.*, under the terms of the third paragraph of such Proclamation; and in his absence from this country, he having sailed from this port in June last, in command of the ships "Lady Franklin," and "Sophia," to the Arctic seas, on a whaling expedition, and is not expected to return till the month of August next; I consider it incumbent on me, as Managing Director of the Aberdeen Arctic Company, of whose vessels Captain Penny has the command, to bring his claim under your consideration, and humbly to crave that the adjudication on the claims lodged should not be made until the return of Captain Penny to this country, when he will personally appear before your Lordships, and state the grounds upon which he believes that he is entitled to receive said reward.

I have, &c.
(Signed) JOHN ROY, Jun.

Claims to reward received since the notice in the "Gazette" relating to the intended adjudication of the 10,000*l.* to Dr. Rae.

No. 57.

Thomas Phinn, Esq., to John Roy, Esq.

Sir,

Admiralty, March 17, 1856.

IN reply to your letter of the 14th instant, referring to the Proclamation of the 7th March, 1850, relating to the reward to be granted to those who should relieve or bring intelligence of Her Majesty's ships "Erebus" and "Terror," and also referring to the notice in the "London Gazette" of the 22nd January last; I am commanded by my Lords Commissioners of the Admiralty to acquaint you that they do not think it necessary to postpone their decision on the question of the reward for the discovery of the fate of Sir John Franklin's Expedition until the return of Captain Penny.

The presence of the claimants is not necessary in order to enable their Lordships to adjudicate upon the claims.

The service performed by Captain Penny, which is perfectly well known to their Lordships, shall be taken into consideration with that of any other claimant.

I am, &c.
(Signed) THOS. PHINN.

No. 58.

Lieutenant Bedford Pim to the Secretary of the Admiralty.—(Received March 31.)

Sir,

"Magpie," Motherbank, off Ryde, March 28, 1856.

I HAVE the honour to request you will be pleased to lay the papers named in the margin,* touching my claim to 10,000*l.* reward, under the third paragraph of their Lordships' Proclamation dated 7th March, 1850, before my Lords Commissioners of the Admiralty for adjudication, agreeably to their Proclamation published in the "Times" of January 23, 1856.

I have, &c.
(Signed) BEDFORD C. T. PIM.

Inclosure 1 in No. 58.

Lieutenant Bedford Pim to the Lords Commissioners of the Admiralty.

My Lords,

"Magpie," Portland, March 26, 1856.

IN accordance with the following notice, published in the "Times" of January 23, 1856, I beg to forward, for the adjudication of my Lords Commis-

* 1st. Detail of claim for 10,000*l.* reward, including Commander Moore's orders to Mr. Bedford Pim, and Mr. Pim's plan and proposal to renew his search.

2nd. Travelling journal and proceedings from March 10 till April 20, 1850.

Claims to reward received since the notice in the "Gazette" relating to the intended adjudication of the 10,000*l.* to Dr. Rae.

sioners of the Admiralty, the inclosed proof of my having been the first to obtain intelligence of the fate of Sir John Franklin's Expedition :—

"The Arctic Expeditions.

"The Lords Commissioners of the Admiralty having, by a Proclamation of the 7th March, 1850, offered—

"1. A reward of 20,000*l.* to any party or parties who, in the judgment of the Board of Admiralty, should discover and effectually release the crews of Her Majesty's ships 'Erebus' and 'Terror;' and

"2. The sum of 10,000*l.* to any party or parties who, in the judgment of the Board of Admiralty, should discover and effectually relieve any of the crews of Her Majesty's ships 'Erebus' and 'Terror,' or should convey such intelligence as should lead to the relief of such crews, or any of them; and

"3. The sum of 10,000*l.* to any party or parties who, in the judgment of the Board of Admiralty, should, by virtue of his or their efforts, first succeed in ascertaining their fate;

"Hereby give notice that, Dr. Rae having claimed to be entitled to the reward of 10,000*l.*, under the terms of the third paragraph of such Proclamation, they will proceed, within three months from the date hereof, to adjudicate on such claim; and that all persons who, by virtue of such Proclamation, deem themselves entitled to the whole or any part of the reward in question, must prefer their claims within such time, after the expiration of which no claim will be entertained."

In making my present claim for the reward of 10,000*l.*, under the terms of the third paragraph, I must premise by stating that I served during the winter 1849-1850, on board Her Majesty's brig "Plover," having been lent from the "Herald," and it was during the above period the intelligence on which I found my claim was obtained.

When the "Herald" visited Kotzebue Sound, in 1848, the natives reported that some white men were travelling in the interior: this report, from want of confirmation, led merely to vague conjectures, but in November 1849 another report was brought, stating that two ships had been seen to the eastward of Point Barrow.

I had always entertained a strong opinion that much information might be obtained by travelling to Michaelowskoi, a Russian fort in Norton Sound; the report now received was calculated to strengthen this opinion, and induced me to offer to journey to that place. Commander Moore, however, did not accede to my wishes, because "he did not place any reliance in the report." Constant intercourse with the Esquimaux convinced me of its truthfulness, and at length, after repeated solicitations, Commander Moore was induced to allow me to undertake the desired journey to Michaelowskoi Redoubt.

Copy of Commander Moore's orders to Mr. Pim:—

"By Thos. L. E. Moore, Esq., Commander of Her Majesty's brig "Plover."

"The importance of obtaining information of any description, especially that relative to Sir John Franklin and his Expedition, being the principal object to be observed, and Michaelowskoi Redoubt in Norton Sound forming the central point of meeting for the natives from all the northern districts, for the purpose of disposing of their furs, &c., and from whom much useful and, may be, momentary intelligence may be obtained;

"You are hereby required and directed to proceed to Michaelowski Redoubt, accompanied by Paolo Oclagook (interpreter), who has my permission to bring his wife to the ship on your return.

"On your way you are to be particular that you make every inquiry in your power as to the missing Expedition, and making notes of every circumstance you may deem worthy of remark.

"Should you have any trouble with the interpreter as to returning, or on any other grounds, you are to obtain from the authorities at the Redoubt any assistance you may require either in the way of a guide or provisions.

"When you have gained all the information you possibly can, and you can consistently leave the Redoubt with proper conveyance, &c., you are to do so, permitting the interpreter to bring his wife with him should it not retard your movements.

"Should you, on arriving in Kotzebue Sound, find that this ship has left for the northward or elsewhere, you will find provisions and instructions buried 10 feet due north of the post on Flag Staff Point, which will meet all your necessities.

"Given under my hand on board the 'Plover,' Kotzebue Sound, this 10th March, 1850.

(Signed) "THOS. E. L. MOORE, *Commander.*"

For the information of my Lords, I inclose a copy of my journal whilst employed in carrying out the foregoing orders, viz., from the 10th March to the 30th of April, 1850, a copy of which journal was furnished, by order, to Commander Moore, on my return, but which not having appeared in the Blue Book I conclude has never reached their Lordships.

As a proof of the importance attached by the senior officer (Captain Henry Kellett, C.B.) to the above journey and journal, I annex an extract from his public despatch dated 14th October, 1850, also, and from a certificate given me by that officer dated June 1851:—

(Copy.)

"One of these journies is, I consider, deserving of more particular mention. It was performed by Mr. Pim, Acting Mate of 'Herald' (lent for winter to the 'Plover'). He travelled across the country to Michaelowskoi, a Russian Settlement in Norton Sound, accompanied only by a Russian interpreter and a native as a guide. He was twenty-eight days on the road, and suffered much from want of food and fatigue; his patient endurance, however, and spirit enabled him to overcome all difficulties. Commander Moore has, Sir, no doubt, furnished their Lordships with the details of this interesting journey."

Again,—

"When lent to the 'Plover,' he performed, during an Arctic spring, a journey from Kotzebue Sound across the mountains to a Russian Settlement in Norton Sound: the privations that he suffered during this journey show that Mr. Pim possesses great strength of mind, hardihood of constitution and perseverance, otherwise he could not have reached his destination. By these means also he was enabled to help the Russian interpreter, his companion, who would have perished but for him.

"I shall always be glad to forward Mr. Pim's views in the service as far as in my power.

(Signed) "HENRY KELLETT, *Captain.*"

I shall now briefly state the nature of the intelligence obtained, and beg to refer to the above-named journal for more detailed particulars.

On the 10th March, 1850, I started for Michaelowski with fifteen days' provisions, accompanied only by Paolo Oclagook, a Russian half-caste. On the twenty-eighth day after leaving the "Plover" I arrived at the Redoubt in a very destitute condition.

The intelligence I obtained from the Russian Governor, Andrea Gusef, is to the following effect:

That a party of white men (two officers and ten men, in two boats) were living on the banks of a river called by the natives "Ekko," and that they were suffering from want of provisions, having been compelled to barter their guns for food, one of which, a double-barrelled percussion fowling-piece, had been seen in the possession of the Indians by Worsle Maxemoff, Governor of Derabin. The Russians supposed the strangers to be traders.

Gusef obtained the above information from an official letter forwarded by Worsle Maxemoff from Derabin, dated April 1849. I saw the letter myself. The natives explained circumstantially the distress of the white men, and tendered their peltries in exchange for provisions, powder and shot; but the policy of the Russians not to allow the natives firearms, as well as a commercial

Claims to reward received since the notice in the "Gazette" relating to the intended adjudication of the 10,000*l.* to Dr. Rae.

Claims to reward received since the notice in the "Gazette" relating to the intended adjudication of the 10,000L. to Dr. Rae.

jealousy, prevented any exchange of that sort, hoping by thus cutting off supplies to drive their supposed rivals from the field.

On inquiry as to the best mode of communicating with the strangers, I was informed that a supply of provisions was annually forwarded to Derabin by ascending the Co-eack-park. The voyage was commenced in June, and generally accomplished in from thirty days to thirty-five days. After leaving Derabin the searching party must rely on their own resources.

Being utterly destitute of even the necessaries of life, I was compelled to return at once to the "Plover," never losing an opportunity, however, to facilitate my intended journey up the Co-eack-park in June.

On the 29th of April, after an absence of fifty days, I rejoined the "Plover," and imparted the important intelligence of our missing countrymen being within reach; at the same time proposing to return immediately and relieve them. Commander Moore did not accede to my proposition.

During the remainder of the winter my information was confirmed by more native reports. Upon the breaking up of the ice, Commander Moore proceeded to Point Barrow, and everywhere found the same story in circulation, with the melancholy addition that the white men had all perished in an affray with the natives. One of their boats had been washed out to sea, but the other still remained on an island, where the bones of some of the party were buried, while other corpses were deposited on an adjacent point, and the spot marked by whalebones, &c. One of the natives even drew a sketch of the river, islands, and point where the remains of the party would be found. [*See fac simile drawing annexed.*]

It will be observed that this information is identical with that obtained by Dr. Rae four years later.

Captain Moore was so impressed with the truth of reports so widely circulated, that he urged Captain Kellett to dispatch a boat expedition round Point Barrow to the eastward; this, however, Captain Kellett considered too great a risk at so advanced a period of the season (middle of August).

Feeling more than ever the necessity of clearing up all doubts on this painfully interesting subject, I forwarded the following plan to Captain Kellett. It was considered too hazardous, and therefore decided against.

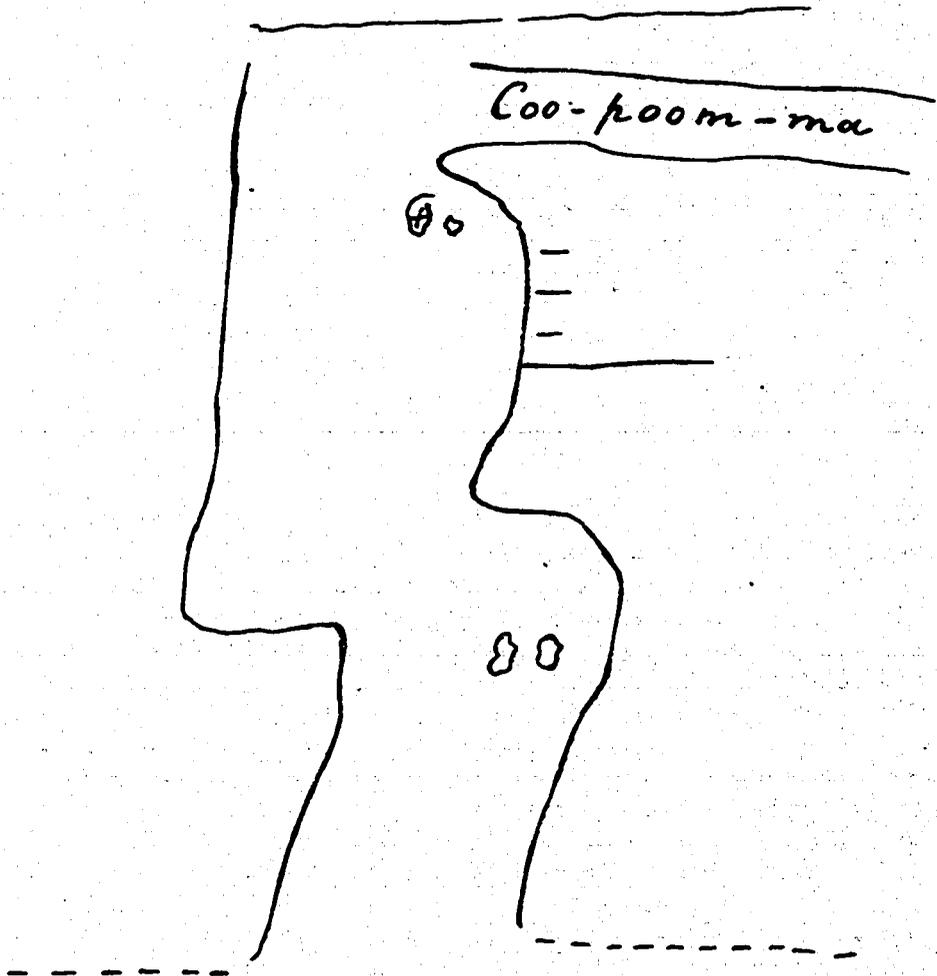
The above proposition was subsequently acted upon by Captain Collinson, who dispatched Lieutenant Barnard, Mr. Adams, assistant surgeon, and a seaman, to follow up the clue I had obtained. The unfortunate result of that expedition is too well known. Lieutenant Barnard, some Russians, and about fifty Esquimaux, were killed, by a night attack of the Konchin Indians. The attempt, therefore, was a failure.

It is useless regretting, at this time, that I was not permitted to follow up the trace; but I cannot help thinking that, with my knowledge of the manners, customs, and language of the natives, a different result would have taken place, and Lieutenant Barnard (who was a stranger in the land) been spared to his friends, as it is supposed he fell a victim to an imaginary insult from a Chief.

In conclusion, I beg to remark, first, that the intelligence I have detailed above, and which is identical with that obtained by Dr. Rae, and no doubt refers to the same catastrophe, was reported by me officially to the proper authorities, first to Commander Moore, in April 1850, secondly to Captain Kellett, in July 1850, whereas Dr. Rae heard nothing about the fate of Franklin until 1854, and even then by mere accident, whilst on a surveying expedition, and not in search of the missing ships; secondly, in reading their Lordship's proclamation, it is impossible not to be struck with the words, "by virtue of his or their efforts." In justice to myself, I must observe that, as far as effort is concerned, I have been second to no one in the search for Sir John Franklin and his companions. I was employed in the earliest attempt to rescue the missing ships, and afterwards proposed, and voluntarily undertook, the journey, which resulted in obtaining the intelligence that a portion at least of the Franklin Expedition had perished (1850). My efforts, as have been shown above, were untiring, to be allowed to follow up this trace, but, unfortunately, I could not obtain permission to do so. After returning to England, I made another effort to extend relief to Sir John Franklin, by travelling through Siberia, and although that attempt failed, I am proud to think the verdict of my countrymen was approval of my conduct.

I served in the last expedition (1852—1854), and although without results, as regards Franklin, yet I had the good fortune to extend relief to

Outline of a River to the Eastward of Point Barrow indicating the burial place of some white men, reported by the natives to have been killed there. Traced from an original drawing of a Wainwright-Inlet Esquimaux.



Captain McClure, and the officers and crew of Her Majesty's ship "Investigator," and, in the words of the Select Committee of the House of Commons appointed to inquire into the circumstances of the discovery of the North-West Passage, "it is impossible to exaggerate the importance of this succour."

I now place my case in the hands of my Lords of the Admiralty for adjudication, in the full confidence that the justice of my claim will meet with due consideration.

I have, &c.
(Signed) BEDFORD C. T. PIM.

Claims to reward received since the notice in the "Gazette" relating to the intended adjudication of the 10,000*l.* to Dr. Rae.

Inclosure 2 in No. 58.

Outline of a Proposal to trace the shores of the Arctic Sea, to ascertain the truth of the report obtained by Mr. Bedford Pim at Michaelowskoi.

I PROPOSE to ascend the Coeack-pack, a river emptying itself into Norton Sound, and to establish a party at Derabin, a Russian fort, which is situated upon the head waters of that river, and according to Gusef, the Commandant of Michaelowskoi, the most northern Russian settlement. Thence I propose to cross a range of intervening mountains in order to reach a river, probably called the Colville, which flows into the Arctic Sea, descend it, and build at the limit of the pines, a log hut as an advanced post of the party. During the winter I would maintain a communication with Derabin by means of sledges, and thus enable the searching party, at the commencement of spring, to carry their explorations to the shores of the Polar Sea with a supply of at least 100 days' provisions, to be obtained from the Fort.

The coast* proposed to be explored from this river (qy. Colville) to the mouth of the Mackenzie, is somewhat less than 400 miles in extent; this I hope to effect in 60 days, whence to proceed to Fort Good Hope and England.

I would leave Michaelowskoi on or before the middle of September, and probably arrive at Derabin in about 30 or 35 days; the latter is considered to be a long passage. I should then have, with the assistance of the Russians, the latter part of October to travel over the range separating Derabin from the river, and establish winter-quarters in a log hut, or, perhaps, in the yurts of the natives. If the winter was sufficiently mild, I could visit the scene of the catastrophe, but at all events commence the search in the beginning of April.

According to Gusef's report, the Russian trading posts are well supplied with provisions, so that an addition of a few men would not materially affect their resources; besides which, Sir John Richardson describes the valley of the Yucars or "Colville," as abounding in reindeer, moosedeer, and white fronted geese, although the moosedeer are not easily shot by unpractised hunters.

According to Sir John Richardsons's report, and that of Gusef, the Commandant of Michaelowski, an uncertainty appears to exist as to the position of the Russian northernmost Settlement, which somewhat tends to increase the difficulty of the arrival of the party on the banks of the Mackenzie, as it is not likely that the position can be nearer or advantageously situated for an approach to the sea than that marked in the charts. Gusef's report is that thirty-five days are occupied between Michaelowskoi and Derabin. The direct distance between Michaelowskoi and the position assigned to the most northern Russian Settlement is 400 miles, which, in travelling distance, is not less than 700 to travel over, which would probably occupy at least 50 days.

The party would have to consist of two officers and two men. Russians or Indians could be hired if it was thought necessary; sledges, dogs, and presents for the natives could also be purchased at Michaelowskoi Redoubt. I would land provisions to prevent the possibility of distressing Derabin, viz., full

* It cannot be doubted that this method of searching the coast-line is far more effective than a voyage in boats: in one case the party would pass over or very close to the land itself, so that any part of a vessel, broken boat, &c., must be seen at once: on the other hand, a boat would pass two, most probably five or six, miles from the shore, and thus render all intimate knowledge of the beach out of the question, particularly in one of the prevailing fogs.

Claims to reward received since the notice in the "Gazette" relating to the intended adjudication of the 10,000*l.* to Dr. Rae.

allowance for eight months, consisting of biscuit, preserved meats, oatmeal, and double allowance of tea and sugar; I would also dispense with the extras of the service, as well as with spirits. On the other side is a list of articles required for general and individual use. A sledge with seven dogs will carry 700 lbs. easily, provided the dogs are properly fed. Thus it will be seen that two sledges and fourteen dogs will be sufficient for the travelling purposes of the whole party.

"Herald," *Behring Strait*, August 1850.

(Signed)

BEDFORD C. T. PIM.

To Captain Henry Kellet,
Her Majesty's ship "Herald."

General Service.

1 Sextant.	24 lbs powder.
1 Artificial horizon.	50 Balls.
Journals and note-books.	50 Shot.
2 Axes.	A few small tools.
1 Kettle.	Some medicines.
1 Iron pot.	1 Lancet.
1 Frying-pan.	1 Small work on Surgery.
1 Small tent.	1 Native suit for each person.
2 Boarding-pikes.	1 Pair of snow-shoes for each person.
2 Union-jacks.	
Total weight	200 lbs.
Two officers	80 "
Two men	60 "
Presents	200 "
Sledge, skins, and extras	110 "
Total	650 lbs.

Officers, each.

- 1 Good watch.
- 1 Double-barrelled gun.
- 1 Pair of pistols.
- 1 Compass with belt.
- 1 Good sheath-knife.
- Shot-belt, powder-flask, nipple-charges.
- 1 Marine's knapsack, with blanket.
- 3 Changes of flannel.
- Blue crape spectacles, string.
- Tin pot and spoon.
- 1 Bag of salt.
- Flints, steel, matches, lucifers, needles, thread, twine, sail-needles, Nautical Almanac, and Inman.

Total weight, 40 lbs.

Men, each.

- 1 Gun and bayonet.
- 1 Good knife.
- Shot-belt, powder-horn, flints, steel, and tinder, blue crape, pipes, strong tin pot, spoon, knapsack, blanket, tobacco, changes of flannel, needles, thread, &c.

Total weight, 30 lbs.

Inclosure 3 in No. 58.

Copy of the Journal of Lieutenant Bedford Pim, Her Majesty's brig "Plover," from the 10th of March till the 29th of April, 1850.

Claims to reward received since the notice in the "Gazette" relating to the intended adjudication of the 10,000*l.* to Dr. Rae.

ON the 16th of March, 1850, I received orders to carry my plan into execution, and to take with me Paolo Oclagook, the interpreter, a person generally known by the nickname of Bosky, which, for the sake of brevity, I shall adopt. He was a half-caste, and had been brought by the "Herald" from Norton Sound, with a view of proving useful among the natives to the northward. Though ignorant of English, he had a slight knowledge of the Spanish language, by means of which our intercourse was carried on.

On the morning of the following day I started. The weather was beautiful; the temperature 17° below zero, with a light breeze from the south-west. Owing to the badness of the roads and the heavy weight of the sledge, which contained fifteen days' provisions, arms, ammunition, and other travelling necessaries, little progress was made, and it took five days to arrive at a village near the source of the Spafarief river. At this place, beyond which none of the former visitors had ever proceeded, I parted from some officers who had been surveying, and to whom I gave, in conformity with the Captain's orders, both sledge and dogs. The real difficulties were now to commence; the natives were unwilling to part with their dogs, and had it not been for the assistance of the Chief, I could not have proceeded. He lent me a sledge and a dog, and induced some of his countrymen to dispose of four more of the latter, so that, with two of my own, the requisite number at last was made up. After much trouble, one of the men agreed to serve as a guide, and although the payment of his demands considerably impoverished my resources, I was ready to make any sacrifice. He informed me that in two days we should reach the shores of Norton Sound, and each evening, a village, where food and lodging could be obtained.

On the 18th of March, we finally departed from the beaten track, taking a southerly direction. A very few miles, however, proved the worthlessness of the new dogs; it became necessary to let one go, another was too young, and a third was too old to pull, and little progress could be made. When night was approaching, a halt was called among some pine trees, where a fire was kindled and some tea and soup prepared. The scene of a winter bivouac on ice is indeed curious. The travellers, grouped around the fire, are variously employed; one is melting the snow, another bringing fuel, while a third unpacks the sledge, spreads the deer-skin to sleep upon, or prepares the provisions for cooking. The dogs, secured to surrounding trees, strain their tethers to reach the scraps thrown to them, and occasionally send forth their long dismal howl, only to render the scene more dreary.

On the following day, after much labour and fatigue, we arrived at the top of some high mountains, and, descending them, bivouacked late at night in a wooded valley. The next morning it became evident that the dogs could not drag the sledge any farther, having been three days without any food, save the mere scraps from our meals, which, being composed of preserved meats and biscuit, were little indeed: one of them I was compelled to shoot, because it was weak and lean, and, if left on the snow, a lingering death must have been its fate. I also expected that the carcase would be an acceptable meal for the rest; but, although starving, not one would touch it. Under these circumstances it became necessary to leave the sledge behind. It was placed under some trees, and covered with branches and snow, so as to hide it from sight. Cheered with the hope of recovering it through the assistance of the natives at the next village, we departed, taking with us our arms and two days' provisions. Our path lay through a well-wooded country; the snow was consequently very soft, and it was well indeed that all were practised in the use of snow-shoes, or else the hardships of the march would have been more than doubled. As evening approached, the fatigue began to make itself felt upon more than one of the party. However, soon after dusk, the dogs ran on before, and shortly set up a dismal howling—signs sufficiently conclusive that the village was near. At length it appeared in sight; we hurried on, and found it deserted. Thus, after three days' toil, the place was reached, only to convince us how little reliance could be

Claims to reward received since the notice in the "Gazette" relating to the intended adjudication of the 10,000*l.* to Dr. Rae.

placed upon the assertions of the guide. We had now only one day's provisions left, not more than half the journey was accomplished, and yet 80 or 90 miles more to overcome.

After passing a most miserable night we made an early start with the determination of reaching the next village. The country still continued woody, but did not afford a chance of increasing the provisions by any game. Towards dusk we obtained from a lofty ridge of hills a view of the shores of Norton Sound. The descent occupied some time, and it was about 10 o'clock before the dogs gave indication of the proximity of human habitations. No response, however, was made to their howling, no natives came forth to greet us, and we were soon made aware that no living beings were to be found within the huts. A search was instantly commenced throughout the village; but only a little train oil rewarded the trouble. This, however, with a few scraps of leather, served as a meal for the dogs, and, scanty as it was, proved their salvation. Our own condition was by no means enviable, for when it is considered that twice the amount of food is requisite in these regions, and the daily labour we had to endure, our slight meal from the remnants of the provisions, appeared meagre indeed. Hunger and fatigue were, however, soon forgotten; a large deer-skin found in one of the huts proved a most acceptable covering, and every one was soon in a sound sleep, the first enjoyed since leaving the Spafaricf village.

This place seemed to be the "ultima Thule" of our guide; true, he knew that a village lay at some distance before us, and he was able to point out the direction, but beyond that he appeared to be quite ignorant. I was glad, however, that he remained with us, as his experience in travelling could not but prove useful. Just before starting it was discovered that the pocket compass was missing, so that we were compelled to launch upon the sea-ice, trusting in a great measure to chance. A bleak expanse of snow lay before us as far as the eye could reach, and mile after mile was passed without gaining a sight of the low land which joins Cape Denbigh to the main. It was already past midnight before we once more stepped upon firm ground, and, after a short rest, the march was resumed, so that daylight found us across the low spit of land on the opposite beach. We could now, however, drag our weary limbs no farther, and, at the risk of being frost-bitten, were compelled to lie down.

As the day advanced the guide declared that he could see a village. With great exertion we managed to crawl to the huts, without, however, seeing any signs of life. Just as despair began to obtain the mastery and induce an apathy as to our fate, a woman appeared who inspired us with new life. Soon afterwards we were ensconced in the warm furs of the hut, and regaled with fish and train-oil and berries, to hungry men a most acceptable feast. The poor dogs, now in their sixth day of abstinence, were not forgotten; they were allowed an unlimited amount of fish, purchased with a clasp knife which I happened to carry with me. Bosky at this place informed me that he was unable to walk any farther. The scurvy was breaking out in an alarming manner; his legs were covered with ulcers, had been frost-bitten while resting the last time, and now presented a shocking appearance; moreover, he had a severe fall on starting from the last village. In spite of all he kept up with us during the two-and-twenty hours that we were on the journey, and I cannot sufficiently admire the quiet endurance with which he bore his sufferings.

Late in the evening the men returned from a hunting excursion, and had been lucky in the capture of a deer. We were, however, too sleepy to participate in the feast, especially as the fish sauce, *i.e.*, train-oil, of the meal of which we had already partaken, did not agree with our stomachs.

We now learnt with certainty that two days' journey would bring us to a small Russian outpost, where Bosky assured me every comfort would be cheerfully afforded to the extent of their ability. The next morning we started, and as the natives were going in the same direction, Bosky obtained a seat on their sledge, and I occasionally shared the same advantage. In about six hours we arrived at a solitary hut, where we were hospitably received and regaled by its inmates with dried salmon and their favourite train-oil and berries, neither of which was declined.

A good rest greatly invigorated us, and, parting with the guide, who, accompanied by another native, returned for the sledge, Bosky and I started on foot early the next morning for the Russian outpost, a distance of twenty-five miles. We expected to reach it by night, but had overrated our strength, and, although

making frequent rests, Bosky soon became unable to proceed; coming up on the dead body of a deer which, it appears, had been driven over the cliffs by the wolves, it was determined that he should remain by it while I endeavoured to find the outpost, and send him assistance. As night was coming on, I kept close to the beach, not liking to cross the bays for fear of missing the house. I passed several wolf tracks, and their howls had often the effect of quickening my pace as imagination pictured one in full chase. Luckily, I escaped interruption, and at last found the house, which, had I not closely traced the land, would have been passed. The inmates were asleep. I soon aroused them, however, and endeavoured to impart my story by signs, but began to despair of being able to make them comprehend poor Bosky's position, when he himself appeared. The fear of the wolves had given him additional strength, and just enabled him to reach the house.

Bosky's assertion regarding the hospitality of his countrymen was amply verified. Gregora, the master of the blockhouse, daily placed upon his table the best his house afforded, the effect of which became soon apparent in the visible improvement of Bosky's health. As many days had passed, and the sledge not arrived, I determined to wait no longer. Having dispatched another man in quest of it, I departed, placing Bosky on a sledge hired for that purpose. On the 6th of April, the twenty-eighth day since leaving the ship, we arrived at St. Michael's and were received in the kindest manner by Andrea Cusef, the Commandant.

The Fort of St. Michael's, at St. Michaelofskoi, belongs to the Russian-American Fur Company, and supplies two other trading posts, situated some distance in the interior. It stands on an eminence of a little tongue of land, and is built in the form of a square, composed of trunks of trees, which are laid horizontally over each other, in the manner of an American blockhouse. At each angle is a watch-tower, with loop-holes; inside the walls are the various store and dwelling-houses; close by, a chapel consecrated to the rites of the Greek Church, and at a short distance a windmill for grinding corn, which is annually imported by way of Sitkah. St. Michael's itself does not produce any grain, nor, indeed, any cultivated vegetables, except a few turnips. About 400 yards from the fort is an Esquimaux village, the inhabitants of which are a much finer looking race than the more northern tribes. The country adjacent is, like that of the greater part of the Arctic regions, a vast moorland, and bears a similar vegetation.

At first Bosky appeared stupified, but gradually recovered. Through him I learnt that some white men were living on the banks of a river called by the Indians "Ekko," and that the Russian trade had already suffered on that account. I naturally concluded that the people must be some of the Hudson's Bay Company's officers, and suggested to Gusef, that they were probably also in search of Sir John Franklin. Subsequently, information induced me to alter this opinion. Firstly, they were badly supplied with provisions, and had bartered their percussion guns in order to obtain food. As the Company only exchange flint guns, of which they have plenty in store, and as it is not likely that the officers would be compelled to part with their weapons, viz., private weapons, it may fairly be supposed that the party had no connection with this body. Secondly, the spot they were supposed to be at, I am led to suppose, is 200 or 300 miles within the Russian boundary line, and, moreover, up a river, a most unlikely place for any Englishman to penetrate in search of gain. Lastly, the party consisted of two officers and ten men, evidently the crews of two small boats, the departure of whom from the Mackenzie River I had reason to believe impossible. I therefore concluded that these people must be a portion of Sir John Franklin's Expedition, and proceeded to obtain as accurate a knowledge as possible of every circumstance relating to them.

Gusef's authority is undoubted, as his information was derived directly from official letters, dated April 1849, and sent by the Commandant of the Russian fort Derabin, who had himself received the information of the proximity of the white men from the Ekko Indians, and examined the percussion gun in person. The natives explained the distress of the white men, and tendered their peltries in exchange for powder, shot, flour, &c.; but the policy of the Russians, not to allow the natives firearms, as well as a commercial jealousy, prevented any exchange of that kind, hoping, by thus cutting off their supplies, to drive their supposed rivals from the field. An affray soon after took place between the

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Indians and Russians, in which the latter lost two or three men, and had to maintain so circumspect a behaviour, that no further tidings were heard of the white men.

The fort Derabin is situated on the head waters of the river Co-eack-park, which empties itself into Norton Sound, and which, I was informed, runs at a small angle with the coast, in about a north-north-east direction. A range of hills then intervene between the river and the Ekko, which empties itself into the Polar Sea, and is probably the Colville. Three days' journey from the hills, down the Ekko, brings the traveller to the place indicated as the abode of the white men. On inquiry as to the best mode of communicating with the strangers, I was informed that a supply of provisions was annually forwarded from Michaelowskoi to Derabin, by ascending the Co-eack-park; the voyage was commenced in June, and generally accomplished in from thirty to thirty-five days. Arrived at Derabin, however, no further assistance could be afforded, in the present disturbed state of affairs.

As the ice in Norton Sound was shortly expected to break up, I lost no time in coming to a determination of what was best to be done. I concluded that, destitute as I was of every necessary, it would be folly to undertake so long a journey, especially as there was ample time for me to return again to Michaelowski from the river, before the departure of the Russian batteau. I therefore prepared to set out for the ship, to impart my tidings, and obtain the necessary supplies for a lengthened absence. As Bosky was still too unwell to move, I arranged to take a half-caste named Nekever, whose qualifications were somewhat similar. Gusef also agreed to have a few necessaries, which his experience proved to be useful, ready by the time of my return.

In retracing my steps, I lost no opportunity of purchasing meat for the dogs, and, during the three days of my journey to Gregora's house, succeeded in obtaining about three hundredweight, sufficient to supply them until arriving at the ship. The next morning the natives brought the sledge which had been left behind. The cover was much torn by the wolves, the bread devoured; nothing else was injured. Departing the ensuing day, I chose the old track, and consequently had an opportunity of distributing some presents amongst my old friends, who assured me of every assistance in their power on my return. Wishing them good-bye, we commenced crossing the large bay, the scene of our former sufferings, not, however, without any accident. The day was misty and rainy, and the possession of a compass did not prevent our travelling some distance out of the way, to seaward, where the waves were beating on the edge of the ice. Soon afterwards a view was obtained of the open water, strewn with drift wood. Every dispatch was used to leave such a dangerous locality, and towards midnight we found ourselves safe on *terra-firma*. Had there been any wind at the time, it is probable we should have been carried to sea upon some of the broken floes.

We arrived the next evening at the deserted village, and found a family had established themselves there, from whom we obtained some fish and ptarmigan. The latter frequent in great numbers the bushes on the coast, and are easily caught by the natives; and I experienced no difficulty in shooting sufficient for use. Upon the elevated land the thaw had advanced with such rapidity that the streams running several feet deep over the surface of the ice, and we experienced much difficulty in crossing, of course wetting everything, and having occasionally some narrow escapes. The Spafarief village was at last gained on the 25th April, and the ship reached on the 29th.

In the interval the natives had brought several reports relative to white men, which coincided in the main points with that obtained from the Russians. I naturally entertained great hopes of being permitted to return to Michaelowskoi. To my surprise, I was informed by Commander Moore that he did not consider any of the rumours of importance, and that, consequently, my project of exploring the interior could not be acceded to.

The above is a copy of my journal, whilst belonging to Her Majesty's ship "Plover," from 10th March, 1850, until 30th April, 1850.

(Signed)

BEDFORD PIM.

No. 59.

Thomas Phinn, Esq., to Lieutenant Bedford Pim.

Sir,

Admiralty, April 1, 1856.

I HAVE received and laid before my Lords Commissioners of the Admiralty your letter of the 28th instant, claiming the reward of 10,000*l.*, under the third paragraph of the Proclamation of the 23rd of January last, relating to the discovery of Sir John Franklin.

I am, &c.
(Signed) THOS PHINN.

Claims to reward received since the notice in the "Gazette" relating to the intended adjudication of the 10,000*l.* to Dr. Rae.

No. 60.

Dr. Mc Cormick, R.N., to the Secretary of the Admiralty.—(Received April 10.)

Sir,

Pemba Cottage, Surbiton, Surrey, April 10, 1856.

1. AS the time is drawing near when the claims to the Government reward, in reference to the late search for Her Majesty's ships "Erebus" and "Terror," under the command of Sir John Franklin, will be considered for adjudication, I avail myself of so favourable an opportunity to request that you will be pleased to move my Lords Commissioners of the Admiralty to a recognition of my own still unrequited services in that search.

2. To the pecuniary reward I make no claim, but I most respectfully submit, that having been entrusted with a special service, in the charge of a boat expedition, officially and favourably acknowledged by their Lordship's letter, dated October 13, 1853, stating:

"My Lords approve of your exertions on this occasion, and of the conduct of your boats' crew, on a service incurring both risk and hardship, and are satisfied with the efforts you made in determining the important questions, as to there being any communication between Baring Bay and Jones' Sound."

I am the only officer now remaining of those who have had a like charge and responsibility in the search, on whom neither promotion or reward of any kind whatever has been bestowed, notwithstanding the service I was entrusted with was successfully accomplished, and the object in view attained, to their Lordships' satisfaction.

3. My past services being already recorded at the Admiralty, in my Memorial to Sir Charles Wood, dated the 11th of July last, and accompanied by the highest professional testimonials, I will not take up your Lordships' time by a detailed repetition of them, but simply and respectfully remind their Lordships that I have been thirty-three years in the service, about seven of which have been passed in Polar voyages, Arctic and Antarctic, having been engaged in three expeditions to the Poles; and, to back these, long medical services in the Tropics. In seniority my name stands at the top of the list of surgeons for active service, for which I have always been a ready and willing volunteer, however arduous and hazardous the nature of that service might be, and spared no labour in making the Government collections of Natural History, or in fulfilling other extra duties which the exigencies of the various scientific expeditions in which I have been engaged have imposed upon me, and which the high testimonials from Sir James Ross and the late Sir Edward Parry will bear evidence.

4. Soon after my return from the Franklin search, now two years and a half ago, I offered my services in the Baltic or Black Sea fleets, at the commencement of the war, in a letter to the Admiralty, dated 19th of May, 1854, but unavailingly.

5. My late boat voyage having been more immediately under the auspices of the late Hydrographer to the Admiralty, Sir Francis Beaufort has kindly sanctioned my making use of a letter he has been pleased to honour me with on the subject, in which my humble services meet with his warm approval, and he deems them worthy of some claim to notice, a copy of which I have here annexed. Having now humbly submitted, in as concise a form as possible,

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consistent with clearness, my peculiar claims to their Lordships' notice, the suitable reward to these claims it rests with their Lordships to confer as they may graciously deem fit.

I have, &c.
(Signed) R. Mc CORMICK, *Surgeon, R.N.*

Inclosure 1 in No. 60.

Rear-Admiral Sir Francis Beaufort to Dr. Mc Cormick.

Dear Dr. Mc Cormick,

11, *Gloucester Place*, August 15, 1855.

AFTER all that was done in the Arctic Seas by our ships, and after all that has been since done here by the Government and the public, I feel very sorry to learn by your note of yesterday, that no notice has been taken of your share of the expedition, though sanctioned by the Board, and executed judiciously and successfully.

I am not sure in what manner their Lordships could most suitably mark their approbation of your singularly persevering zeal, but I am sure that where there's a will there's a way; and as we have never had a First Lord who is a quicker judge of real merit, or more disposed to inquire into that merit, so I feel satisfied that you should lay the whole matter before him, briefly and distinctly. Confinement to bed, or sofa, for six long months, will not only explain my not being able to write conveniently with ink, but also my not being able to make any more active endeavours to serve you, than by thus honestly expressing my sincere conviction that your efforts in the general cause were second to none in devotedness.

Yours very faithfully,
(Signed) F. BEAUFORT.

Inclosure 2 in No. 60.

Memorandum.

Memorial of Robert Mc Cormick, Surgeon in the Royal Navy, to the Right Hon. Sir Charles Wood, Bart., M.P., First Lord of the Admiralty.
July 11, 1855.

Humbly sheweth,

THAT your Memorialist has been thirty-two years in Her Majesty's Navy, and held the rank of surgeon twenty-eight years.

That your Memorialist has served in three Polar expeditions, embracing altogether a period of nearly seven years spent in frozen seas.

That your Memorialist, in the late search for Sir John Franklin, was entrusted with the charge of a boat-expedition up Wellington Channel, for the purpose of carrying out his own plans for the relief of the crews of the "Erebus" and "Terror."

That the special service on which your Memorialist was engaged was accomplished to the satisfaction of the Lords Commissioners of the Admiralty, their Lordship's letter dated 13th of October, 1853, acknowledging the receipt of your Memorialist's narrative of the voyage will testify.

That your Memorialist, whilst employed in the attempt to reach the North Pole, in the year 1827, under the command of Sir Edward Parry, had, in addition to his ordinary medical duties, the charge of the Natural History Collection; and, during the absence from the ship of executive officers, had, for some time, the duty of an officer in charge of a watch to perform.

That your Memorialist, in the Antarctic expedition under the command of Sir James Ross, from 1839 to 1843, was both Chief Medical Officer and Naturalist, the charge of the Geological and Zoological Departments devolving upon him; the whole of the specimens brought or sent home from the "Erebus" being collected and preserved by your Memorialist under circumstances incurring no

small degree of risk, as well as toil and labour, and not unfrequently by considerable personal expense.

That your Memorialist, whilst employed in the arduous service of a boat survey of the coast of Kerguelen's Land, in the depth of the winter of that inclement and desolate region, discovered large beds of coal, which may prove of incalculable advantage to steam communication between this country and her Australian colonies.

That your Memorialist, during the unusually protracted period of a four years' service in the Antarctic seas, in which the crew of the "Erebus" was exposed to every privation and hardship inseparable from so severe and arduous a service in the most inhospitable and rigorous region on the face of the globe, returned without the loss of a single life from scurvy or other disease occurring throughout the voyage—an immunity unprecedented in the annals of voyages of discovery.

That your Memorialist, on his return, instead of receiving that step in rank which, from the promotion conferred on every other officer in the expedition, he might have ventured to have hoped for, remained on half-pay for two years, notwithstanding applications for employment, till Lord Haddington, during his administration, considerably appointed him to a vacancy in the "William and Mary" yacht, at the time considered as permanent, having been held by all former surgeons till promoted or retired: notwithstanding which, your Memorialist was superseded at the expiration of the ordinary period of three years, and sent upon half-pay, without any acknowledgment of his past services, backed though they were by fifteen or sixteen years' war services of his father, who, as surgeon of His Majesty's ship "Defence," of seventy-four guns, lost his life in her lamentable shipwreck.

That your Memorialist has never declined service when health permitted, although, unfortunately, the broken state of his health at times, arising from yellow fever, and other affections incidental to the pestilential climates in which he has served—having been employed three times on the West India station—together with the effects resulting from extremes of heat and cold, to which he has been alternately exposed in sudden transitions from the Tropics to the Poles, has caused him to lose much service-time.

Your Memorialist, in submitting the above claims to your Lordships' gracious consideration, most respectfully solicits your Lordships' attention to the accompanying testimonials from the distinguished professional men and commanders under whom your Memorialist has served, as vouchers for the peculiar nature of the services, both professional and scientific, for which these claims have been advanced.

Lastly, although your Memorialist, standing as he does at the top of the active list of Surgeons, might venture to think that his medical services alone would establish for him a fair claim for promotion, from their length, nature, and success attending them, yet trusts that it may be awarded as a special mark of approbation of a hazardous and dangerous enterprise successfully carried out, and that your Lordships will be pleased to enrol the name of your Memorialist on the list of Deputy-Inspectors of Hospitals and Fleets.

And your Memorialist, as in duty bound, will ever pray.

The Secretary of the Admiralty to Dr. Mc Cormick, R.N.

Sir,

Admiralty, October 13, 1853.

I AM commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of your narrative of an expedition under your orders in a boat of Her Majesty's discovery-ship "North Star," up the eastern shore of Wellington Channel and round Baring Bay, for the purpose of discovering traces of Sir John Franklin's expedition.

My Lords approve of your exertions on this occasion, and of the conduct of your boat's crew on a service incurring both risk and hardship, and are satisfied with the efforts you made in determining the important question as to there being any connection between Baring Bay and Jones's Sound.

I am, &c.

(Signed) W. A. B. HAMILTON.

Claims to reward received since the notice in the "Gazette" relating to the intended adjudication of the 10,000L to Dr. Rac.

Claims to reward received since the notice in the "Gazette" relating to the intended adjudication of the 10,000*l.* to Dr. Rae.

Certificate from Sir Edward Parry.

These are to certify the principal officers and Commissioners of His Majesty's navy, that Mr. Robert Mc Cormick served as Assistant Surgeon of His Majesty's ship "Hecla," under my command, on a voyage of discovery towards the North Pole, from the 18th day of November, 1826, to the 1st day of November, 1827; during which time his conduct was, at all times, such as to merit my highest approbation, not only in the performance of the ordinary duties of his station, but in various other departments in which his time could be employed with benefit to the peculiar service in which the "Hecla" was engaged.

Given under my hand on board the "Hecla," at Deptford, this 1st day of November, 1827.

(Signed) W. E. PARRY, *Captain.*

From Captain Sir James Ross.

I hereby certify that Mr. Robert Mc Cormick served as Surgeon of Her Majesty's ship "Erebus," under my command, from the 10th of April, 1839, to the 23rd of September, 1843, during which time he behaved with diligence, attention, and sobriety, and was always obedient to command.

I further certify that, in addition to his duties as Chief Medical Officer of the Expedition, which he fulfilled with great ability, he took charge of the Geological and Zoological Collections, which through his untiring zeal and industry have proved of much interest and importance in these departments of science.

December 9, 1843.

(Signed) JAS. C. ROSS, *Captain.*

No. 61.

Thomas Phinn, Esq., to Dr. Mc Cormick, R.N.

Sir,

Admiralty, April 11, 1856.

I AM commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of your letter of yesterday's date, calling their attention to your services in relation to the late search for Her Majesty's ships "Erebus" and "Terror" in the Arctic regions.

I am, &c.

(Signed) THOS. PHINN.

No. 62.

Richard King, Esq., to the Lords Commissioners of the Admiralty.—
(Received April 22.)

My Lords,

17, Savile Row, April 21, 1856.

ON the 7th March, 1850, Her Majesty's Government offered a reward of 10,000*l.* to any "party or parties who, in the judgment of the Board of Admiralty, should, by virtue of his or their efforts, first succeed in ascertaining" the fate of the crews of the ships "Erebus" and "Terror."

On the 22nd January last, a notice appeared in the "London Gazette" to the effect that Dr. Rae having claimed to be entitled to the above-mentioned reward, your Lordships would proceed, within three months from that date, to adjudicate on that claim; and further, that all persons who might deem themselves entitled to the whole or any part of the said reward, must prefer their claims within the period alluded to.

I have now the honour to state that I claim to be entitled to a portion of the said sum of 10,000*l.*, and I submit for your Lordships' consideration a statement of the grounds of my claim.

But, before detailing my own services, there are three points which I desire to impress upon your Lordships.

Firstly. That all that is known respecting the fate of the Franklin Expedition may be summed in the following statement; viz., that according to the evidence of the Esquimaux, a considerable number of white men died, in or about the year 1850, at or near Point Ogle, on the western coast of the embouchure of the Great Fish River; and that by the evidence of the same persons, a smaller party, consisting of an officer and four men, are stated to have died on Montreal Island, at or about the same time. This evidence has been, to some extent, strengthened by the subsequent discovery on that island of the remains of a boat belonging to the "Terror," and by the purchase from some of the natives of a number of articles of common use, and even of luxury, which formerly belonged to different members of the missing Expedition.

Secondly. That these facts have been ascertained, not by means of any of the naval expeditions which have been dispatched from this country, but in the course of land journeys directed towards the mouth of the Great Fish River; and that the most important part of the information now before your Lordships was procured by a party who travelled down that river from the Hudson Bay territory in light canoes.

Thirdly. That I alone, of all Arctic navigators, have, from the hour of Franklin's departure, pointed out the place where we are now led to believe that a portion of his expedition met their death, as the spot which he would endeavour to reach; and that I have, year after year, renewed my efforts to procure the despatch of a party to search the place in question, at or near which I have never ceased to urge, traces of the expedition would unquestionably be discovered.

Requesting that these points may be borne in view, I think it right to submit a few observations on the claim preferred by Dr. Rae, and I beg, therefore, to call your Lordships' attention to the circumstances under which he started on the journey, in the course of which he obtained tidings of the missing navigators; to the extraordinary discrepancies between his published accounts of that journey; and to the fact that, by his culpable negligence, in not investigating the tale related to him by the Esquimaux, he is clearly precluded from any share of the reward.

In December 1852, when Dr. Rae was on the eve of starting for England, for the purpose of completing a survey of the West Coast of Boothia, he informed the public, in a letter addressed to the "Times," that "there was not the slightest hope of finding any traces of the lost navigators in the quarter to which he was going."

Subsequent events proved the utter fallacy of his prediction, and on the 10th July, 1854, he made an official report to your Lordships, in which he stated that in the spring of that year he met with some Esquimaux at Pelly Bay, from whom he learnt that a party of white men had perished from want of food, some distance to the westward at Point Ogle and Montreal Island; and he added that, from particulars which he received at the same place, the fate of a portion, if not of all, of the survivors of the Franklin expedition, was placed beyond a doubt.

The strange narrative of the Esquimaux met with such a credulous auditor in Dr. Rae, that he made no effort to verify it by a journey to the site of the alleged tragedy; and as this singular omission on his part caused some doubts to be expressed as to the degree of credence to be extended to his tale of horror, he addressed a letter to the "Times" (dated 30th October, 1854), with the following very reasonable explanation of his apparent neglect:—

"To have verified the reports which I brought home, would, I believe, have been no difficult matter, but it could not possibly be done by my party in any other way than by passing another winter at Repulse Bay, and making another journey over the ice and snow in the spring of 1855."

In this state matters rested until, unfortunately for Dr. Rae, an official report, made by him to the Hudson's Bay Company, on the 30th August, 1854, and inserted in some Canadian newspapers, was copied by the London press. In that letter the main features of his report to your Lordships were adhered to, but with several very important additions, from which it appeared that, after the tale had been related to him by the Esquimaux, he proceeded in the direction of the Great Fish River, as far as Castor and Pollux River. On arriving at that point,

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Claims to reward received since the notice in the "Gazette" relating to the intended adjudication of the 10,000*l.* to Dr. Rae.

however, Dr. Rae, instead of pressing forward to examine the locality pointed out to him as the grave of nearly fifty of his countrymen, and which was then about forty-five miles distant, turned aside at a right angle, travelled not less than double that distance in a northerly direction as far as Cape Porter, and adds, moreover, in his report, that he "could have got within thirty or forty miles of Bellot Strait," but he thought it useless to proceed further!

From the foregoing statement your Lordships will observe that Dr. Rae started from England without the slightest hope of finding any traces of the lost navigators; that he did, however, find their traces; that he neglected to take the most ordinary means of ascertaining their fate; and that he accounted for his neglect by asserting that it could not have been done "in any other way than by passing another winter in Repulse Bay." Your Lordships will judge of the degree of credibility to be attached to that statement, by observing that, in the above-mentioned report to the Hudson's Bay Company, which was doubtless never intended for publication, but which came to light shortly after that assertion was made, Dr. Rae admits that, after having arrived within forty-five miles of Great Fish river, he turned his back upon it, and not only travelled nearly 100 miles in another direction, but could have gone farther if it had been necessary.

The contradiction involved in these statements is too palpable to call for any comment on my part. I have merely thought it my duty to represent to your Lordships that, according to Dr. Rae's published reports and letters, it is clear that he not only did not "first succeed in ascertaining the fate of the crews of the 'Erebus' and 'Terror,'" but that he did not, "by his efforts," even make an attempt to solve the mystery when he was within a few hours' journey of the death spot of the expedition.

I now proceed to speak of my own services and of the grounds on which I submit my claim to a share of the reward offered by your Lordships.

Sir John Franklin was last heard of in Baffin's Bay on the 26th of July, 1845. Prior to his departure from England I had pressed upon Her Majesty's Government (although without success) the expediency of assisting the search by means of a land journey down the Coppermine and Great Fish rivers, and on the 10th of June, 1847, when doubts began to be felt as to the safety of the expedition, I again addressed the Government on the subject.

Copies of my several letters of the 10th of June and 27th of November, 1847, and February 1848, are inclosed herewith for your Lordships' perusal.* In those letters I pointed out that Sir John Franklin would be found on the western land of North Somerset, to which, I added, "the Great Fish river is the direct and only route." I represented that it would be impossible to communicate with him, except by a land journey, and I implored Her Majesty's Government to allow me, in conjunction with any officer who might be named to accompany me, to descend that river for the purpose of searching the adjacent coast.

My proposal, however, was not entertained, and expeditions were dispatched in other directions, but with a fruitless result. On their return, and when it was understood that a fleet of vessels were to be dispatched in the search, I again addressed your Lordships. In that letter, dated 18th of February, 1850, of which a copy is inclosed, I stated that "all that has been done by way of search since February 1848, tends to draw attention closer to the west land of North Somerset as the position of Sir John Franklin, and to the Great Fish river as the high road to reach it. Such a plan as I proposed to their Lordships in 1848 is, consequently, of the utmost importance. It would be the happiest moment of my life (and my delight at being selected from a long list of volunteers for the relief of Sir John Ross was very great) if their Lordships would allow me to go by my old route, the Great Fish river, to attempt to save human life a second time on the shores of the Polar Sea. What I did in search of Sir John Ross is the best earnest of what I could do in search of Sir John Franklin."

"That the route by the Great Fish river will, sooner or later, be undertaken in search of Sir John Franklin, I have no doubt. That high road to the land, where I have all along maintained Sir John Franklin would be found, and in which opinion I am now associated with many others, including Sir Edward Parry himself, cannot much longer be neglected."

* Letter addressed to the Earl Grey.

Unhappily, however, the high road was neglected: my proposal was referred to the Arctic Council, three of whom expressed their opinions upon it in the following very decided terms:—

Sir John Richardson.—"With respect to the Great Fish River, he did not think, under any circumstances, Sir John Franklin would attempt that route."

Sir James Ross. "I cannot conceive any position in which the Franklin Expedition could be placed, from which they would make for the Great Fish River: they would assuredly endeavour to reach Lancaster Sound."

Sir George Back, addressing the Secretary of the Admiralty, "You will be pleased, sir, to impress on my Lords Commissioners that I wholly reject all and every idea of any attempts on the part of Sir John Franklin to send boats or detachments over the ice to any point of the mainland in the vicinity of the Great Fish River."

The remainder of the Council, with the exception of Captain Beechey, were unanimous in rejecting my plan, and with their decision vanished the last chance of saving the devoted Franklin.

From that hour I felt that the fate of Franklin was sealed, and I ceased to trouble your Lordships with any further communications upon the subject.

In referring to the journies of more recent date, I think it right to remind you that, on the receipt of the intelligence brought home by Dr. Rae, the expedition dispatched in search of the remains of Franklin and his party was sent down the Great Fish River in the precise manner which I had advocated in 1845, 1847, 1848, and again in 1850; and I venture to point out the extraordinary manner in which subsequent events have shown the incontestable accuracy of my views, and have proved beyond a shadow of doubt that if I had been permitted in 1848, or possibly even in 1850, to have led a party in the direction which I so urgently but vainly pointed out, I should have reached and saved some portion, at least, of the then survivors of the expedition, in which case I should have been entitled to the full reward of 20,000*l.*, which your Lordships had offered "to any party or parties who should effectually relieve any of the crews of the missing ships."

From the foregoing details your Lordships will observe that, of the number of Arctic navigators who were either consulted by your Lordships or, as in my own case, offered their opinions uninvited, I alone pointed out the precise spot where Franklin and his party are now known to have waited in helpless misery the advent of that succour which was wasted on far distant shores; and that I alone, year after year, made every effort to induce your Lordships to allow me to ascertain their fate by exploring that particular locality.

Unhappily those offers were rejected, but when the death-spot of Franklin was at length discovered, my views were immediately acted upon in the despatch of an expedition, in the manner which I had so repeatedly proposed, although without success.

My claim, then, to a share of the reward is based upon the fact that I alone have for many years pointed out the banks of the Great Fish River as the place where Franklin would be found; that as far as the "efforts" of one in my humble position could go, I did by my "efforts" endeavour to save or succour the Expedition; that if those "efforts" had been supported by Her Majesty's Government, Franklin would be alive and in England; and that what is known of his fate has now been discovered by a party dispatched along the route which I had for so many years vainly urged would lead to his discovery.

My Lords, I do not in this place refer to my services in the cause of geographical science, nor to the remarkable manner in which my views, not only as regards the death-spot of the Franklin Expedition, but also as respects the North-West Passage and the conformation of the Polar regions, have been proved to be correct; nor do I point to the honours and emoluments showered upon other Arctic navigators, while I stand alone an unhonoured and unrewarded man; but I nevertheless firmly, but respectfully represent that my exertions in the present instance, entitle me to receive a portion of the reward offered to those who should first succeed in ascertaining the fate of the crews of the "Erebus" and "Terror."

I have, &c.

(Signed)

RICHARD KING.

Claims to reward received since the notice in the "Gazette" relating to the intended adjudication of the 10,000*l.* to Dr. Rae.

Claims to reward
received since the
notice in the
"Gazette" relating
to the intended
adjudication of
the 10,000*l.* to
Dr. Rae.

No. 63.

A. K. Isbister, Esq., to the Secretary of the Admiralty.—(Received April 21.)

Sir,

East Islington Institution, April 18, 1856.

THE Lords Commissioners of the Admiralty having announced their intention of adjudicating on the claims of Dr. Rae to the reward of 10,000*l.* offered by their Lordships for ascertaining the fate of Sir John Franklin's Expedition, I beg respectfully to submit a few observations on the subject.

In the "London Gazette" of January 22, 1856, their Lordships have been pleased to notify that all persons who, by virtue of their Proclamation of the 7th of March, 1850, deem themselves entitled to the whole or any part of the reward in question, must prefer their claims within three months of such notification, after which no claims will be entertained.

It is, unfortunately, impossible for those who accompanied Dr. Rae on his expedition, and are now scattered over various parts of the interior of the Hudson's Bay territories, to communicate with England within the prescribed period, or to empower any person in this country to advocate their claims. I venture, under these circumstances, to express a hope that their Lordships, in adjudging the reward, will not overlook the claims of those so situated, as it would be manifestly unjust that Dr. Rae should appropriate the entire reward to himself, or be left to apportion it according to any arbitrary scale he may himself decide upon. Among those who formed Dr. Rae's party, and that of Mr. Anderson, are some friends and relatives of my own, whose claims I feel justified in submitting to their Lordships' consideration.

I have the less hesitation in doing so, as I was myself the first to advocate the plan of search which led Dr. Rae (although he left England with other objects) to those discoveries on which his claims to reward now rest. This plan will be found fully detailed in the "Athenæum" of the 18th of December, 1847, a copy of which is herewith forwarded. It is greatly to be regretted that Dr. Rae so far deviated from the route I recommended as to attempt the transit to the Fish River from the north shore of Chesterfield Inlet, instead of from its western extremity, by the chain of lakes and rivers I pointed out as affording a communication with that stream, as he thereby failed to reach the Fish River at all, and rendered a second expedition necessary to complete the search he left unfinished.

My sole object in claiming the merit of originating the plan of search which has at length placed in our hands the clue to the mystery which has so long enveloped the fate of Sir John Franklin's Expedition, is to afford their Lordships an opportunity of doing justice to those whose absence from England renders it impossible for them to prefer their claims themselves, and, at the same time, of giving to the whole question a more general and equitable consideration than the discussion of the interests of an individual claimant would allow.

Should it be necessary for this purpose to contest the claims of Dr. Rae, I am prepared, if they extend to the whole reward, to do so, and to submit to their Lordships such facts as I trust will insure a more equitable distribution of it; as I feel assured that nothing can be farther from their Lordships' intentions than to overlook any just claims of those who have in any way contributed to the result for which the reward has been offered.

I have, &c.
(Signed) A. K. ISBISTER.

No. 64.

Captain Ommalley to the Secretary of the Admiralty.—(Received June 4.)

Sir,

Kent Lodge, Southsea, Portsmouth, June 3, 1856.

IN forwarding the inclosed, conveying my claims for the reward to be given for the discovery of traces which have determined the fate of the Franklin Expedition, I have to regret that my application should be made out of the proper

time for receiving the claims, but, in consequence of active service afloat, I had not time to consider the subject before; therefore I trust their Lordships will be pleased to grant me the indulgence of entertaining my application.

I have, &c.

(Signed) ERASMUS OMMANNEY.

Claims to reward received since the notice in the "Gazette" relating to the intended adjudication of the 10,000L to Dr. Rae.

Inclosure in No. 64.

Captain Ommanney to the Secretary of the Admiralty.

Sir,

Kent Lodge, Southsea, Portsmouth, June 2, 1856.

THE Lords Commissioners of the Admiralty having notified their intention to reward the discoverer of traces which have led to determine the fate of the missing expedition under Sir John Franklin, I beg leave to lay before you my claims to the reward, for their consideration.

On the 23rd day of August, 1850, when in command of Her Majesty's ship "Assistance," with her tender the "Intrepid" in company, being at the time in advance of the other searching expeditions, whilst walking along the shore at Cape Riley, I was, individually and personally, the first person to discover relics belonging to the Franklin Expedition, consisting of fragments of clothing and stores, and on the same day discovered, on Beechy Island, at the entrance of the Wellington Channel, similar relics, which proved that the Franklin Expedition had wintered there in 1845-46.

This was the first trace discovered by any one since the Franklin Expedition entered the Polar Sea in 1845.

The relics found at Cape Riley and at Beechy Island, were indicative that Franklin had been suddenly and hurriedly driven from his position, and the absence of any record detailing his proceedings, clearly proves such an occurrence.

In my opinion, given before the Arctic Committee in 1851, after my return to England, I stated that Franklin met with disaster after leaving Beechy Island, which opinion I now hold was conclusive, and which has been fully confirmed by subsequent events and discoveries; therefore my discovery remains the most important one that has been made by any person in deciding the fate of Franklin's Expedition.

The information brought home by Dr. Rae, and the relics found at Montreal Island, confirm and strengthen the above opinion, which was elucidated by my discovery in 1850, and which was put before the public in 1851. I therefore feel a just right to claim the reward on the conditions set forth in the Government Proclamation, and rely upon a fair consideration into the merits of my case.

I have, &c.

(Signed) ERASMUS OMMANNEY.

No. 65.

R. Osborne, Esq., to Captain Ommanney.

Sir,

Admiralty, June 5, 1856.

HAVING laid before my Lords Commissioners of the Admiralty your letter of the 3rd instant, with its inclosure, I am commanded by their Lordships to acquaint you that my Lords do not consider the circumstances therein stated to constitute a valid claim to the reward to be given for the discovery of traces of Sir John Franklin.

I am, &c.

(Signed) R. OSBORNE.

Adjudication of the Reward of £10,000 to Dr. Rae.

No. 66.

Thos. Phinn, Esq., to Dr. Rae.

Sir,

Admiralty, June 19, 1856.

Adjudication of the
Reward of £10,000
to Dr. Rae.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you that upon a full consideration of all the circumstances connected with the information obtained relative to Sir John Franklin's expedition, my Lords are of opinion that you, and your companions, are entitled to the reward of £10,000, assigned under the 3rd paragraph of the Admiralty Proclamation of the 7th March, 1850, viz.:—"To any party or parties who, in the judgment of the Board of Admiralty should, by virtue of his or their efforts, first succeed in ascertaining the fate of such expedition."

My Lords further desire me to acknowledge the receipt of your letter of the 18th instant, signifying your willingness (should your claims be favourably considered by my Lords) that the distribution of the reward should be appropriated according to the recommendation of the Governor and Committee of the Hudson's Bay Company, and to acquaint you that, in furtherance of your proposal, the necessary application has been made to the Hudson's Bay Company.

I have, &c.

(Signed) THOS. PHINN.

No. 67.

Thos. Phinn, Esq., to H. G. Smith, Esq.

Sir,

Admiralty, June 19, 1856.

WITH reference to your letter of 19th November, 1854, and the subsequent correspondence on the subject of Dr. Rae's claim to the reward offered by the Lord's Commissioners of the Admiralty, by their proclamation of 7th March, 1850, I am commanded by their Lordships to acquaint you, for the information of the Governor and Committee of the Hudson's Bay Company, that, upon a full consideration of all the circumstances connected with the information obtained relative to Sir John Franklin's expedition, my Lords are of opinion that Dr. Rae and his companions are entitled to the reward of £10,000, assigned under the 3rd paragraph of such Proclamation, and I am to request that you will be good enough to undertake the distribution of this sum between Dr. Rae and his companions. My Lords also request that the Hudson's Bay Company will inform them how this money may best be paid to the companions of Dr. Rae, who are supposed to be now in the employment of the Hudson's Bay Company.

I have &c.

(Signed) THOS. PHINN.

No. 68.

Dr. Rae to the Secretary of the Admiralty.

Sir,

29, Norfolk Street, Strand, June 20, 1856.

I BEG to acknowledge the receipt of your letter of yesterday's date acquainting me that it has pleased my Lords Commissioners of the Admiralty to adjudge to myself and my companions on the recent Arctic Expedition, the reward of £10,000, offered by Government for the first information regarding the fate of Sir John Franklin and party.

Adjudication of the
Reward of £10,000
to Dr. Rae.

May I request of you to offer my humble thanks, on behalf of my men and myself, to their Lordships for their favourable decision of our claim.

I have, &c.

(Signed) JOHN RAE.

No. 69.

*Gazette Notice.**Admiralty, June 24, 1856.*

IN reference to the announcement contained in the "London Gazette" of 22nd January, 1856, that the Lords Commissioners of the Admiralty would proceed within three months from that date to adjudicate upon the claim preferred by Dr. James Rae, under the third paragraph of their Proclamation of the 7th of March, 1850, by which the sum of £10,000 was offered to any party or parties, who, in the judgment of the Board of Admiralty, should first succeed in ascertaining the fate of the expedition under the command of Sir John Franklin, and that all persons who by virtue of such Proclamation deemed themselves entitled to the whole or any part of the reward in question, must prefer their claim within such time.

The Lords Commissioners of the Admiralty hereby declare that they have duly considered all claims preferred by persons deeming themselves entitled under such Proclamation to the said rewards therein specified, and have determined Dr. James Rae to be entitled, on behalf of himself and companions in his expedition, to the reward of £10,000, under the terms of the third paragraph of such Proclamation as aforesaid.

No. 70.

W. G. Smith, Esq., to Thos. Phinn, Esq.

Sir,

Hudson's Bay House, June 27, 1856.

I AM directed by the Governor and Committee of the Hudson's Bay Company to acknowledge the receipt of your letter of the 19th instant, stating that the Lords Commissioners of the Admiralty, upon a full consideration of all the circumstances connected with the information obtained relative to Sir John Franklin's expedition, are of opinion that Dr. Rae and his companions are entitled to the reward of £10,000, assigned under the third paragraph of their Proclamation of the 7th March, 1850, and requesting that the Hudson's Bay Company would undertake the distribution of this sum between Dr. Rae and his companions.

In reply, I am directed to state that the Governor and Committee will have much pleasure in making the distribution of the award, and that if the Lords Commissioners approve of the same, they would recommend that the amount to be paid to the companions of Dr. Rae be lodged in the hands of the Hudson's Bay Company, who would remit the money to the several parties who are now residing within the territories of the Company.

I have, &c.

(Signed) W. G. SMITH.

No. 71.

Thos. Phinn, Esq., to W. G. Smith, Esq.

Sir,

*Admiralty, July 2, 1856.*Adjudication of the
Reward of £10,000
to Dr. Rae.

IN reply to your letter of 27th ultimo, I am commanded by my Lords Commissioners of the Admiralty, to request that you will convey to the Governor and Committee of the Hudson's Bay Company their Lordship's thanks for consenting to distribute the sum awarded to Dr. Rae and his companions, and I am to acquaint you that, with this view, my Lords have directed the Accountant-General of Her Majesty's Navy to pay over to the hands of the Hudson's Bay Company the sum of £10,000.

I have, &c.

(Signed) THOS. PHINN.

No. 72.

H. G. Smith, Esq., to Thos. Phinn, Esq.

Sir,

Hudson's Bay House, July 2nd, 1856.

WITH reference to my communication of the 27th ultimo on the subject of the award of £10,000, made by the Lords Commissioners of the Admiralty to Dr. Rae and his companions, I am directed by the Governor and Committee of the Hudson's Bay Company to inform you that they have resolved that the sum of £8,000 be given to Dr. Rae, in consideration of his exertions and services as leader of the expedition, and that the remaining £2,000 be distributed among the other parties employed thereon.

I am also to state that Dr. Rae having been requested to furnish the Committee with his opinion as to the distribution of the £2,000, has suggested that the amount be appropriated agreeably to the accompanying list:—

I have, &c.

(Signed) H. G. SMITH.

Inclosure in No. 72.

Proposed Distribution of 2,000l., part of the Government Reward for ascertaining the Fate of Sir John Franklin and Party.

29, Norfolk Street, Strand.

John Beads, Steerman and Guide, (conduct not very good)	£
Jacob Beads, Boatman	260
James Johnstone, Boatman and Fisherman ..	260
John McDonald, Boatman	260
Thos. Mistagan, Hunter, &c.	260
Murdock McLellan, Boatman	260
William Onlegbriek, Interpreter	210
	<hr/>
	£1,770

Men who did not accompany the expedition further than Chesterfield Inlet, and returned to York Factory in 1853.

James Clouston, in charge of boat	£
Charles Harrison,	60
Henry Fidler,	30
Murdock McDonald,	30
George McDougall,	30
Louis L. Mitchell,	30
Munro Esquimaux,	20
	<hr/>
	230
Brought down ...	1,770
	<hr/>
	£2,000

(Signed)

JOHN RAE.

No. 73.

R. Osborne, Esq., to W. G. Smith, Esq.

Sir.

Admiralty, July 4, 1856.

REFERRING to your letter of 2nd instant, and to my communication of the same date, I am commanded by my Lords Commissioners of the Admiralty to acquaint you for the information of the Governor and Committee of the Hudson's Bay Company, that my Lords entirely acquiesce in the distribution proposed by them of the £10,000 awarded to Dr. Rae and his companions. I am further to acquaint you that Dr. Rae has been informed that the share awarded to him (£8,000) is now in the hands of the Hudson's Bay Company, and will be paid to him on his giving the necessary receipt.

Adjudication of the
Reward of £10,000
to Dr. Rae.

I have, &c.

(Signed) R. OSBORNE.

No. 74.

R. Osborne, Esq., to Dr. Rae.

Sir,

Admiralty, July 4, 1856.

REFERRING to the second paragraph of my letter of the 19th ultimo, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that the Governor and Committee of the Hudson's Bay Company having allotted £2,000 of the reward granted for ascertaining the fate of Franklin, to your companions on the expedition, the remaining £8,000 due to you will be paid by the Hudson's Bay Company on your handing to them the necessary receipt.

I have, &c.

(Signed) R. OSBORNE.

Lists of Officers and Seamen of the several United States' Expeditions, under command of Lieutenant De Haven, Lieutenant Hartstein, and Lieutenant Kane, entitled to receive the Medal for Arctic Service.

No. 75.

R. Osborne, Esq., to Lord Wodehouse.

My Lord,

Admiralty, March 12, 1856.

Lists of officers and seamen of the several United States' expeditions, under command of Lieutenant De Haven, Lieutenant Hartstein, and Lieutenant Kane, entitled to receive the medal for Arctic service.

HER Majesty having been pleased to sanction the preparation of a medal for Arctic service, and as the Committee on the subject have recommended that the American officers and seamen who have been engaged in those regions should be included in the distribution of such medals, I am commanded by my Lords Commissioners of the Admiralty to request you will move the Earl of Clarendon to take such steps as his Lordship may think right for obtaining from the United States' Government complete lists of the officers and crews composing Lieutenant De Haven's expedition in 1850, as well as that of Lieutenant Hartstene in 1855.

I am, &c.

(Signed) R. OSBORNE.

No. 76.

E. Hammond, Esq., to the Secretary of the Admiralty.—(Received May 11.)

Sir,

Foreign Office, May 10, 1856.

I AM directed by the Earl of Clarendon to transmit to you, for the information of the Lords Commissioners of the Admiralty, a copy of a despatch from Her Majesty's Minister at Washington, inclosing a copy of a note which he had received from Mr. Marcy, containing the names of the officers and men engaged in the Arctic expeditions in search of Sir John Franklin, under Lieutenant-Commanding De Haven, in 1850, and Lieutenant-Commanding Hartstene, in 1855.

I am, &c.

(Signed) E. HAMMOND.

Inclosure 1 in No. 76.

John F. Crampton, Esq., to the Earl of Clarendon.

My Lord,

Washington, April 17, 1856.

WITH reference to my despatch No. 92 of the 15th instant, I have the honour to inclose the copy of a note which I have received from Mr. Marcy, inclosing a list of the officers and men who were engaged in the United States' Arctic expeditions under Lieutenant-Commanding De Haven in 1850, and Lieutenant-Commanding Hartstene in 1855.

I have, &c.

(Signed) JOHN F. CRAMPTON.

Inclosure 2 in No. 76.

W. L. Marcy, Esq., to J. F. Crampton, Esq.

Sir,

Department of State, Washington, April 16, 1856.

I HAVE the honour to transmit to you herewith the lists of the officers and men who were engaged in the expeditions to the Arctic Seas under Lieutenant-Commanding De Haven in 1850, and Lieutenant-Commanding Hartstene in 1855. asked for in your note of the 9th instant.

I avail, &c.

(Signed) W. L. MARCY.

Lists of officers and seamen of the several United States' expeditions, under command of Lieutenant De Haven, Lieutenant Hartstein, and Lieutenant Kane, entitled to receive the medal for Arctic service.

Inclosure 3 in No. 76.

LIST of the Officers and Men of the Expedition to the Arctic Seas, in search of Sir John Franklin, under the command of Lieutenant De Haven, United States' Navy. Sailed from New York, May 26, 1850; returned September 30, 1851.

Brig "Advance."

Officers :

Lieutenant Commanding ..	Edwin J. De Haven.
Acting Master	William H. Murdaugh.
Passed Assistant-Surgeon ..	Elisha Kent Kane.
Midshipman	William S. Lovell.

All of the United States' Navy.

Men :

William Morton	Ship's Steward.
James Smith	Ordinary Seaman.
John Brennen	Sailmaker's Mate.
Louis Coster	Armorer.
Edward Wilson	Seaman.
Thomas Dunnin	Boatswain's Mate.
Edward C. Delana	Seaman.
Henry Derockle	Ship's Cook.
William Holmes	Ordinary Seaman.
Gibson Caruthers	Carpenter's Mate.
Charles Berry	Seaman.
William Weast	Boatswain's Mate.

Brig "Rescue."

Officers :

Acting Master	Samuel P. Griffin.
Acting Master	Robert R. Carter.
Assistant-Surgeon	Benjamin Vreeland.
Boatswain	Henry Brooks.

All of the United States' Navy.

Men :

Rufus C. Baggs	Ordinary Seaman.
John Williams	Quartermaster.
Robert Bruce	Armorer.
Harman G. Wille	Carpenter's Mate.
William Benson	Ordinary Seaman.
William Lincon	Boatswain's Mate.
William J. Kuner	Officer's Steward.
Jean A. Knauss	Cook.

Lists of officers and seamen of the several United States' expeditions, under command of Lieutenant De Haven, Lieutenant Hartstein, and Lieutenant Kane, entitled to receive the medal for Arctic service.

Smith Benjamin	..	..	Seaman.
David Davis	..	..	Sailmaker's Mate.
James Johnson	..	..	Seaman.
James Stewart	..	..	Ordinary Seaman.
Alexander Daley	..	..	Seaman.

List of the Officers and Men of the Expedition to the Arctic Seas, in search of Passed Assistant-Surgeon E. K. Kane, under the command of Lieutenant Henry J. Hartstein, United States' Navy. Sailed from New York, June 4, 1855; returned October 11, 1855.

Bark "Release."

Officers:

Lieutenant Commanding	..	Henry J. Hartstene, U.S.N.
Acting Master	..	William S. Lovell, U.S.N.
Passed Midshipman	..	Joseph P. Fyffe, U.S.N.
Assistant Surgeon	..	James Laws, U.S.N.
Boatswain	..	Van Reusselaer Hall, U.S.N.
Captain's Clerk	..	Charles Lever.
Purser's Steward	..	Thomas Franklin.
Surgeon's Steward	..	Richard M. Clarke.

Men:

John Blinn	..	Boatswain's Mate.
William Smith	..	Ditto.
William Carey	..	Gunner's Mate.
John Haley	..	Ditto.
William Phinney	..	Quartermaster.
John Smith	..	Ditto.
Charles Williams	..	Carpenter's Mate.
William Henry	..	Ship's Cook.
Francis Taylor	..	Captain of the Hold.
Charles Johnson	..	Captain Main-top.
David Batey	..	Captain Fore-top.
George Devys	..	Seaman.
Thomas Ford	..	Ditto.
Lawrence Lewis	..	Ditto.
Andrew Larcen	..	Ditto.
Joseph Morris	..	Ditto.
Byron Potter	..	Ditto.
George Pricc	..	Ditto.

Propeller "Arctic."

Officers:

Lieutenant Commanding	..	C. Simms, U.S.N.
Acting Master	..	Watson Smith, U.S.N.
Acting Assistant-Surgeon	..	John K. Kane.
First Assistant-Engineer	..	Harman Newell, U.S.N.
Acting Third Assistant-Engineer	..	William Johnston.
Purser's Steward	..	John Van Dyke.
Surgeon's Steward	..	Abraham W. Kendell.
Acting Boatswain	..	Samuel Whiting.
Acting Carpenter	..	William Richardson.

Men:

Robert Bruce	..	Boatswain's Mate.
George Bidwold	..	Ditto.
William Grover	..	Quartermaster.

Walter Wilkinson	..	..	Quartermaster.
John Thompson	..	..	Carpenter's Mate.
Joseph Brown	..	..	Ship's Cook.
Richard Hartley	..	..	Captain of the Hold.
James Botsford	..	..	Seaman.
John Brown	..	..	Ditto.
John Fox	..	..	Second Class Fireman.
George Tyler	..	..	Ditto.
John Gilbert	..	..	Ditto.

Lists of officers and seamen of the several United States' expeditions, under command of Lieutenant De Haven, Lieutenant Hartstein, and Lieutenant Kane entitled to receive the medal for Arctic service.

Passed Assistant-Surgeon E. K. Kane, and the following-named persons belonging to his party, returned with Lieutenant Harstein's expedition :

Boatswain, Henry Brooks, U.S.N.	
John W. Wilson.	Thomas Hickey.
Amos Bonsall.	James Mc Gary.
J. J. Hays.	George Riley.
Augustus Sontag.	William Godfrey.
Henry Goodfellow.	Charles Blake.
William Morton.	George Whittle.
George Stephenson.	

