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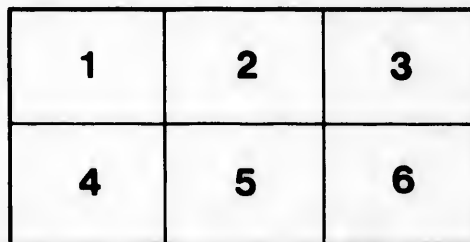
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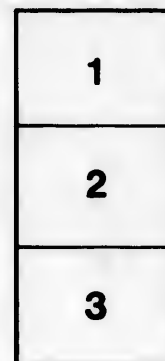
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**VOYAGE OF THE PRINCE ALBERT.**

Paris.—Printed by E. Buère, rue Sainte-Anne, 55.

# VOYAGE OF THE PRINCE ALBERT,

IN SEARCH OF SIR JOHN FRANKLIN.

A NARRATIVE OF EVERY-DAY LIFE IN THE ARCTIC SEAS.

BY LIEUT. W. PARKER SNOW.



PARIS,

A. AND W. GALIGNANI AND C<sup>o</sup>.  
RUE VIVIENNE, N<sup>o</sup> 18.

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# VOYAGE OF THE PRINCE ALBERT

IN SEARCH OF SIR JOHN FRANKLIN;

A NARRATIVE OF EVERY-DAY LIFE IN THE ARCTIC SEAS.

BY LIEUT. W. PARKER SNOW.

"And I have loved thee, Ocean ! and my joy  
Of youthful sports was on thy breast to be  
Borne, like thy bubbles, onward ; from a boy  
I wanton'd with thy breakers—they to me  
Were a delight ; and if the freshening sea  
Made them a terror—'twas a pleasing fear,  
For I was as it were a child of thee,  
And trusted to thy billows far and near,  
And laid my hand upon thy mane—as I do here."

*Childe Harold, canto iv., ver. 184.*

TO LADY FRANKLIN,  
AND THE  
SUBSCRIBERS TO THE PRINCE REGENT'S INLET  
BRANCE EXPEDITION IN SEARCH OF SIR  
JOHN FRANKLIN AND THE CREWS OF H.M.  
DISCOVERY SHIPS, EREBUS AND TERROR ;  
THIS VOLUME  
IS MOST RESPECTFULLY DEDICATED BY  
THEIR HUMBLE SERVANT,  
W. P. SNOW.

## PREFACE.

At the request of several kind friends, who were of opinion that my private Journal would not be wholly uninteresting, from its giving a detailed account of the "Prince Albert's" remarkable cruise in the Arctic Seas, I have ventured, though with great timidity and hesitation, to send it forth upon the wide waters of public opinion. What to say about it I really know not. Rough and ready, there it is just as I wrote it, sometimes after a day's toil, and sometimes after many days' cessation from it, when the mind, wearied and distressed about other things, resorted to the pen for relief. No elegance of language nor polished style must be expected. I have merely given expression to a series of facts and feelings, and perhaps have troubled the reader with too many of them. If so, I must plead in excuse that my heart was, is, and always will be most deeply interested in the cause which led to our voyage.

With reference to myself, I may be per-

mitted to observe, that I came over from America (where I was residing) at three days' notice, especially to join in any expedition going out under Lady Franklin's auspices to the Arctic Seas, in search of her gallant husband, having *volunteered* my humble services for that purpose. Too late, by a few days only, for Captain Penny's vessels, in which I had a hope held out to me of an appointment, I was attached by Lady Franklin to the "Prince Albert," which she had then recently bought. I joined that vessel more in a *civil* than in an executive capacity ; but with the express understanding that most of my active duties were to commence upon our arrival in Prince Regent's Inlet, where I was to take charge of one of the exploring parties to Boothia and elsewhere. To Boothia I had long turned my attention in connection with the missing expedition, and had submitted to Lady Franklin a plan of search through North America which has since appeared in the Arctic Returns for 1850.

In reading the following pages, it must not be forgotten that this is merely my own private Journal,—a record of my own doings ; although it will be seen, that in my own labours may be also traced those of other individuals. I have deemed it a duty to mention faithfully facts as they occurred, to give praise wherever I conceived that it was due, and to make known the names of any of the men who could be favourably spoken of.

In a letter which I have received from Captain Forsyth in reply to an intimation that I

was about to publish my private Journal, he concludes as follows :—

"To your own personal exertions in assisting me in the arduous duties which devolved upon me, and the zeal and alacrity shown by you on all occasions, I shall be most happy to bear testimony.

"I am, dear Sir, your most obedient,

(Signed) "CHARLES C. FORSYTH.

"Commander, R. N."

I have thought it just to myself to give this quotation, and at the same time to state that I am much indebted to Captain Forsyth for the friendliness and gentlemanly courtesy which he displayed towards me throughout the voyage.

I have also to express my heartfelt thanks to that noble lady who, in sending out the vessel herself, allowed me to be a sharer in the Expedition by attaching me as an officer to it, an honour of which I shall, indeed, ever remain proud. To herself, and to her niece, Miss Sophia Cracroft, who was devotedly attached to the cause, ever aiding by her sound advice, I am deeply indebted for their constant and generous friendship to one so humble and unknown as myself; nor must I forget several of those whose names appear on the subscription list in aid of the Expedition. Not a few honoured me with their kind notice in an especial manner, and I never forgot it when striving, in the regions whither we were bound, to make myself worthy of their favour. Others too from many quarters most generously came forward to render me every personal assistance for the voyage. To one gentleman especially, whose name, were I permitted to mention it, would give great *éclat* to my humble labours, I am under more than ordinary obligations, and I shall never cease to bear his kindness in remembrance.

My present excellent publishers, too, kindly added to my intellectual enjoyments during the voyage by a timely present of some useful books; (1) and many more with heart and with hand gathered round to render whatever service was in their power.

Since my return, too, several kind and noble friends, themselves remarkable for their gallant services, have given me countenance. Commendation is acceptable from all parties,

(1) Amongst others, I ought not to omit to mention the last edition of "Reece's Medical Guide," a work which I found invaluable, not only to myself, but to all on board, especially where we had no regular surgeon.

but it brings with it a double zest when it comes from the truly noble and good.

There is one more name, however, that I must be excused for mentioning, in consideration not only of his own kindness to me personally, but of his untiring zeal and generous exertions in behalf of the missing Expedition. Following in the footsteps of his father, Sir John Barrow, a name familiar as a household word in all that relates to Arctic exploration, Mr. Barrow devotes a great deal of his own extensive knowledge to the subject, and, in our case, afforded much valuable assistance by his advice and instruction. To him I am much beholden for many important hints and useful papers, and especially so for the liberal supply of books which he sent on board the "Prince Albert."

Without further preface, I now venture to submit to the public my humble outpourings during the short, but not, I trust, uninteresting voyage of the "Prince Albert" in the frozen regions of the north in search of our brave and long-absent countrymen; and, in conclusion, I may express the hope that the work will prove not unacceptable to my readers.

London, Dec. 12, 1850.

W. P. S.

## CHAPTER I.

Introduction.—Public Sympathy for Sir John Franklin.—Measures adopted for his Relief.—Auxiliary Expedition to Regent's Inlet.—The "Prince Albert."—Nature and Object of her Voyage.

IF Arctic affairs intensely occupy the public mind at this moment, it is not so much in connection with scientific research and increase of knowledge, as with the feelings and dictates of humanity. Attention to the former is all but obliterated in the absorbing interest called forth by the latter; and, to the honour of human nature, it must be said that this intense interest and sympathy have been proved to exist among all classes, and all kinds of persons. During the past year especially, thousands have been heard, as with one voice, urging for relief to be sent to some of their suffering brethren, supposed to be imprisoned in wild and unknown regions around the Northern Pole. With a like generous and noble impulse, hundreds rushed forward, ready to forsake their own loved homes, their domestic comforts, and their usual safe pursuits, eager to join the gallant few chosen to search those desolate and ice-clad seas, in the noble expeditions fitted out by government for that purpose.

But, before I enter into any minor details of

the voyage, it will be necessary to explain whence this more than usual expression of generous sympathy and noble disinterestedness has proceeded.

In the beginning of the year 1845, it was determined by the government of England, at the suggestion of Sir John Barrow, the great promoter of all arctic discovery, to make another attempt at discovering "an entry from the eastern side of America into the Polar Sea," and thence to proceed, through the straits which divide Asia from the New World, into the Pacific Ocean.

Captain Sir John Franklin, a naval officer previously well known to the world for his adventurous and daring spirit, evinced in two land journeys to the Arctic Seas, was appointed to the command of another expedition, consisting of two ships, "The Erebus" and "Terror." Both of these ships had already been engaged on similar service in the Antarctic Ocean; and, one of them, the "Terror," had also made a fearful voyage under the command of Captain Back to the northern parts of Hudson's Bay, with a view to further discoveries in that quarter in connection with a north-west passage. On the 19th of May, 1845, both ships sailed from England.

The instructions which Sir John Franklin received were, "to proceed to Baffin Bay, and, as soon as the ice permitted, to enter Lancaster Sound, and proceed westward through Barrow Strait, in the latitude of about 74° deg., until they reached the longitude of Cape Walker, or about 98 deg. west. They were then to use every effort to penetrate southward and westward towards Behring's Strait; and it was in this part that their greatest difficulties were apprehended. If these were proved to be insurmountable, they were next directed to return to Barrow Strait, and proceed northwards by the broad channel between North Devon and Cornwallis' Island, commonly called Wellington Channel, provided it appeared open and clear of ice." In pursuance of these instructions it appears that both vessels made their way together as far as latitude 74 deg. 48 min., longitude 66 deg. 13 min. W. (a position approaching the middle of Baffin's Bay, and about 210 miles from the entrance of Lancaster Sound). It was here that they were seen, moored to an iceberg, on the 26th of July, sixty-eight days after their departure from England.

It was not until the beginning of 1848 that anything like anxiety for their fate began to be felt by those most interested in their wel-

fare at home. It was well known that the gallant leader of the expedition had himself intimated that possibly three years might elapse before they could return, and that they might be themselves the first bearers of intelligence concerning them. Nor were the fears of that estimable lady, Lady Franklin, aroused to any alarming extent prior to that period. Then, however, it was deemed necessary that some steps should be at once taken towards ascertaining what had become of Sir John Franklin and his missing companions; and, accordingly, "researches in three different quarters, and by three separate expeditions, were appointed to be undertaken by the government." Lady Franklin, also, with the true devotedness of a wife, offered in that year, from her private means, a reward of 2,000*l.*, afterwards increased to 3,000*l.*, "or a proportion thereof, according to services rendered, to any ship or ships, which, departing from the usual fishing-grounds, might discover, and, if needed, afford effectual relief to the missing expedition, or any portion of it."

In the spring of 1848, government despatched two vessels, the "Enterprize" and "Investigator," under the command of that indefatigable arctic voyager Sir James Clark Ross, to discover, if possible, some traces of the lost ones. The result, however, proved a failure as to anything but negative information being gained.

It was, however, deemed possible, and indeed very probable, that, though the land of North Somerset had presented no traces of Sir John Franklin or any of his party, the land of Boothia, to the southward of, and connected by a neck of land with it, might do so. The arguments brought forward in support of this view of the question were not only sound in themselves, but derived additional strength from the opinions given in its favour by eminent arctic voyagers, as well as from Sir John Franklin's own words, expressed (1) some years back, concerning the best and most likely mode of examining the northern coasts of America.

As the following chapters treat especially

(1) See Geographical Journal, vol. vi., p. 43. Sir John Richardson, also, in giving a report in 1847 concerning the best mode of sending relief to the missing expedition, observes, that it was part of Sir John Franklin's plan, should he fail in being able to get on in other quarters, "to descend Regent's Inlet, and seek the passage along the coast discovered by Messrs. Dease and Simpson."—Vide "Arctic Returns," 1848, p. 24.



of an expedition intended to make a search in that quarter *only*, it may not be amiss to give, at the outset, some account of the precise nature of the objects it had in view.

The object of the expedition was the thorough search of the west coast of Regent Inlet to the bottom of the Gulf of Boothia, together with the western side of Boothia into James Ross Strait, and down to Simpson's Strait. The latter of those formed the passage into Regent's Inlet, which is laid down in the charts given to Sir John Franklin; the existence of interposing land being unknown until the return of Mr. Rae in 1847. Simpson's Strait would, therefore, appear to Sir John Franklin to offer a passage for his boats into Regent's Inlet; and it is believed by many that, if compelled to abandon his ships anywhere in the region S. W. of Cape Walker (to which he would proceed in the first instance), he might make for Regent's Inlet and the stores on Fury Beach. No one who carefully reads the arguments in favour of this expedition, when it was brought before the public eye with the view of obtaining assistance for its funds, can doubt its expediency or even its necessity.

It was, therefore, determined by Lady Franklin to have a search of the land of Boothia simultaneously made with the other explorations, and she accordingly purchased the "Prince Albert" from Messrs. White and Co., of Cowes, and sent her to Aberdeen for the requisite fittings and strengthening to be put upon her for the service she was to be employed in. Mr. Wm. Hogarth, of Aberdeen, kindly superintended, as he had done Captain Penny's vessels, this part of the business, and indeed all that related to preparing the vessel for sea. Placing her at once in the hands of Mr. Duthie, the shipwright, she was speedily doubled and fortified for an arctic voyage, according to the same plan as Captain Penny's. Two splendid boats, the one a gutta percha, presented by the Messrs. Searle of Lambeth, and the other a noble mahogany, given by Messrs. White, were attached to her, besides a Halkett's Mackintosh boat and a smaller kind of boat called a "dingey," sledges, and kites. The Board of Ordnance had the kindness to lend a howitzer and muskets, and to supply rockets, fire-balls, etc., and no expense was spared in furnishing her with everything else considered necessary for the particular service she was to be engaged upon. Provisions of excellent quality and full quantity were

placed on board amply sufficient for two years.

The especial service assigned to the "Prince Albert" was that of conveying a boat expedition to the best starting point for accomplishing the intended search of the land of Boothia and its vicinity; but she was also supplied with the necessary housing (the same as in all the other ships), in order to make her a suitable and sufficient shelter during the depth of winter, when neither walking parties nor boats could be dispatched. (1)

She was, as I have said, fortified in the same manner, and to the same extent, as the vessels of Captain Penny, which were equipped under his own eye. But the fact of the "Prince Albert" being intended, in the first place, simply as a means of transport to Prince Regent's Inlet, and, secondly, as a depot for the boat and travelling parties to fall back upon, must not be lost sight of by the reader.

Captain Forsyth, who had volunteered to command the "Prince Albert," had also the advantage of possessing the written suggestions of Sir E. Parry, Sir James Ross, Captain Beechey, Mr. Barrow, and Captain R. H. King. The wintering places suggested were various: Brentford Bay, Batty Bay, Port Bowen, and even Port Leopold, were severally proposed as fit places for putting the ship into, and thus forming the starting point. It was decidedly recommended that she should not proceed farther south than Brentford Bay, below which, the ice in Regent's Inlet is usually heavily packed.

And whilst some of the advisers thought a direct course to Simpson's Strait, along either the east or west coast of Boothia, the first and chief object, others considered it preferable to search, in the first instance, the east as well as the west sides of Regent's Inlet, and the passages leading out of it into Hudson's Bay.

Ample scope was thus afforded for the discretionary power necessarily placed in the hands of the commander, whilst it was very evident that, instead of only *one*, half-a-dozen "Prince Alberts" might have been fully employed for the accomplishment of all these different objects.

Here a few words as to the means by which the equipment of the "Prince Albert" was

(1) Port Leopold, too, with its stores and steam launch, was deemed likely to be an excellent refuge in case of extremity.

effected will not be out of place. Many of my readers are aware that Lady Franklin was aided by the subscriptions of her friends, her own funds being insufficient; and in the Appendix will be found a list of the contributors, the sums contributed amounting to about 1500*l*.

Not the least interesting of these names is that of the First Lord of the Admiralty, under whose auspices Sir John Franklin's expedition was sent forth—the good Lord Haddington. And I should also mention, that to the munificent donation of Benjamin Smitii, Esq., must be added that of kites, constructed upon scientific principles, by which, if properly managed, very considerable propelling power would be applied to the vessels. This gentleman was at infinite pains in the manufacture of these enormous kites, of which he also presented a large number, with the necessary apparatus, to Captain Penny.

It is understood that Lady Franklin sold out of the funds, for the purposes of this expedition, all the money which she could legally touch; and that the remainder of the expenses of the expedition, which is said to have cost between 3000*l*. and 4000*l*., have been made good by herself.

To this particular vessel, then, did many kind friends and well-wishers of the arctic expedition turn their eyes. By some it was doubted that she would ever be able to perform the voyage she was to undertake. Others, however, with better judgment, avowed their conviction that she was precisely the sort of craft that would answer best in the icy region whither she was bound.

It should have been mentioned that the Admiralty kindly supplied her with half a ton of pemmican, and the Hydrographer with nautical and scientific instruments. The Christian Knowledge Society also, at the request of Lady Franklin, sent on board a collection of books; and one individual alone, John Barrow, Esq., of the Admiralty, the son of Sir John Barrow, furnished, besides a handsome subscription to the fund, a perfect little library of most useful and interesting works. To this gentleman especially was the "Prince Albert" and her crew much indebted, and I cannot help taking this opportunity of publicly offering him my thanks.

Thus furnished, and thus attended to, the little vessel had only to be officered and manned to be ready for sea. The proper selection of officers is a task that requires great

judgment and discrimination. The gentleman who was appointed as her commander was one who had for many years honourably and with distinction, served Her Majesty in the navy of Great Britain. The name of *Charles Codrington Forsyth* was a sufficient guarantee for the good conduct of the expedition. Prompted by a nobleness of spirit which reflected upon him the highest credit, he offered himself and his services free of any remuneration. Obtaining the necessary permission from the Lords Commissioners of the Admiralty, he took the command of the little "Prince Albert," and joined her at Aberdeen on the 1st of June, a few days prior to her departure.

The crew or foremast men were engaged at Aberdeen, and I must even here bear testimony to their general good conduct, their daring fearless character, and their constant desire to prove themselves *men*, under every circumstance of difficulty or danger. Strongly attached to the cause in which they had embarked; earnest, at all times, in every endeavour made to explore or search any place where traces might be found of those whom we sought; faithful and zealous in the discharge of their respective duties, alike in the boats, or on shore, as on board or at sea, they were all good seamen; most of them intelligent men, and not one but what deserved and has rightly received the warmest praise and commendation. For myself, I shall ever think of them with the liveliest feelings of pleasure and satisfaction, and sincerely hope that they all may obtain that future good employment to which their conduct so richly entitles them.

My especial duty on board the "Prince Albert" was to take charge of all the civil department of the vessel; the superintending and issuing of stores, etc., the care of all the scientific instruments and medicine-chest, our doctor not having joined us in time, and to lead one of the two great exploring parties that the ship's company were to be divided into when the season arrived for travelling; the captain heading the principal party. Long used to a rough and wandering life, and my heart sensitively alive to the fate of those whom we were going to seek, I was perhaps peculiarly adapted for the service, and I certainly felt proud of the honour conferred upon me in being permitted to engage in it. Though not *professedly* a nautical man, I was yet such in reality, having long been accustomed to the sea, having for many years

served a hard apprenticeship upon its treacherous bosom. My education, too, had been wholly nautical, and the very marrow in my bones was derived from one (1) who had himself fought and sorely bled for his country under his country's flag in her gallant ships of war. My four years' schooling had given me a knowledge of navigation, mathematics, and astronomy, and I rejoiced at having an opportunity to devote it all to the service in which I had embarked. The wild and eventful life I should lead, with its constant changes and chances for weal or for woe, was peculiarly suited to my temperament, and I embarked on the voyage full of spirits and of gladness. Like the commander, and, indeed, nearly all our crew, a married man, I had domestic ties binding me strongly to home; but I trust it will be seen that, however strong those ties were, I never allowed them to interfere with my duty. On the contrary, if anything, they proved a greater spur to urge me on.

So much with regard to your humble servant, gentle reader; but if, as I hope, you feel an interest in the voyage I am about to narrate, I find that I ought to enter somewhat more minutely into the commencement of it. In accompanying me, as I wish you to do, through my rough notes, and on our rough cruise, without any of the peril or discomfort of it, I must try to familiarise you with those who bore the burden and heat of the day therein.

## CHAPTER II.

Engaging the Crew.—Pay-day for advance Wages.  
—Doctor.—Description of the "Prince Albert."  
—Fitting-out."

LET me place before you a picture with which, probably, your experience has never yet made you acquainted. It is pay-day for advance wages to the ship's company of the "Prince Albert," and in the private office of Mr. Hogarth, of Aberdeen, himself a justice of the peace, are three persons busily engaged; while a chief clerk, from another room, occasionally enters with documents and papers. The three persons are Mr. Hogarth, Captain Forsyth, and myself, and the chief clerk is Mr. Tytler, the complaisant and ever attentive working manager. Presently a muster-roll is called, and at the first name there enters our chief executive officer, who received his twenty-six weeks advance of

(1) Lieutenant W. J. Snow, R. N., son of Captain W. Snow, R. N. See Appendix.

single pay, at a rate of 9*l.* per month double pay, which double pay was allowed to all who received wages for their services.

Next to him came the second mate; his advance was handed to him, and he then signed the *Articles* wherein he agreed to serve for a double pay of 7*l.* per month. *He* was worth his money, if we take the labour he performed and his zeal only into consideration.

The next person was the boatswain, a man whose age was registered as, I believe, forty-five years; of a slim form, but with a tanned and hardy-looking countenance, he proved himself a thorough man, cautious, yet not timid; experienced in the ice, yet not presuming upon his experience. A good seaman and steady character, he was also a daring, rough, and fearless whaler. His advance was handed to him; he signed his name to a pay of 4*l.* 10*s.* per month, and made room for the carpenter. This latter was even more advanced in life than the other. He was a steady man, and, I have every reason to believe, a good shipwright, though not a joiner. His fault, if any, was too much hesitation and want of promptitude in his work; but this must be excused on account of his age. Following him was one who had been sent on board by Lady Franklin. He was a Shetlander, a native of Lerwick, and joined us ostensibly as blacksmith. Our occasion for the services of any individual in that capacity was likely to be but trifling; accordingly, we placed him as cabin steward, an office which he had never filled before, but in which he proved himself faithful and trustworthy. He also received his advance at 4*l.* 10*s.* per month, and, signing his name, left the office. After the steward came the cook, another man well advanced in life; but, as we found, none the less serviceable. He had, singularly enough, been with Commander Forsyth years ago, when the latter was first entering upon his naval career, and they both remembered each other. Keep the bottle away from Glennie, and he was an excellent man, a very good ship's cook, as well as a seaman, and, what was not the least of his merits, particularly clean in his habits and person, a desideratum much wanted in many of his particular calling. His pay was 4*l.* 10*s.* per month; and, receiving his advance, he gave place to others.

And now came in as fine a looking set of men, taking all in all, and judging of them as they should be judged, as could have been

picked out anywhere. Ten swarthy weather-beaten countenances, with hardy features and manly look, followed close upon the heels of each other. I fear to weary the patience of the reader, or I would gladly give somewhat of each man's description, for they all and severally proved themselves everything, and even more, than their aspect told us they would be, when receiving their pay. Suffice it that, out of the ten, five had been long accustomed to the ice and its dangers, and the other five were men long inured to a wild sea life, far and near. Some were of middle age, and others young and in the full spring of manhood; all could write their names, and three of them, especially, were above their mates in the knowledge they had of navigation.

They produced the necessary certificates, received their money, signed articles, and a paper drawn up against all future "growling," and then retired to prepare themselves and families—for nearly all were married—for the voyage.

Our doctor, who was highly recommended by the most respectable medical authority in Glasgow, came to the vessel without knowing exactly what she was, or anything of her size. Upon his arrival, he did not like her being so small, and declined the honour of accompanying her, afterwards explaining that he thought he had been engaged for one of Captain Austin's vessels, which had in fact sailed some weeks before. This occurred on the day but one before we sailed, and to get another in so short a time was no easy task. In this emergency I ventured to offer to perform the duties which such an officer would be called upon to discharge. Medicine had to me long been a pleasing study, and in several merchant vessels to which I formerly belonged no doctor but the captain was ever thought of. A good medicine-chest and Medical Guide was all that the skipper of those ships deemed necessary. With McArthur's excellent little book of directions, Reece's invaluable Medical Guide, and the humble skill I myself possessed, I thought all would be well.

I must confess that afterwards, on cool reflection, I felt I had done wrong in taking upon me such a heavy responsibility, more especially when I found that so many other duties would unavoidably fall to my share; but I determined to devote more and more attention to the study of the subject, and be always prepared for any emergencies that might arise. The broad sheet published by

Dr. Alfred Smee in cases of accidents, etc., was pasted up conspicuously in the surgery, and another of a similar kind sent by the Christian Knowledge Society was rarely out of my pocket; while all my medical books were arranged at hand, and particular pages turned down where important cases were treated of. Nothing has given me more pleasure than to find that in every case requiring my services medically, I was, owing to the gracious providence of God, successful, and I am delighted to say that the men were in the best health on their return. Often had I to turn out in a cold and tempestuous night, with the sea washing over us, to go and administer relief to some man who was seized with sudden, and generally but temporary, pain, after I had been performing other duty, and, fatigued, retired to rest only at past midnight, and though I begrudged not my time taken from sleep, yet the evil was, that my thoughts and ideas had to condense themselves more rapidly and strongly to bring them thus on the sudden to bear upon the precise subject or matter before me. However, Il Dottore, albeit not an M. D., was fortunate in all the remedies he prescribed, and is thankful to the Divine assistance afforded him for it.

But I really must cry you mercy! gentlemen of the medical profession. I assure you it was with no view to encroach upon, or thrust myself into, your particular duties that I took upon me a character to which I had never any claim. But see how the case actually stood! One of your number did not like to go with us, when, at the last moment, we had no other to replace him. Many merchant skippers are their own doctors, and the size of our craft was so small that we too, I thought, might, upon such an emergency, also do without one. But I must not withhold that there was at the bottom a small matter of selfishness in this view of the question which I took. A snug little cabin would have to be shared with our medical officer if he came; or else a material and inconvenient encroachment made upon our general state room for him. As he did not come, I had my cabin to myself, and the size of the state room was not at all diminished. So you see that that germ of all evil, selfishness, which rests in every human heart, to some degree, was in a measure prominent in mine as regards this affair, and I am bound to acknowledge it. So much about the Doctor; now then, let us to the ship again.

The "Prince Albert" was built at Cowes, and registered there in October, 1848; and since that period she has been on two or three voyages in the fruit trade to and from the Azores. She was 89½ tons; and her length, from the inner part of main stem to fore part of stern post aloft, is 72 2/10 ft.; her breadth amidships, 17 4/10 ft.; and her depth in the hold amidships, 9 7/10 ft. Her height between decks, in the cabin, was somewhere about 5 ft. 6 in.; and the room in that cabin was necessarily scant.

This, however, is not mentioned disparagingly. On the contrary, every one of us was perfectly well aware of what she was, what she was capable of doing for us, and what we might expect in her. None of us looked to find a floating palace, nor anything but the roughest and hardest kind of life while belonging to her; especially as we were to expect that the principal part of our duty would have to be carried out in boat service. With this knowledge, I believe, every man joined the little craft, and hence, in the description I am giving, it is only with a view of showing what she really was, in order the more strongly to contrast her with, and prove her excellent qualities alongside of, larger vessels. With rarely a dry deck above, and no little moisture below, it was not a gentle and easy life we were leading, even when free from the vicinity of land or ice. Yet so dearly do I love the *bonnie wee pet*, and so highly do I think of her, that I would gladly voyage again and again in those rough seas, or any other seas, on board of her, and I only wish that it were my fate to have the "Prince Albert" under my hands up there once more, following hard upon the trail of her noble and gallant pioneers. I warrant me she would prove herself, as she has already done, not to be despised.

I have now nearly done with preliminary matters. The rigging of the vessel was ably superintended by Mr. Cook, the master of the "Sylph" yacht belonging to W. Hogarth, Esq.; and the sending stores, etc., on board, was carefully attended to by Mr. Macdonald, of the same gentleman's office. But indeed every one at Aberdeen appeared to take the same interest in us, vying with each other in rendering any service in their power. To Mr. Hogarth, his brother Hugh, and all his family, we owe, and myself especially, for their kind and generous hospitality, unbounded thanks. Their eldest boy, Alick, a noble young fellow, possessed the true spirit of a

sailor; and I should have been well pleased had he accompanied us. The ladies, too, did not forget us; Mrs. Hogarth herself kindly presenting us with a fine-toned accordion, but which, unluckily, none of us could play. We were more fortunate however with the fiddle and bag-pipes, the steward playing the former, and one of the men the latter.

I have since learned that, had we waited a few days later, our vessel would have been honoured by the gift of an organ from His Royal Highness the Prince Albert, of which the value, great even as it would have been to us, was enhanced by the gracious terms in which the favour was conveyed. What feelings of ardent loyalty would have been awakened by hearing it pour forth the strains of our magnificent national anthem!

One great essential among the preliminaries must not be forgotten. No man, who is himself a sailor, but must feel convinced that there is nothing to equal true, earnest, unaffected, and heartfelt religion. Prayer—*honest* prayer—is beyond everything invaluable to a seaman, especially to one engaged in the dangerous duties which he has to perform in the Arctic Seas. That we should go out with a due regard to this important obligation to prayer and humble dependence upon God, was what every one might consider as a matter of course; but I am pleased to say that, in our case, the "of course" was never needed. Spontaneously our men called for prayer and a proper service. Educated in the Scotch Church, they were all, more or less, Presbyterians; but their particular persuasion was no hindrance to the feeling which prompted them always to unite in divine worship, according to whatever form the commander considered necessary to adopt. As a Church of England man myself, I ever loved our own beautiful church service, yet felt that, in cases like the present, it was not exactly suited for the purpose we required. A simple prayer, with Bible reading and exposition, was what struck me as better adapted; and as I was the only *civil* officer and scribe, I ventured to write one, not then knowing of any other having been composed. This prayer was once or twice used at service on board, and frequently in private, with all warmth and sincerity.

Bibles and Prayer-books had been liberally furnished by the Christian Knowledge Society, and were given to the men immediately upon our getting to sea. A printed prayer, written by a clergyman of the Church of

England, was distributed by Lady Franklin, who had written upon it each man's name. This form was often read; but I believe the men valued it most for the handwriting upon it, and the source whence it came.

She had called them, severally, into the cabin on the evening prior to our departure, and talked to them earnestly concerning the object of the voyage and their conduct; and this they never afterwards forgot, frequently saying to me, in the homely Scotch I cannot literally give, "Ah, bless her heart! dear lady. I only hope we shall find Sir John for her sake. I'll do my best towards it;" and, occasionally adding, "Well, I was completely taken aback when her ladyship talked to me. I felt salt-water in my eyes before I had gone a dozen words with her, and wasn't a bit sorry when it was all over. I'd like to talk with her, but I couldn't stand it."

The day at last drew nigh when we were to sail on our destination. Our provisions had been stowed in an incredibly short space of time, and the vessel was filled to the very top with food, fuel, and general stores. From the wharf where we had been lying, she then hauled alongside the quay opposite the Custom-House, where her bonded and excisable goods were given to her, with the powder and other inflammable commodities. Owing to these latter coming on board only at the last moment, the greatest difficulty was caused in getting anything like order established in their stowage. Indeed, I found it impossible to accomplish what I wished; and, therefore, merely had them properly secured for sea, with the intention, on the earliest opportunity, of re-arranging them. All this being done, and the vessel duly cleared at the Custom-House, she hauled off from the quay to a buoy, and there awaited the tide, to proceed to sea.

### CHAPTER III.

Ready for Sea.—Lively Exultation.—An "Arctic Leap."—Farewell to Home.—Arrival at the Orkneys.—Departure for the open Sea.

ON Wednesday, June 5th, the "Prince Albert" was declared ready for sea; and never shall I forget the day. From early morning, crowds of persons, either friends or relatives of the men on board of us, or of those on board of whalers or the other discovery ships, besides numbers interested merely in our vessel and the object of its voyage, congregated on the quay opposite to us. Towards the afternoon the crowds increased,

and a more than usual excitement was evident everywhere. Curious gazers stood scrutinizing our boats, gear, rig, and size. Some expressed a belief we should never come back again; others avowed their entire disinclination ever to participate in such a voyage. Not a few came on board, rather incommoding us, until we hauled away to the buoy. Lady Franklin was not present on this occasion, but others—the wives of those already in the Arctic Seas—came themselves, to deliver, with their own hands, those silent yet heart-speaking memorials, which, in the shape of letters, tell so truly the unceasing devotion of the loved one left at home. Oh, how I felt my own heart glow, as I took from their hands the packet to be conveyed, and listened to their words, as, forgetting all but womanly love, they desired me, should I meet with *him* or *them*, to tell how well they were in health; and, too, how comfortable, as far as they could be comfortable alone. And happy was I, afterwards, when I had the opportunity so to fulfil their requests.

Towards six o'clock, Commander Forsyth finally came on board, after parting from his wife and child, and from Lady Franklin, who were hospitably lodged in the house of Mr. Hogarth. My parting had been in London a fortnight before, and letters since had helped to moderate, in a measure, somewhat of my natural feeling about it; but I had another parting to make in Aberdeen, which affected me not a little. It was when Lady Franklin bade me, in the few last words she had to say, "Good-bye." It seems but yesterday since she said it; and how well do I remember her look of intense feeling, of agitated hope and anxiety. It was in the cabin of Mr. Hogarth's yacht, where the final adieu took place; and never did I feel more determined to perform, to the utmost, what I had always promised her, than at the moment when, with tears in her eyes, bringing mine also very near the brim, she long and earnestly shook my hand, and said "Farewell."

The excitement of the scene soon came upon us, as well as upon the lookers-on, and we gradually forgot everything but the great object in which we were now engaged. Perhaps I was the only one who felt positively alone at that animating moment, when voice after voice was hailing us, to say to some intimate friend or companion, the always sad word, "Farewell." There was not one among them all who knew me more than a casual acquaintance; and yet there were many who,



with friendly hearts, had made me feel that I was not completely a stranger among them, and had bade me a kindly adieu just before the hurry and bustle came on.

It was now necessary to get all our men on board and muster them. Several of them had been working hard through the day, and really proved of great assistance at a time when it is rare to find that any sailors will work at all. To our great satisfaction, all the ship's company soon appeared. Gradually our little vessel was filled with their wives and friends; and when the tide began to make, and we moved from the *buoy* to the outer harbour, we were so crowded that a person could hardly move. The quays and bridges were by this time thronged with a vast multitude assembled to witness our departure. As we passed through the first bridge, "That is Lady Franklin's *own* vessel, which she is sending out to search for her husband," was heard from many. "Success to the 'Prince Albert!'" was shouted aloud; and "May you return safe and prosperous!" was added by others who wished us well. In the outer harbour we again made fast for a short time, until the steamer that was to tow us out came alongside. Here we found that two or three trifling things necessary for us were still wanted, and I jumped into a boat, and was soon ashore after them. On my return, when passing through the crowd, I had difficulty to move, so dense had it become. "That's one of them! that's one of them!" was cried by some person who knew my features; and instantly every eye was upon me, as though I were an inhabitant of that polar region whither we were bound.

Upon getting aboard again, I found the pilot had come, our colours hoisted, and the long burgee flaunting from our mast-head in proud display. The whole ship's company was now mustered; and well did every man answer to his call, as with firm step and steady air he walked up to his station and then turned forward. I have been in not a few ships during my lifetime, men-of-war and merchantmen, but never did I witness a finer display than that which was presented when the crew of the "Prince Albert" answered to their muster-roll. Not a single instance of drunkenness or insubordination; not one absent.

And now began the full life and spirit of the scene. The word was given; the hawsers passed, and the steam-tug "Victory" took us in tow. The moment we commenced

moving, cheer upon cheer rang through the air; voices shouting out adieus innumerable, sounded upon the ear like another Babel; waving of handkerchiefs, hurrahs, hats and caps thrown on high, was the kindly farewell of the honest-hearted Aberdonians. As we slowly passed Mr. Duthie's yard, a salute was fired and colours hoisted; while a lively band of music from some unknown place sounded joyously in our ears. At ten minutes past eight we passed through the "locks," where we had been detained for a moment or two, and where an incident occurred which was strongly characteristic of our voyage. One of our men, Glennie, had sprung ashore either to shake hands once more with some old friend, or, may be on the sly, to have another taste of his favourite whisky. As we moved onward through the "locks" the crowd was so thick that he was prevented easily getting back again, and it was only at the last moment, by a sort of desperate spring, that he managed to jump from the quay on board of us at the stern. So wild and flying did he seem to spring, that a gentleman near him, who was calmly looking on, sung out, "He is already practising the 'Arctic leap,'" which, being received by a loud and prolonged shout, procured for Glennie for a long time afterwards the *sobriquet* of the "Arctic Leaper."

Mr. Hogarth, in his fine little yacht the "Sylph," now passed ahead of us, very kindly intending to keep us company as far as the Orkneys. As we slowly moved on towards the bay, we could see the crowd extending itself in one long line to the very extreme point of the projecting pier that formed one side of the entrance to the harbour. Here, as we were towed past it, renewed cheers upon cheers were shouted far and near, and kept up until the "Prince Albert" had cast off from the steamer, passed Girdleness, and was fairly out at sea. A swell from the south-east gave us a little motion, and produced upon the many strangers we had on board the usual symptoms of sea-sickness. Several were distressingly ill, and were, no doubt, exceedingly glad when, after some delay, a boat took them off to the steamer and conveyed them back to the shore. The final adieu between them and their friends and relatives was said, and then with a light air we made all sail and stood away to the northward.

*Thursday, June 6th.*—The following day, Thursday, with a light south-easterly breeze,

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we were going along the land at a gentle rate. Our men had slept off their shore carousals, and were busily engaged attending to the vessel and their own private comforts in the forecabin. At 12.30 we were off Peterhead, when, upon our colours being hoisted, an answer was given from the coast guard station, and a boat was sent off, which spoke the yacht in company astern of us, and received from Commander Forsyth, who was on board of her, some additional letters for London. Soon afterwards a salute was fired from the town.

We now found that, despite her being so deep in the water, and her additional strengthening, the "Prince Albert" sailed very well; at all events, with the wind as we now possessed it, light, and fair on our starboard quarter.

In the evening the respective watches were duly set, and the vessel got in good sailing order. During the morning of Friday the 7th, we had light winds from S. by E. to N. E., with thick foggy weather. At noon, *Duncansby Head* bore from us N. by W. four miles. In the afternoon the wind gradually veered round to the westward; and from three o'clock until half-past four we had a hard job beating to windward for Long Hope, where we anchored during a freshening breeze and threatening weather. The yacht "Sylph" piloted us in, and was, in more respects than one, a most agreeable consort.

Towards midnight the gale increased, blowing very hard in squalls from the westward, and continuing the same throughout the following day (Saturday, June 8th). As we could do no good by venturing to sea in it, we remained at anchor, and employed the men in re-stowing the hold, and making everything still more secure against rough weather. I took the opportunity to fix up all the various nautical and scientific instruments, and to ascertain that everything in the cabin was properly fastened, so that the lively motion we found the little vessel possessed would not cause injury. The medicine-chest was most effectually secured; the chronometers again fixed so firmly in the box prepared for them, as to make it almost impossible for any movement of the ship to hurt them. My own cabin, too, was attended to by myself, and shelves and fastenings put wherever requisite. All the doors and sashes had been previously doubled, so as to preclude any cold air from entering; but I afterwards found that this caused as much injury,

by stopping proper ventilation, as it afforded benefit in the way intended.

*June.*—Sunday, the 9th, commenced with light airs and showers. At 9.30 we weighed anchor, and made all sail out of Long Hope. At ten we parted from our kind and hospitable friend Mr. Hogarth, who, in his yacht "Sylph," after giving us three hearty cheers, stood on his way towards the mainland, while we worked to windward, through the Pentland Frith. At noon, Dunnet Head bore from us, west, four or five miles. In the afternoon we had light breezes and very hazy weather, accompanied by a most unpleasant chopping sea.

At six p.m. we were off *Hoy Head*, which was bearing N.E. by E. about twenty miles. Midnight we had strong breezes and rain, with a heavy head sea. Altogether, this was a most disagreeable day. The wind, the weather, and the sea were against us; and it being the first, too, of our being alone, rendered it more dispiriting and wretched. We might now be said to be fairly at sea, and henceforth the incidents of our voyage, for some time to come, are purely nautical.

#### CHAPTER IV.

Fairly at Sea.—Good Qualities of the Vessel.—A Nautical Post-office.—Shore Sickness.—Colder Weather.—Value of old Newspaper Scraps.—Routine of daily Life.

*Monday, 10th.*—On Monday, the 10th, we had, in the morning, strong westerly breezes, rain, and thick weather. At noon, and the early part of the afternoon, the wind was light from the S.W., but towards midnight it again blew strong from that quarter, accompanied with heavy rain. We had but very little darkness now at night, and at ten p.m. we could clearly make out *Rona Island*, bearing from us S.W. by S. about eight miles.

*Tuesday, 11th.*—At five o'clock on the following morning it was blowing hard from the westward with constant rain; but at noon it moderated and became very clear, gradually assuming a steady westerly breeze and fine weather, though with a heavy head sea.

*Wednesday, 12th.*—The following day we had, at first, light southerly and south-westerly winds, with rain, which suddenly changed, about six p.m., to a strong breeze from the north, soon freshening to a gale, with high sea and hazy weather. We now found the vessel to be an excellent sea-boat, hardly shipping any water in comparison to what is expected of small ships in general. She was also very tight, her pumps not having once been used from necessity.



**Thursday, 13th.**—The next morning the wind was fair, but blowing hard from N.N.E., with drizzling rain and a heavy sea. Sail had to be reduced to a double-reefed mainsail and storm jib. At noon, and during the subsequent part of the day, it was more moderate, and accordingly all sail was made upon the vessel. Our position at noon of this day was lat. 59 deg. 19 min., long. 13 deg. 42 min., and at the end of the twenty-four hours we found that we had enjoyed a good run of 140 miles, the best we had yet experienced. The weather on this day, though comfortable, was yet colder than usual; but I did not intend changing any of my light shore apparel until absolutely obliged; hoping thereby gradually to accustom myself to that state of temperature which I must eventually endure.

**Friday, 14th.**—Throughout this day we had steady breezes and fair weather, until the evening, when the wind fell light and calm with a cloudy sky.

**Saturday, 15th.**—The next twenty-four hours gave us light airs from S.E. to N.E., with clear weather and a smooth sea. At 2.30 p.m. a cask containing letters, etc., addressed to the Secretary of the Admiralty, was thrown overboard for the purpose of ascertaining the direction of the current.

The day being so calm and fair, it was determined to put the hold to rights, placing therein all the superfluous things we had in the store-room, and leaving out only such necessities as we required for a certain length of time. A victualling scale was also drawn up and submitted to Commander Forsyth; upon his approval, it was appointed for regular weekly distribution.

**Sunday, 16th.**—Until the evening of this day we had moderate easterly and south-easterly breezes. It was the first Sunday, properly speaking, we had had *at sea*, and truly did we all enjoy it. It proved a day of perfect rest and loveliness. The weather was delightful; a gentle wind, a clear sky, and calm sea, with a warm and genial air, prevailed throughout, and the vessel glided along noiselessly and almost imperceptibly. The arrangement for performing divine service had been fixed on the previous evening by Commander Forsyth, who this morning, at 10.30, read prayers and a sermon. All the men attended, and appeared to take a devout interest in their religious duties.

About seven p.m. the wind freshened up from the southward, with dark cloudy wea-

ther, and during the ensuing night it continued increasing from the S.W. and westward. On the morning of the 17th it was blowing rather strong, and by afternoon had reached to a hard gale with squalls, and rain, and a heavy head sea. If the preceding day had been remarkably fine and peaceable, this was as remarkably stormy and restless; for during the whole twenty-four hours there was nothing but shortening sail, and attending to the heavy seas which now and then broke their tops short off against us. Not one moment did our little craft give us any rest. To sit, or stand, or lie, was equally the same. Truly "tossed to and fro by the billows of the deep," she was like a mere bladder upon the water; and at no time, before, had any of us experienced so disagreeably her lively and incessant motion. For myself, I was all but sea-sick, and it was only by taking a remedial dose that I was enabled to keep up. Several of the men were affected in like manner, and I believe there was not one of us that did not, in some measure or other, sensibly experience the singular disagreeableness of this day.

It was at about three p.m. that I was desired to see one of the men, who complained of severe pains across the bottom of his chest, and of general illness. I had, before, been obliged to pay some attention to a few of the men, who had experienced sundry ailments, arising from change of life and diet; but the present was of a more serious nature than any I had yet had to do with. I found that the man had been drinking to excess while on shore, and that his illness now, indeed, arose from that one cause only. It will be sufficient to observe that I treated him accordingly; and though I had at first some trouble and anxiety, yet in five days' time he was sufficiently recovered to be put again on duty; though it was not for a long time afterwards that I allowed him to take any grog.

**Tuesday, 18th.**—This day throughout was very rough, with a foul wind and high sea. In the evening the gale increased, with dark threatening weather, and showers of snow and sleet. Our vessel, however, proved herself an admirable sea-boat, shipping but little water, and riding very easily over the lofty waves that rushed incessantly and fiercely towards her. All night the wind continued to increase. Sail after sail was taken in, until, about four a.m. of the 19th, during a heavy gale from the westward and sharp

snowstorms, we were obliged to *heave to* under a double-reefed mainsail, for the first time since leaving home. At noon of this day, the southern point of Greenland (Cape Farewell) bore from us nearly W.  $\frac{1}{4}$  N. about 375 miles.

Towards midnight the gale abated, and light breezes, with showers, and a cross sea followed. All sail was again made; but, the wind being adverse, little was done in the way of progress.

The weather during this day was much colder, and I was compelled to exchange the thin summer apparel, which I had worn on shore, for some of a heavier and warmer nature. For the first time, I found it necessary to put on my heaviest sea-boots, and hose belonging to them, on account of the sea washing on board so much.

*Thursday, 20th, Friday, 21st.*—The next day brought light easterly airs and pleasant weather; and the following, moderate breezes, calms, and, again, light winds, accompanied in the afternoon with dark cloudy weather. Towards midnight the breeze freshened up from the westward, attended with heavy rain. During the forenoon, I was enabled to examine a large case containing newspapers and printed scraps, that had hitherto been on deck, exposed to the seas, from having no room below to place it. Of course, nearly all the papers were wetted sorely, and it took me many days thoroughly to dry them. My object in bringing so large a supply of newspapers may be briefly stated. I have often, myself, when at sea, felt the greatest delight from perusing a journal, however old it might be; and I was convinced that during the long winter sojourn that we anticipated, many, if not all of those I now brought with me, would prove most acceptable. I had, too, weekly papers for the past four or five years, and these, I thought, would be gladly perused by those who had been so long absent from their native land, should we be fortunate enough to fall in with them. Our worthy friend "Punch," and the "Illustrated London News," would come in most amusingly to us when we had nought else to do, during the long dark nights we should experience; and of these I had two or three volumes. My budget of scraps was a complete *omnium gatherum* of literary and general information. I used to con them over after some extra fatigue for an hour or two of an evening; and when I felt myself unable to read a book of any kind, I could turn to these, and be well

amused with them. They were not too long and prosy, nor too short and unmeaning; but, as a whole, full of interest and edification. These scraps, then, with my newspapers, I took due care of, looking forward to the time when all hands would, as I felt assured, fully appreciate their value.

*Saturday, 22nd.*—On the 22nd we had the wind very variable, between fair and foul, and occasionally both; principally from the N. W. to N. E. The weather, too, was alternately clear and cloudy, and the air much colder. This arose, probably, from the wind blowing off the icy coast of Greenland, to which we were then fast approaching; being, at noon, only 220 miles from Cape Farewell. Icebergs, too, were hourly expected; and the temperature of the water was frequently tried, though I only registered it once a-day. There was a peculiarity in the colour of the water the whole way, which I had never observed so extensively on any other voyage. Instead of its being of the usual blue appearance, it had more the look that soundings would have caused it to present. It was always of a dirty-looking green, or muddy aspect, excepting on this one day, when it assumed an ultramarine hue.

Hitherto we had gone on as well as we perhaps could have expected; but, now, began a series of baffling and vexatious trials, which, in the shape of foul winds and heavy gales, delayed us in nearly one position a whole week. What we gained one day we lost the next; and, to look at our track chart, any stranger might think we had had nothing else to do but to trace and retrace our steps in any direction except that in which we were bound. (1) But a ship is always the sport of the winds and waves; and what it does not please Him, who holds the winds and the waves in His keeping, to grant us, we must be contented to do without. The day ended, towards midnight, with squally and unsettled weather, and symptoms of a gale.

*Sunday, 23d.*—This Sunday was a very different one from the last. It was a rough unpleasant day, with a heavy breeze from the westward and N. W., right against us, and producing a disagreeable high sea. The weather was cloudy and cold, and divine service had to be performed below, in the cabin.

*Monday, 24th.*—The next morning brought us no improvement. Throughout the whole day it was blowing a strong westerly gale,

(1) About this same place, too, Sir Edward Parry, in his celebrated first voyage, was much delayed.

with a high sea and heavy showers of rain. Thick fogs occasionally enveloped us in darkness, and rendered our position still more disagreeable. Indeed, the whole past week had been very dispiriting, no progress having been made, and yet every day fraught with anxiety and importance. Already, as we judged, late in the season, every twenty-four hours' delay, we suspected, would increase the difficulties in our way across the ice in Baffin's Bay. The last two days had added to our distance from Cape Farewell, instead of diminishing it; and we were now 258 miles from that extreme point of Greenland; last Saturday we had been only 220.

*Tuesday, 25th.*—At ten p.m., however, it moderated, and for the next twenty-four hours we had light winds and finer weather from the same quarter; but this was still against us, and we could do but little in the way of getting on.

Our daily life was this;—

At half-past six I used to turn out; and, warm or cold, wet or dry, take an immediate ablution in the pure and natural element. For half an hour I would then walk on deck, fair or foul; and, a little before eight, examine the men's fore-castle; see to their condition, and whether any of them were sick; and if so, give them medicine. At eight bells, I would then take the chronometrical time for Captain Forsyth, while he observed the altitude of the sun, to get our longitude. Latterly I used, by his desire, to take a set of sights also myself, taking the time from a common watch, and comparing it afterwards with the chronometer. The chronometers were then wound up by me, and the thermometer, barometer, etc., registered.

At eight o'clock the two mates went to breakfast; the captain and I getting ours soon after them. During the forenoon I had to attend to the stores, provisions, etc.; write my accounts, journals, and other papers; and at noon work up the ship's reckoning, the observations, and write the ship's log, examining our present position and future course. All this was done under Commander Forsyth's superintendence, and I am truly indebted to him for the opportunities he afforded me for brushing up the old knowledge I had on the subject. The mates had their dinner at noon, the captain and I at three p.m.; after which, a stroll for an hour or so on deck was taken by both of us. Tea came round at six, and at eight p.m. I used to try the temperature of the air on deck, and of the sea.

After that, we would read together in the stern cabin. At ten, we would take our hot grog; and, generally about eleven, when free from rough weather or the neighbourhood of ice, turn in for the night. Often, however, the captain and I have been on deck for hours; care and anxiety upon his mind, and the same, very naturally, though in a smaller degree, upon mine. Very little candle was required below at night, as there was seldom more than an hour or two's darkness during any part of our voyage, until we were returning. It was not long after this date, moreover, that we had continued daylight through the whole twenty-four hours.

The men had their amusements and regular occupations. Divided into the usual watches, there was plenty of them at all times to handle the ship easily; and it was very rare that all hands, unless when among ice, and then not very often, were required on deck at the same time. Consequently, they had their entire portion of rest almost unbroken; and the regular life they led, the good and liberal supply of food furnished them, and their own contented and cheerful minds, produced the natural and certain results to be looked for. They increased in health and appearance; and, instead of dwindling away in the cold, became more robust and florid. Every Saturday evening (often when necessary, or when heavy labour was performed) a glass of grog was given them; the fiddle was brought on deck, if weather permitted, the merry dance and song went round, wives and sweethearts were drunk with honest warmth of feeling; and never was there a happier set of fellows than they seemed. Pleased with their vessel and those who commanded them, satisfied with what they received, ardent in the cause in which they had embarked, and all more or less humbly, and in a manly way, depending upon their God, they presented precisely the sort of crew that the most enthusiastic and daring man would wish to have with him on any sort of enterprise.

My own feelings at this time were light and buoyant, though earnestly wishing we could get on somewhat faster. I could say in truth:—

“My bark is on the waters, my home is on the sea;  
For I love to ride  
On the wild blue tide,  
And merrily, merrily be.”

And often have I hummed this bit of dog-grel rhyme, when the gale has been blowing

highest. There was justice in the captain's remark, that I "was never so happy as in a gale of wind," to which I always added, "if it is fair, Sir, not without." I wanted to get to our destination, and to commence our actual labours; and anything and everything that would help us thither was good to me.

## CHAPTER V.

Succession of foul Winds and heavy Gales.—Hove to.  
—The first Iceberg.—Rounding Cape Farewell.—  
Drift-wood.—Magnificent Mountain Scenery.

*Tuesday, 25th.*—This day, as I have observed, brought us no improvement as regarded our progress. The weather was finer, but the winds were light and against us. But, as it afterwards appeared, this was but a lull in the series of gales we had lately had and were still to have, for during the next night (*Wednesday, 26th*) it began to blow again with great fury from the westward, accompanied by a heavy sea, and greater cold than we had yet experienced. In vain the little "Albert" tried to stem it, plunging and driving and tossing the crest of each fierce wave over her bows as if in proud contempt; it would not do. Struggling and staggering under the tremendous seas that rolled towards her, she evidently needed relief; and accordingly the small portion of canvass that remained upon her was still further lessened for the purpose, and she was then hove to. Lightly did she then ride upon the waters, grateful, poor thing, for the boon we had thus afforded her.

*Thursday, 27th.*—The following morning the gale abated, and all sail was made, to light breezes from the westward and north. A complete change in the weather took place, and the sun in all its beauty was shining in a cloudless sky, while the wind was like a gentle summer breeze. That wind, however, continued foul; and thus were we in the same position as about a week previous. A fog-bank occasionally would arise, and a heavy swell from one quarter, with a counter swell in opposition, agitated the water rather unpleasantly. Several birds (mollemokes) were about us this day; and a whale or two was observed spouting at a distance; also a porpoise darting away to the south-west.

*Friday, 28th.*—For a wonder, we had a fair wind this morning; but it was too good to last long. A few hours, and it then turned foul again, falling light at the same time, with thick foggy weather, and a cross sea. At noon there was a strong south-westerly breeze, with alternate rain and fog; and in

the evening light westerly winds with the same thick heavy weather.

*Saturday, 29th.*—The wind was fair again on this morning, blowing gently from the southward and south-east, but accompanied by a dense fog, and occasionally very heavy rain. A remarkable sea speedily arose; and the barometer, falling quickly during the morning, denoted the approach of another gale. But the afternoon passed away without any other symptoms of it, except an increasing swell from the northward. Our dead reckoning at noon gave us about seventy-three miles from Cape Farewell, which bore about N. W. of us; so that it was not desirable for us to get nearer that little known and dangerous locality. The wind had gradually veered round towards the north; and though keeping light, Captain Forsyth, with great judgment and skill, began, as evening approached, to shorten sail; and well was it that he did so, for at seven o'clock, with little notice, it was blowing very hard from N. by E., and a tremendously high sea tumbling in upon us. It was indeed the grim spirit of the Greenland Cape pouring forth his vial of wrath upon our tiny bark, for daring to venture near his dreaded haunts. But she stood the attack boldly. As if in contempt at the monster's efforts to destroy or injure her, she refused to ship even a drop of water, comparatively speaking, after we had hove her to again at nine p.m. Her rocking and pitching, however, was beyond all description; for higher and higher rose the seas, any one of them, if breaking on board, enough to instantly overwhelm her; and fiercer and fiercer blew the wind. Her lee bulwarks were frequently right under water; and a cask that was lashed on that side of the deck was fairly lifted up and thrown into the sea, the lashing alone saving it from being entirely lost. It seemed as if all the preceding gales had united in this one. For the first time we had to close reef the mainsail, the only sail now standing; and at ten o'clock it was almost a question whether even that morsel of canvass would not be blown out of the bolt ropes. During the whole night it continued thus; the sea being higher than many of the men had ever seen it here before for years, though their lives had been almost passed in annual voyages to this region. Those who had been to Cape Horn or the Cape of Good Hope, of course had seen heavier; although, in my opinion, it merely consisted in the length and not the height of the seas.

The howling of the wind was so distinctly heard below in our cabins, the motion of the vessel was so great, and the plunging and lurching so heavy on my particular side (being to leeward that night), that I could get but little sleep, and it was late in the morning before I sank into oblivion. When I awoke again (Sunday, 30th), the wind had greatly subsided, though still blowing a heavy gale with a dull cloudy sky. At noon it moderated sufficiently to permit our making a little sail; but the weather was altogether so rough, that divine service could not be performed this day. At noon we made ourselves ninety-five miles from Cape Farewell, and I ascended to the mast-head to see if the land (1) could be made out, it being clearer; but I failed in doing so. In the afternoon it was more moderate and clear, with the wind at north-west. Increased sail was made, as we could set it; but at night, again, the gale freshened up, and we had to make all snug and fast as before. The following morning (Monday, July 1st) the same foul wind and weather continued, though with far lighter breezes, ending in calms and rain through the night.

*Tuesday, 2nd.*—At two A.M. of the next day we passed the first iceberg about a mile off. A breeze soon afterwards came from the eastward, and actually continued *fair* for *nine hours*! when it again returned to its old foul-weather quarter in the west.

At four A.M. two more icebergs were passed, and several pieces of drift-wood. With reference to the latter, which is so frequently found in the seas about the coast of Greenland, I may, in passing, observe, that that eminent scientific arctic voyager, Dr. Scoresby, states that the origin of it is traced to some country beyond the pole, and may be brought forward in aid of the opinion that there exists a sea communication between the Atlantic and the Pacific, a notion that receives additional strength from the circumstance of some of the drift-wood being worm-eaten. (2)

At ten A.M. of this day the land was said to have been seen bearing from N. to E. by N. sixty-five miles; but I believe neither Captain Forsyth nor myself fairly made it

out. However, our position was then such as to have brought it within our view, had the haze in that quarter been removed, and it is probable that some one really did see it. Remainder of the day clear and cold.

*Wednesday, 3d.*—In the morning of this day we had a fair but *tight* breeze and smooth water. At noon it was calm, or nearly so. Our smallest boat (the dingey) was hoisted out; and, getting into her, I had a pull round the ship for a short distance. As we had fairly turned the extreme point of Southern Greenland, we might be said to have just entered Davis' Straits, and cleared the tempestuous Northern Ocean. This was *hardly* so, yet we were willing to admit of its being so; and it was with some degree of curiosity that I looked upon the "Prince Albert," as she now lazily lifted to the swell, to see how she had stood the rough handling she had hitherto experienced. It was the first time, out of the ship, I had seen her when fairly at sea, and well pleased was I with the look she presented. First pulling right away on the star-board beam; then ahead, and running athwart her bows, resting a moment in the line of her eye; and, finally, dropping the boat and ranging up under her stern; I had a good examination of her on all sides, and well did she bear the test. Not a single yarn appeared to be displaced about her rigging, and the very paint upon her sides did not seem the least discoloured. But the point I most thought of was her qualifications for the service she would now very speedily be entering upon. In the boat with me were two old whalers, who, observing me examining our mutual home, said, "She's small, sir, but a bonnie thing for a' that. We're not afraid of her, but she'll do her duty well;" and so I myself thought. Alone in that wide world of waters; with the heaving sea coming in from the south-west; all her sails set to a faint breeze, and a fast-falling mist beginning to spread abroad, she looked at first sight incapable of doing anything that would be wanted of her; yet, upon longer examination, watching her steady and graceful movements, her quiet and almost imperceptible motion while shooting ahead without any apparent cause, there being so little wind, and the sharp wedge-like formation of her bows; strengthened and fortified, not only there but throughout her whole hull; it was evident that she would answer, and that good work could be got out of her. I jumped on board, none the less proud of the little craft to which I belonged,

(1) Cape Farewell can be seen that distance; Parry having sighted it 400 miles off.

(2) Vide his work on the Arctic Regions, ch. i., p. 3, a most invaluable fund of information on all subjects connected with that almost unknown part of the world.

from the examination I had thus externally made of her. The dingey was then hoisted up astern, to be ready, if necessary, for lowering on the instant if any emergency should require her services.

In the latter part of the afternoon the weather became thick and foggy, with a foul wind from the northward; our course now being in that direction, instead of any longer westward.

**Thursday, 4th.**—This day we had calms, and light airs from the southward and south-east, with thick cloudy weather and smooth sea. Very poor progress. At noon Cape Desolation, which, as Captain Fitzjames observes, "sounds Polar enough," was distant about 101 miles.

**Friday, 5th.**—Light winds were now as prevalent as heavy gales had been before our rounding Cape Farewell. Smooth water, genial weather, and no ice in sight, made pleasant sailing of it to those who might like such a listless life, but I believe there were very few of us who admired it. Some change, however, was made this day in our accustomed work, for the ice-saws, crow's nest, etc., were got out to be duly prepared; possibly, for speedy use.

**Saturday, 6th.**—This morning I went on deck rather earlier than usual, and was quite enchanted with the loveliness of the scene that met my view. There was a fine gentle breeze from the eastward (*fair*), with a smooth sea, and not a cloud to be seen, except on the distant horizon ahead, where a fogbank hung as if in doubt whether to expand itself or sink altogether away from sight. Abeam of us lay the land, near enough to be seen, yet so wrapped in haze as to be imperfectly distinguished. The weather was unusually mild, I might say *warm*, and I felt the heavy clothing I had lately worn too oppressive for me now. After breakfast it fell calm, and all the bedding was had up on deck and aired, the berths well cleansed and sweetened, and an additional scrubbing given to the fore-castle and cabin. A great number of aquatic birds could be seen around us, and Captain Forsyth, being a good sportsman, soon brought down a few, which, however, we did not pick up when they fell.

In the afternoon a breeze from the westward sprung up, and several *bottle-noses*, as the men called them (a species of whale, I believe, not unlike a *grampus*), were observed playing about us.

At six p. m. an amplitude of the sun was

taken, which gave the variation of the compass 56 deg. 36 min. W. This was in about 62 deg. lat., 52 deg. 15 min. long.

About half an hour afterwards we passed a moderate-sized iceberg to the eastward of us. This was the first I had seen during the present voyage, the others having been observed during the night; but I was no novice to them, having fallen in with several once before off Cape Horn. It was, however, somewhat singular that we should have met with an iceberg here, in this precise spot, where Sir John Ross, in 1829 and at the same period of the year, also encountered one, and that similar to one he had formerly seen in the "Isabella" ten years before. (1) Our position this day was, throughout, very much the same as his in that year; and, bound for the same place, we could not but read his thrilling and powerfully written narrative with a great deal of interest.

Towards evening the breeze freshened from the westward, which, with beautiful smooth water, sent us along at about seven knots an hour; the best sailing, taking all in all, we had yet experienced.

**Sunday, 7th.**—Throughout this day fine steady breezes from the S. W., with cloudy weather. Making a fine run of it in the twenty-four hours, the wind continuing fair. Three icebergs, one of them rather large, were passed during the day. Divine service was performed as usual.

At noon we were off *Lichtenfels*, which was probably some seventy miles from us. Sir John Ross, too, was here on a *Sunday* in July (the 13th); only six days later, in 1829.

**Monday, 8th.**—At two a. m. next day the land was clearly seen, bearing east about forty miles. At six it was a most beautiful morning, at first calm, and then a light breeze from the northward. The sun was very warm, though the air felt cold. From aloft the land presented a very pretty appearance, showing itself like clustered groups of islets covered with ice and snow.

During the morning we stood in towards the land, which was in the neighbourhood of *Nikasok*, and at noon Pitie's Mount bore S. E. about fifty miles. At eight p. m. variation by azimuth was ascertained to be 62 deg. 15 min. W., and at nine we sounded in seventy-eight fathoms, having a bottom of speckled sand, stone, and rock. Lat. 64 deg. 41 min., long.

(1) Vide Ross's Second Voyage.



53 deg. 34 min. Remainder of the evening fine, clear, and calm.

**Tuesday, 9th.**—The morning of this day brought a great change of both wind and weather. It began to blow hard from the northward, with a short jumping sea, a very keen cold wind, and gloomy weather. At ten, we had to shorten sail to increasing breezes; but the sky having become more clear enabled us to get a fine view of the magnificent mountains about Coquin Sound, which lay right ahead of us, as we stood to the north-east, on the larboard tack. One of these mountains was the celebrated *Sukkertop* (Sugar-loaf), which occasionally peeped out from the dense clouds, which surrounded it, in all its bold and lofty grandeur.

In the morning we passed three icebergs, one of them very large, and at six p.m. saw another one to leeward of us. As the wind increased and sea began to rise, the ship was tacked to the westward, and stood off the land. The evening closed in with cold and disagreeable weather, rendered still more so, in appearance, by the now almost constant daylight through the whole twenty-four hours.

Hitherto we had met no ice, except the few bergs mentioned; but it was necessary now to keep a sharp look-out for it, and consequently all hands were on the alert.

**Wednesday, 10th.**—This day the wind was fair, and proved a fine steady breeze from the south-west, running us rapidly past the land at seven or eight miles per hour. In the morning some sleet and snow fell; but after noon the weather became much warmer. We were now preparing for calling at Whale Fish Islands, at which place it was hoped we should arrive on the following day, if the wind continued the same.

Our dinner this day was greatly improved by some *cod-fish*, that had been caught early in the morning, before the wind sprang up. It was excellent eating, and I believe the fish is considered of sufficient worth and goodness to have a few vessels from Scotland employed in catching and importing them. There is one particular place on this coast where they are said to be very numerous, and some small ships have made an excellent trade of it.

#### CHAPTER VI.

**Taking the first Ice.**—Heavy Gales and Snowstorms. —Dangerous Position.—Disco.—Curious Appearance of the Land.—The Solitary Grave.—Mosquitoes.—Numerous Icebergs. An Arctic Midnight.

**Thursday, 11th.**—During the past night we

had the same strong and favourable breeze from the southwest, and on the next morning it continued steady in that quarter, accompanied with thick hazy weather and rain. Several large icebergs were passed, and at eight a.m. we suddenly came upon a "stream" (1) of ice, extending from S. E. to N. W. We had come so quickly and unexpectedly upon this "stream" (not having seen it, owing to the thick weather, until close aboard of it), that promptitude of decision and movement was absolutely necessary. It was one of those moments when the seaman comes forward, and by boldly acting, either in the one way or the other, shows what he is made of. In the present case the question instantly arose as to whether the vessel should at once run through the ice now before her, or wait until clearer and milder weather came. It will be unnecessary to explain at length how the former or the latter might have proved best or worst; but suffice it that with the wind blowing dead upon the "stream," and a sea rising, to keep it under our lee, that is with ourselves between the wind and it, it would have been highly imprudent when there was a fair possibility of getting through it safely. The mate, as ice-master, was asked by the captain which, in his opinion, was best. He advised *heaving to, to windward of it, and waiting*. The second mate was then asked; and he, without knowing the other's opinion, strongly urged the necessity of *running through at once*. Now here were two opinions in direct opposition; which of these was the best to follow? Captain Forsyth, using his own judgment, very wisely decided upon the latter, and accordingly run the ship on. And a pretty sight, too, it was, as the "Prince Albert," under easy and working sail, in a moment or two more entered the intricate channels that were presented to her between numerous bergs and pieces of ice, rough and smooth, large and small, new and old, dark and white. As I have stated, it was hazy weather, snowing and raining at the time, and all hands, having been summoned on deck, were wrapped in their oil-skin dresses and waterproof overcoats. Standing on the topsail-yard was the second mate conning the ship: half-way up the weather rigging clung the captain, watching and directing as necessary; while aft, on the

(1) A "stream" is an oblong collection of drift ice, the pieces of which are continuous.

raised counter near the wheel, stood the chief mate telling the helmsman how to steer.

This being the first ice in any large and continuous quantity that we had met, I looked at it with some curiosity. The moment we had entered within the outer edge of the stream the water became as smooth as a common pond on shore, and it was positively a pretty sight to see that little vessel dodging in and out and threading her way among the numerous pieces of ice that beset her proper and direct course. The ice itself presented a most beautiful appearance both in colour and form, being variegated in every direction. We were soon in the very thick of it, and before five minutes had elapsed from our first taking it we could see no apparent means of either going on or retracing our steps. But it was well managed, and after about an hour's turning hither and thither, this way and that way, straight and crooked, we got fairly through, and found clear water beyond.

We then hauled up for the land about Whale Fish Islands; finding, by our dead reckoning at noon, that we had got too far to the westward. This brought us unfortunately on a wind; and, as it was blowing hard, we had to shorten sail.

In the afternoon the wind increased greatly, and at last we were obliged again to heave to. Fortunate was it, however, that we were to leeward of the ice instead of being on the other side, else we might have drifted right down upon some of it, and have been much injured.

*Thursday, 11th.*—Throughout the night the wind blew a complete hurricane, and the short high sea was perfectly furious; lashing about in all directions with the madness of a maelstrom, and with a violence that, apparently, nothing could resist. Heavy squalls, with sharp sleet and snowstorms from the southward, added to the fearful tempest that was raging. It was impossible to see three miles ahead, the weather being so thick. Occasionally an iceberg would dart out through the mist, heaving its huge body up and down in frightful motion, now advancing, next receding, and again approaching with anything but pleasant proximity. Our little vessel, however, as usual, stood it well. Could we have divested ourselves of the reality of the scene, it might have been likened to a fancy picture, in which some strange and curious dances was being represented between the sea, the ice, and the ship; the latter, by the

aid of the former, gallantly lifting herself to, and then declining from the other. But it was too real, and the greater danger of the land being possibly near was too strongly impressed upon our minds to allow any visionary feeling to possess us at the time. It was the worst and most dangerous night we had yet had, and hardly a man on board rested quietly below until the height of it was past. No undue timidity, however, was evinced; but there is a point beyond which boldness becomes mere rash and absurd folly. That point was attained on this particular night, and wisely, most wisely, making for the land, as we were, was the vessel made snug and hove to. I was on deck all the time, with the exception of about three hours, and Captain Forsyth only lay down for an hour.

At midnight it was rather more clear, with a lull in the wind. To determine our precise position, a little sail was made, and we stood in for the land, passing a number of large icebergs. At two A.M. (Friday 12th), however, the wind increased again, and the weather became more thick. At this moment land was seen on our lee-bow, though at sufficient distance to give us, if need be, room to wear. The land, now discovered, was very high, dark, and bold, and from its appearance we concluded it to be the Island of Disco. We continued on towards it, *drifting* more than sailing, as the vessel was kept well jammed up in the wind; but at five o'clock the gale was found to be yet increasing, and accordingly the ship was wore off shore to the N.W. with sail again reduced, and at eight A.M., for the second time during the past twenty-four hours, hove to.

About ten, a tremendous sea came rolling on towards us. We had hoped to have seen it pass, as all the others did, quietly under our keel; but it was not so. Owing to the furious lashing of the waters here, and, I imagine, the vast number of icebergs around, which caused a sort of eddy or counter swell, it broke short off, topping over our bows and deluging the deck fore and aft as we had never experienced before. Fortunately nothing was swept away; and, beyond a more than usual tremulous motion that was imparted to the ship, no other notice of it was discernible. No vessel could behave better than the "Prince Albert" did.

In the afternoon it snowed very hard, the gale continuing; while we, ourselves, were all busy in keeping the ship clear of the bergs, by making and shortening sail as re-



quired, being obliged to run either by or away from them. At six P.M., it was somewhat more moderate, and we again stood in for the land. At half-past eight, we sighted it through the thick haze and rain, which now began to descend. The wind was evidently falling, though still blowing hard; but the weather was excessively cold, and at intervals, when the rain ceased, it snowed very fast. At ten P.M. we were sufficiently near the shore to examine it well, and see about our right position. That it was either the Island of Disco, or somewhere a little to the south of Cape Chidleigh, was quite evident; and it became a matter of anxiety to ascertain which of the two it would prove. The latter, according to the description of the men, was a moderately high headland with a low projecting point; and, therefore, after passing it, a channel of water ought to have been seen; on the other side of which was Whale Fish Island. But, here, we could perceive nothing like it; although our dead reckoning, as carefully worked as could be, set us down exactly in its latitude. If then this was Disco, we must have been driven far to leeward; and, consequently, with the wind in its present position, and blowing as it did, we should be quite unable to work in for the harbour. I was frequently aloft, prying earnestly into the dark fiord (†) that opened out ahead of us, and bitterly cold did I feel there; but it was soon found, from a continuation of the land, that we must either make more northing, or go back southward for Whale Fish Island.

Having nothing else to depend upon but the dead reckoning, Captain Forsyth determined, at half-past ten, to bear up on his proper course to the north, under gentle sail. Accordingly, we were soon running along the land at a more rapid rate and with pleasanter motion, all the time anxiously looking out to see if Cape Chidleigh would present itself; but no Cape Chidleigh came before our earnest gaze. Several prominent points of land, as they severally shot out from the thick haze ahead, gave hopes that we had got to the desired spot at last; but, upon nearing sufficiently, we could perceive others running away beyond them; and thus proving that neither could be the right one. Both Captain Forsyth and myself remained on deck,

(†) I have since suspected it was Lively Bay we were off at this time, from the similarity of the opening before us to that place, as described on the chart.

fortifying ourselves, as we best could, against the pitiless wind, snow, rain, and biting cold; but though there was enough of dreariness in the noonday-midnight look, yet there was, also, somewhat in the aspect of nature ashore to compensate for all.

The mountains upon our right were covered with snow; their lofty pinnacles, like needles, cutting through the dense clouds around, and appearing like the tapering spires of so many cathedrals. At times, these mountains were enveloped in a thick haze; then again looming through, and presenting the most curious and fantastic forms, pyramids upon pyramids displaying their sides to our view. The valleys, what little of them could be seen, appeared to be filled with snow; yet neither these, nor any portion of the land, seemed to convey the idea of our being in an icy and barren region. It was more like a misty picture produced upon the stage of a theatre than a semblance of reality. To the west, however, where the heaving sea dashed high and furiously upon the now restless bergs, one could well believe that he was in no other place but the threshold of the frozen zone.

About three A.M., with considerably less wind, and clearer weather, the vessel was left in charge of the proper officer of the watch, with orders to keep a bright look out, and stand gently on; and we then went below to get some rest.

Thenceforward the wind died away; the gale was hushed, the storm gone; and cold, and rain, and snow alike disappeared; giving place to a change as sudden as it was, for present relief, truly delightful. At seven A.M. it was quite calm, with fine clear weather, and a brilliant sun shining in all its vigorous warmth upon us. The sea had gone down; and the little "Prince," with all her sail set, was drying her canvass, and lazily lifting her hull to a gentle swell, in an open bay on the western coast of Disco.

When I went on deck at eight, it seemed like another transformation in a scenic representation at some large temple of the Drama. I could hardly believe myself awake, so great was the change from the time when, only five hours before, I had gone below. We were lying near an anchorage; and our boat, I found, had gone ashore to get some water. I was vexed that I had not been called at the time by the officer on deck, so that I could have accompanied her; but he, supposing I more needed rest than boat-work, allowed me to sleep on.

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The mountains, I now noticed, were much more free from snow than they appeared to be on the previous night; and from this I augured, as I had read somewhere, an open season. When the boat returned, I was informed that they had discovered an European's grave on shore, with an inscription on the rough wooden tablet at its head. This inscription stated that "John Hunter of Shetland, late of the *Joseph Green*, whaler, of Peterhead, was buried there in August 1847;" and, from what I afterwards learned, it appears that he had died of some sort of fever, while the vessel, being unable to get through Melville Bay that year, was returning with the intention of trying the southern passage. It was, indeed, a lone and solitary spot, in some of the wildest and most majestic scenes of nature. Our men, with the true feeling of sailors, replaced the board with the inscription, which had been blown down; and, writing upon it that fact, and the name of our vessel, date, etc., with a species of red chalk that was picked up there, voluntarily paid the poor fellow the humble tribute of a wish for the repose of his soul, and then left him again to his solitude. Peace be with him!

A quantity of mosquitoes, I was told, was met with on shore; thus proving, as Sir John Ross in his Second Voyage observes, that these mischievous and annoying insects are not indigenous to warm climates only. Several flowers, and some good moss and grass were also seen and gathered. I have, unfortunately, lost the few specimens brought on board for me; and have nothing remaining of Disco, except some of the moss gathered from the head of the grave.

At eight a breeze sprang up, fair for us; and we were soon standing on, though very slowly, towards the northward. At noon it was again calm, with exceedingly clear and beautiful warm weather. By observation of the sun we found our latitude to be 70 deg. 12 min.; which, with our positive position, determined from the bearings of the land now seen in minute distinctness, proved that we had been set, or drifted, to the northward, since our last observation, at the rate of one mile per hour.

In the afternoon I counted more than a hundred icebergs; but no field or stream ice could be seen. In the western horizon, too, there was evidently, as the mate said, a *water sky*; though it was impossible to say how far we might actually find a clear sea in

that direction if we went there. Captain Forsyth, however, intended at that time, I believe, to have tried across from Upernivik, following as near as possible in the track of Sir John Ross in 1829; and, if I might venture an opinion here, I think we should have been able to have effected it as soon or sooner than we did by going through that intolerable place Melville Bay. But some information that was imparted to us, as will be presently seen, altered any such determination, and we pursued our way direct to the northward.

I may here observe, by way of explanation, that the main body of ice extends, in general, from the east coast at Melville Bay, south-west down Baffin's Bay and Davis's Straits to the west coast, where it joins the land ice there, and rarely leaves it until late in the season. Vessels, therefore, bound to the N.W. coast, or Lancaster Sound, must either penetrate through this "Middle Pack," as it is called, which is a very dangerous task, or else try to work through the passages which are, almost always, save in bad years, found in Melville Bay. A reference to the map will point out the difference of the two tracks as to length, etc.; but it frequently occurs that there are breaks in the middle ice of many miles in extent, and when such is the case a vessel can make a speedier and safer passage by taking that route. In 1829 Sir John Ross found it so, and had a speedy run across from the east coast to Lancaster Sound in only four days.

The evening of this day was so beautiful that I could not think of retiring below, even after the usual hour of so doing had long passed. At midnight the sky was without a cloud, and not a breath of wind disturbed the glassy surface of the now peaceful sea; and, for the first time in my life, I beheld the sun above the horizon clear and brilliant, and of a more beautiful lustre, to my fancy, than it presented at any other period. For the novelty of the thing, I took an altitude at the moment of his passing the meridian below the pole. The height was 3 deg. 12 min. above the horizon, and from that I computed our latitude to be 70 deg. 18 min.; which I judged to be very nearly if not quite correct.

I remained on deck some time after this, watching the sun in his course, and enjoying the holy tranquillity that reigned around.

It was now the commencement of another Sabbath morn; Sunday, 14th. All nature appeared calmed, and buried in a gentle sleep;

nor man nor beast seemed to possess anything of life. Every one on board except myself, for the helmsman listlessly reclined at his post, and the officer of the watch was dozing over the ship's side, had laid themselves down to rest below or to slumber on deck ready for a call if wanted; and I, therefore, remained alone to enjoy that heavenly and most splendid scene; to commune with myself, and to thank Him who, but yesterday, was raging in the storm, and now appeared to smile softly in so sweet a midnight calm.

To the S.E. of us rose the bold and lofty mountains of Disco, and the land about Merchant's Bay in the Waygat; nearer, was Hare Island; and further on, beyond it, could be faintly seen the dark coast in the neighbourhood of Cape Cranstown. Icebergs, innumerable, lay in a state of the greatest repose, and added by their singular shapes and various sizes to the beauty of the entire picture.

After I had gloated myself with the enjoyment of so exquisite a scene, I went below to my cabin, and entered the notes in my Diary which I am now transcribing. I then, at one A.M., also retired to rest.

#### CHAPTER VII.

Thick Fog.—Gutta-percha Boat.—Watering from an Iceberg.—The "Truelove."—Midnight Visits.—State of the Ice.—Upnarnavik and the Woman Islands.—Solitude.—Turning of an Iceberg.—Esquimaux.—Despatches for England.

WHEN I again went on deck, at seven, I found we had a very thick fog, and light airs from the eastward.

At half-past ten all hands were mustered, and divine service performed on deck, so mild was the weather, or, perhaps, so well had we now become accustomed to the temperature. Every man was in the enjoyment of excellent health and spirits; and, hitherto, all things had gone on well.

In the afternoon it was fine and calm. At four, I was sent in charge of the gutta percha boat to some icebergs, to get a fresh supply of water. It was the first time we had tried this boat; and we found her to pull as light as we could wish, promising to answer admirably. The whole of us scrambled on to the top of the lowest and most level berg, but which, however, was rugged and irregular enough to cause us to take care that we did not get tripped, and come down by the run.

After returning from one iceberg, we pulled away to a second at some further distance

off. We found it to be in a state of decay; and, even while in its vicinity, heard several reports, which warned us not to keep stationary too near it, as it was evidently not far from bursting. Several fragments had already broken away from it, and innumerable small pieces were scattered about in every direction around. As we found no very clear stream of running water on the berg, we took some of the best of these fragments (to be afterwards melted), into the boat, filling her pretty deep.

At eight P.M., Four Island Point was to the S.E., and Black Hook to the N. To the eastward, a continuity of land was also clearly seen.

*Monday, 15th.*—All this day we had light winds and calms, with fine weather, a warm air, and smooth water. Stores and provisions sufficient for ten weeks' consumption were got up from the main hold, and placed in the store-room abaft. As the superintendence of this and the distribution of them was one of my peculiar duties, it necessarily required much personal labour on my part. There is an old saying, and I am sure a very just one, to the effect, that if you want a thing done *well*, you had better do it yourself; and I have, especially on board the "Prince Albert," and more particularly in my own cabin, invariably carried out the maxim when I could. Thus my day's work on this date was by no means light, and by the evening I had had nearly enough. At six P.M. the winter clothing, of which supply had been sent on board for the men, was served out to such of them as required any. Tobacco was, also, given them in like manner.

At a quarter-past ten we observed two vessels (a barque and a brig) in sight to the N.W., both of them apparently in company on a wind, and standing to the westward. As these were the first strangers we had seen since leaving home, they became of increased interest to us, and more especially now, when we felt anxious to ascertain about the ice. Hitherto we had known nothing but what we ourselves had found; now, however, there was a probability of our gleanings some intelligence; for the strangers were instantly set down by the men as whalers, returning to the southward; which they actually proved to be. Captain Forsyth determined to communicate with them, and, ordering a stout crew into the boat, started away immediately, I accompanying him. We had a long pull of it, in consequence of the strangers not at

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first perceiving us, but we ultimately got alongside of the *barque* at half-past twelve. To our delight and surprise, we found her to be the "*Truelove*," Mr. Parker, of Hull; and her consort was the "*Anna*," Mr. Wells, of Hull; both bound to the south edge of the ice, to round it in search of whales on the west land.

We were received in the most hearty and hospitable manner by Captain Parker, who presented the *tout ensemble* of a bluff and honest-hearted sailor. Frank and lively, he seemed not to know how to make enough of us, or to give us sufficient pleasure, in our visit to him. Though it was past midnight, yet all sorts of nautical refreshments were laid before us; bottled beer, sherry, ham, and some excellent cheese, etc. Hour after hour passed away in pleasing and animated conversation, while the vessels were edging away towards the "*Prince Albert*." Captain Wells had also joined us. Though Captain Parker was, personally, unknown to me before, yet both himself and ship were familiar acquaintances, owing to the frequent mention of them in the various parliamentary papers, etc., relating to the Arctic Seas. It was, therefore, with much satisfaction that I was enabled to shake hands with so daring a whaler, and that, too, on board his own vessel. But business was not forgotten, nor the object of our communicating with him. We gathered from him several particulars relating to the state of the ice, and position of the various ships employed in the search for Sir John Franklin. The appearance and position of Sanderson's Hope, Upernavik, etc., was given to us; but the substance of his entire information will be better stated as follows:—

"He had been six weeks going from Dark Head (about our present position) to the Devil's Thumb, the ice being so very thick and difficult to get through. To the westward of us there was an impenetrable pack, extending far to the N. E. and S. W. On Tuesday, the 9th, he had been in company with Captain Austin and his expedition, and Mr. Penny and his two vessels. Both parties all well. On Thursday, the 11th, while near the same spot (Devil's Thumb), he saw the two Americans in the pack to the N.N.W. On Sunday, the 14th, he had spoken Sir John Ross, off Upernavik; all well. The ice was unusually heavy in Melville Bay this year, but he had no doubt we should be able to get through, though it might be rather late; and he expected all the other whalers would have

to do as he and Captain Wells had done; namely, bear up for the southward."

**Tuesday, 16th.**—At four A.M. the three vessels were close to each other, and accordingly we returned to our own ship, bringing with us the two whaling masters, who expressed surprise at our diminutive size, yet felt great confidence in her being exactly suited for the purpose. Captain Parker would insist upon our having some *fresh* beef and a leg of mutton, preserved from last March, when he had left Hull (our own *fresh* beef having been long consumed, and some rendered unfit by the greater heat of the weather on the passage across). This we relished as well as any meat kept in that way can be said to be relished. He also sent a fine ham on board. He told us about the provisions on Cape Hay, which he had left there in 1849, and described how we should find them; and then, at five o'clock, they both returned to their own ships, while I most gladly went below to my cabin. The news we had thus received imparted fresh life to us; and the hope of soon getting up with the other discovery ships animated every man greatly.

The following eighteen hours we were beating up, with moderate winds and pleasant weather, towards Upernavik.

The next day, Wednesday, 17th, at five A.M. I was called by the mate, who stated we were off the Woman Islands, and, consequently, close upon the settlement of Upernavik. When I went on deck, however, I found that he was mistaken, as was evident by the same headland pointed out to us as Sanderson's Hope being still to windward of us; and we were, consequently, only off Proven Island. The weather was beautiful and clear, with a moderate breeze; and we continued all day working up, in short tacks, towards Upernavik. Occasionally we neared the land so close as to discover its exceedingly barren and iron-looking appearance. I was told that a great quantity of ducks' eggs could be obtained on one of the small islands belonging to the group nearest us, but I should imagine they were not very pleasant eating. At about five P.M. we rounded Sanderson's Hope, and the weather becoming more thick and likely to change, as well as the wind dying away, it was thought advisable to send the boat off to the settlement with our despatches and letters for England, instead of risking the ship by placing her too near among the islands with the probability of a bad night approaching. Accordingly the gutta percha boat was lower-

ed, and I was directed to proceed in her towards the settlement up the inlet in which our vessel had hove to. It was about six P.M. when I departed; and soon afterwards the wind died away, and a thick mizzling rain came on, which speedily caused me to lose sight of the vessel. She had rounded the "flope," close in, standing off and on about a remarkable "rookery" of *rotzes* that was seen on the cliffs under this high headland; and it was a part of my instructions to return to the same place, where the vessel was to await me.

The inlet up which I was proceeding seemed like an exceedingly deep and narrow fiord, bounded on the one side, to the south, by very lofty and almost perpendicular cliffs, more like large rocky mountains severed in twain, with the one half alone left remaining, than aught else; and on the other, to the north, by a stony and barren island, rugged and uneven, but not very high. At the apparent termination of the inlet ahead of us, dark, frowning, mountainous rocks arose perpendicularly from the water. These rocky mountains were of an enormous size and height, and appeared very much as though formed of one solid mass of ironstone, with the surface looking as if planed smooth under the hands of a skilful craftsman. Numerous small inlets ran between similar lofty precipices; and the narrow ravines which opened to view as we proceeded seemed literally the entrance to Tartarus. Avalanches of snow occasionally fell with fearful force, and a noise that, in the otherwise solemn stillness, seemed terrific. These falls of snow speedily formed themselves into "bergs," as was witnessed both on our going and returning. Glaciers, also, descended to the water's edge from the highest summit; while along the various narrow valleys were immense bodies of snow heaped up in piles, or formed into extensive beds.

Soon after we left the vessel a remarkable stone, or heap of stones, very much like a man stooping, with a broad Scotch cap on his head, was observed upon the low island on our left. Thinking it might be some mark to denote the entrance, I landed to examine it, but found nothing more than that the stones had apparently formed themselves into that singular shape. As we proceeded up the dark and gloomy channel—to which our men gave the name of "Gutta Percha Inlet," from our boat being the first of the kind, probably, that ever was on its

waters—a name that will, likely enough, now be retained by whalers, there seemed to be no end of the frowning precipices that rose to a great height on our right.

After pulling for about five miles, and still perceiving nothing like a settlement, I was placed in much doubt which, of several passages now presenting themselves, I ought to take. I strained my eyes through the glass in vain; everywhere the same dark solitary picture was presented to me; nothing could be seen save the iron-bound rocks, black as the deepest night, and the flocks of *rotzes* hovering about them. We had shut out the ship from view, and the rain was coming on in a thick mist. I did not wish to turn back without accomplishing my mission, and getting our letters in the hands of some one who would forward them to England; and, after reflecting for a moment, I considered that by keeping the channel nearest the sea we should certainly not run any risk of losing ourselves, as might very well have been the case otherwise, among the numerous gullies and inlets abounding throughout the whole of the Woman Islands. The settlement, too, I thought must be anywhere but far in among them. Accordingly, I took the most westerly passage, and, after a pull of about three miles more, we came in sight of an Esquimaux hut, on a low mossy point of land. As it was very likely some of the natives might be there, or not far off, we first gave the usual signal, by calling out "*Chiamo*," and then, springing to land, hauled the boat ashore. No answer was returned, and we therefore entered the hut. It was quite deserted; but several fragments of narwhal and bears' bones, etc., were lying about in the neighbourhood, proving, as the men said, on examining them, that some of the "*Huskies*" had been there not long before. "*Chiamo*" was again repeated without avail, and I then turned to an inspection of the hut itself. As this was the first I had ever seen, it naturally excited my curiosity; but I must confess that none but a person very curious on the subject need wish to enter such a one a second time. My olfactory nerves were most sensibly affected, and I was glad to take a hasty look within, and then get outside to the pure air again. The hut itself was, apparently, of the rudest kind, though, as I was informed, much better than many that the men had often visited in other places. It was, in form, like a square mud kennel, or pigsty, to which it bore a very near approach in all its other features, the

pigsty being, in my opinion, in many respects superior. Inside of the hut a wooden mallet was found, upon which was branded "Alfred, No. 6." This had evidently belonged to some whaler; and, upon inquiry, I found that a vessel of that name had been wrecked in these parts some two or three years before.

There was some fine mould here, and a bucketful was put into the boat for the purpose of thereafter raising some mustard and cress. Plenty of moss and long grass were perceptible; but I could spare no time for more than the cursory examination I had made, and, accordingly, the boat was again launched, and we proceeded as before. The sight of the hut led us to believe that the settlement was, perhaps, round a point that appeared ahead of us; but, on arriving at it, nothing was to be seen. I should now have returned, but here the channel, which we had been following, was found to open into a broad expanse of water, bounded on all sides by numerous islands. Several icebergs, aground and afloat, were seen; and, to the westward, I noticed a broad passage, which, turning in an angular manner, gave a ready exit for a vessel of any size to the sea. Ahead of us, to all appearance at no great distance, I observed an island, upon which, in the thick haze, we all thought rudely-built dwellings were visible. To it, therefore, we immediately pulled; but found ourselves deceived, not only as to distance, but also as to the fancied settlement. After an hour's good pull, we had neared the rocky shore sufficiently to perceive nothing thereon except a few stunted twigs and some moss. Numbers of icebergs and detached pieces were around and about it; and the wild seabird appeared, besides ourselves, the only living thing to be met with there. As it was now half-past ten, and the men had had a long pull, I deemed it prudent to rest awhile, and let them have some refreshment; a supply of bread and meat, with spirits and water, having been brought with us for the purpose. The boat was accordingly steered into a small cove in the island, and secured there. Snatching a hasty mouthful myself, I jumped on shore for the purpose of ascending a hill which rose just before me, to get a look around. The ground, or rather rock, on which I trod was of a rugged dark character. Here and there a few spots presenting more agreeable features were visible, and a hollow, containing a pool of water, was occasionally passed. Now and then some moss and soft mould

would come to view, and, at times, some straggling plants. Exclusive of this, all was bleak and dreary: probably rendered still more so in appearance by the small snow-like rain, that came steadily down, and the unusual stillness that seemed to pervade all nature around. Arrived at the summit, I gazed in every direction, with a hope of getting a sight of the settlement, or of some animate thing besides myself and my companions. Nothing was presented to my view but the same endless line of rugged mountain scenery, now clothed in a dark mantle of grey, as the snow began to fall upon the brown surface of the rock, and the valleys choked with the accumulation of preceding winters, and not yet cleared of their incumbrance. I seemed more alone there than I remember feeling at any other place since. It appeared the very extreme of solitude. Far away stretched the untrodden hills; their lofty peaks covered from the gaze of man by immense bodies of snow. Deep and winding glided the now silent waters, darting into recesses, and laving the base of mountains whither none of human form had probably ventured. Enormous blocks of ice, worn, themselves, with age and the constant fretting of the sea, reposed in striking quiet and isolation; the murmurs of the pent-up wind in their wondrous caverns, and the sullen wash of the tidal wave upon their base alone, being faintly audible. Not a sound of aught beside came upon my ear. And thus I stood, and gazed; alone upon that almost unknown spot; thick mists, and threatening shadows of the night, and tempest-boding weather falling fast around me, and my mind involuntarily wandering here, there, everywhere; but mostly, as if in contrast, to a spot where all that earth held dear to me existed.

I was dreaming then; but I was speedily awakened to reality by a sudden noise like the cracking of some mighty edifice of stone, or the bursting of several pieces of ordnance. Ere the sound of that noise had vibrated on the air, a succession of reports like the continued discharge of a heavy fire of musketry, interspersed with the occasional roar of cannon, followed quickly upon one another, for the space of perhaps two minutes; when, suddenly, my eye was arrested by the oscillation of a moderate-sized iceberg not far beneath my feet, in a line away from the hill I was upon, and the next moment it tottered, and, with a sidelong inclination, cut its way into the bosom of the sea upon which it had



before been reclining. Roar upon roar pealed in echoes from the mountain heights on every side; the wild sea-bird arose with fluttering wings and rapid flight as it proceeded to a quarter where its quiet would be less disturbed; the heretofore peaceful water presented the appearance of a troubled ocean after a fierce gale of wind; and, amid the varied sounds now heard, human voices from the boat came rising up on high in honest English—strangely striking on the ear—hailing to know if I had seen the “turn,” and also whether I wanted them to join me. But an instant had not passed before the mighty mass of snow and ice which had so suddenly overturned again presented itself above the water. This time, however, it bore a different shape. The conical and rotten surface that had been uppermost, when I had first noticed it, was gone, and a smooth table-like plane, from which streamed numerous cascades and *jets d’eau*, was now visible. The former had sunk some hundred feet below, when the “berg,” reversing itself, had been over-turned by its extreme upper weight, and thus brought the bottom of it high above the level of the sea.

Looking at my watch, and perceiving that sufficient time had been given for the men recruiting themselves before a long pull back was begun, I was about descending to join them, when I heard another sound, giving to the air a sharp concussion, not unlike the first noise of an iceberg cracking. Any experienced person, however, was able to detect something between the two reports which told him they had different causes; and I at once felt satisfied that it was a gun fired from our ship, as a recall, which I had heard. We must have been at least fifteen miles distant from the point whence we had started; but whether the “Prince Albert” was where we had left her or not, still the fact of her having fired a gun was evident, and I hurried down to the boat. The men had heard the same report; and I, therefore, gave orders to return immediately. We had hardly left the shore when we heard another signal-gun, and I concluded by this that Captain Forsyth was getting anxious about us; especially as the weather was thick and rainy with, occasionally, small snow. There was very little wind; but the boat’s sail was tried upon her, answering, however, to little purpose, as the faint airs that played upon the water were very variable. It was a pull, therefore, and a long pull, the whole way. I wished very

much to have passed through the channel I have before alluded to as leading broadly out to sea, but my orders were to return by the way we had gone. And a most miserable, fatiguing, dreary long way it was. It seemed never to have an end. A tide, or something, must evidently have been against us—at least we all fancied so,—and once some fragments of ice had collected together off a point of land, and gave us a little extra labour to get through. It rained, or snowed like rain, the whole way; and the night, though all *daylight*, was yet of that kind of light which is neither the one thing nor the other. Fortunately, I had put on my water-proof over-coat and sou’wester when I left the vessel; but the men soon got wet through, despite their thick pea-coats. At last, to our great joy, the rookery cliff and extreme point of Sanderson’s Hope again came in sight as we pulled sharply back along the newly named Gutta Percha Inlet; but the vessel was not seen. Conceiving that she might have edged off a little on account of the thickness of the weather, I, at first, thought nothing of it; until, rounding the flat island which formed the north side of the inlet, we beheld her, to our extreme amazement and vexation, *standing away under all sail on her proper course to the northward, and some distance from us!* Taking advantage of a “flaw” from the land, I caused the sail to be hoisted again, as much for a signal as for the slight advantage it would be to us in propelling the boat. No notice, however, was taken; and I, therefore, tried what effect the report of a musket would have, as we were to windward. I fired the one we had in the boat; and, soon afterwards, on our getting nearer, heard a similar signal in return; but still they did not heave to for us. I could not understand it; though I afterwards was informed my musket was not heard. However, we had nothing for it but to pull, and at it we went again. In another half-hour, it appears, we were seen, and, the vessel rounding to, we soon afterwards got on board. As we neared the ship several native kayachs (canoes) were observed, and, we concluded by this that some of the natives were on board. This we found to be the case; and for the first time I saw a native Greenlander of the Esquimaux race.

Before I gave in my report to Captain Forsyth, he informed me that, soon after my departure, a boat had come off from the shore, and Mr. Horlick, the Danish government in-

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spector of the Greenland provinces, had come on board. From this gentleman it was ascertained that the settlement did not lie up the inlet at all, but on *the S. W. point of the second island from Sanderson's Hope, bearing from it about N. N. E. (true) some five or six miles.* He also informed the commander that a Danish brig was lying in a cove behind the settlement, and was to sail for Copenhagen on the day following the next. He, himself, was proceeding to Denmark in her, and would take charge of our letters, if they were given to one of the natives whom he would leave behind to receive them upon my return. He then departed about midnight.

I had not the pleasure of seeing Mr. Horlick, which I very much regretted, as I have since understood that he was not only gentlemanly and most obliging in his manner to all strangers, but that he also possessed much information on all those subjects connected with this part of the world, with which I wished to become acquainted.

I found that the native, left on board, was a sort of pilot for such vessels as might stand in need of one. He spoke a word or two of broken English, and seemed very anxious to have his services engaged. The manner in which these people have to get on board of a vessel is very singular. Fastened in their canoe, they cannot, or will not, leave it to mount the side of a ship alone; but both *together* are fairly hoisted on board, the man remaining in the same position until he is safely landed on deck. When about to depart, he enters the canoe directly it is slung; and is then, with it, lowered into the water. I shall speak of the character and appearance of these poor children of nature in another place; and will, therefore, merely observe that here, and everywhere else, they seem to stand high in the estimation of Europeans for faithfulness and honesty. There seems to be never a doubt as to their punctually delivering any package or message that may be placed in their hands; and, as in the present case, letters or communications may be safely entrusted to them. (1) The man on board of us thankfully received, as his fee, some biscuit which the commander ordered him; and to this I added, out of my own private stores, a trifling present from myself, with which he seemed highly delighted. He took our mail-

(4) A proof of this may be given by stating that the packet of letters we here sent on shore for England came to hand all safe.

bag, and joining two of his companions who were in canoes astern of us, they very soon paddled, with their accustomed swiftness, to the shore, while we stood on our course to the northward.

## CHAPTER VIII.

The "Crow's nest."—Ice Gear.—Entrance to the Great Body of Ice.—"Towing" and "Tracking."—Boat Songs.—Aspect of the Ice.—A Schooner seen.—Closely upon the Ice.—"Devil's Thumb."—Beset.—Efforts to get released.—Succeed in working through a passage.—Close shave with a Berg.

*Thursday, 18th.*—I did not get to my berth till four in the morning, and was up again at eight to attend to the chronometers, etc. I found that, amidst heavy rain and thick weather, with a light southerly wind, we were passing numerous icebergs, many of them bursting with a report like the roar of heavy artillery. The water was getting quite smooth, and hardly any motion in the ship was perceptible. It was clear that we were now fast approaching the "Pack," and due preparations were accordingly made for it. The "*crow's nest*" was duly installed at the mast-head, with all the customary honours; and as it is an important and very necessary item in the equipment of every vessel voyaging in the Arctic Seas, the following description of it may not be uninteresting.

The "Crow's Nest" is a light cask, or any similar object, appointed for the look-out man aloft to shelter himself in, and is, in large ships, generally at the *topmast*-head. In smaller vessels, however, it is necessary to have it as high up as possible, in order to give from it a greater scope of vision than could be attained lower down. Consequently, in the "Prince Albert" it was close to the "fore-truck," that is, completely at the mast-head. In our case, it was a long, narrow, but *light* cask, having at the lower part of it a trap, acting like a valve, whereby any one could enter; and was open at the upper part. In length it was about four feet, so that a person on the look-out had no part of himself exposed to the weather but his head and shoulders. In the interior of it was a small seat, slung to the hinder part of the cask, and a spy-glass, well secured.

To reach the "crow's nest," a rope ladder is affixed to the bottom of it. This is called the "Jacob's Ladder," and the boatswain attaches the lower parts of it to the foremast-head. Upon the top-gallant yard one man secures the cask to the mast, while another

inside tries its strength, and gives directions concerning it.

The "crow's nest" is a favourite place with many whaling captains—*Penny*, for instance—who are rarely out of it for days when among the ice. I was very frequently in it myself, fair weather or foul—from six to a dozen times a-day,—both for personal gratification, and for the purpose of looking out. It was a favourite spot with me at midnight, when the atmosphere was clear, and the whole beauty of arctic scenery was exposed to view.

In addition to the "*crow's nest*," ice-anchors, claws, axes, etc., were laid in order; tow-ropes, warps, and all the other gear, examined and coiled down for use; the men, too, began to get their "tracking-belts" prepared for service; and, altogether, a new phase in our existence was evidently about to commence. It was all fresh to me; I enjoyed it; and had enough to do, admiring the enormous masses of ice we were passing, the white-topped mountains in the distance, and the strange aspect of everything around me. It seemed, as we slowly threaded our way through the bergs, that we were about approaching some great battle-field, in which we were to be actively engaged; and that we were now, cautiously, passing through the various outposts of the mighty encampment; at other times I could almost fancy we were about to enter secretly, by the suburbs, some of those vast and wonderful cities whose magnificent ruins throw into utter insignificance, all the grandeur of succeeding ages. Silently, and apparently without motion, did we glide along, amidst dark hazy weather, rain, and enough wind to fill the sails and steady them, but no more. In the afternoon we passed Buchan's and Berry's Islands, the fog and thick weather still around us; and at six p.m. we began to enter loose ice, which seemed to cover the sea in streams as far as the eye could see. Slowly and cautiously, we proceeded through it; hardly venturing, in this our first and timid experience, to let the smallest piece come against the ship's side; so different was our feeling now, from what it became but a short time afterwards. This day we had a fire in the cabin stove for the first time, though it was more on account of the damp below than from any feeling of cold.

*Friday, 19th.*—The past night was nearly calm, and the watch on deck had to be employed in towing the ship, so as to keep her

clear from bergs and loose pieces, and also to help her on her way. This towing is most fatiguing work, and does not give two miles an hour to a vessel's reckoning; but it serves to give her steerage way, and keeps her in the course required to be pursued. Our men were all accustomed to it from their previous life being passed in whalers, where there is necessarily a great deal of this sort of work; and they set to with good will, giving to the night air the boat songs they had learned years before, and often sung, and which sounded, in the stillness of the early morn, strangely, but far from unpleasantly, to one not before accustomed to it.

*Friday, 19th.*—About nine in the morning, a light southerly breeze sprung up, with the same sort of thick weather. The boats were hoisted up, and all sail made to the northward, keeping as near as was consistent with safety, and as close as we could tell, through the heavy haze around, to the "land-floe," or that part of the loose ice which we supposed to belong to the floe attached to the shore. The land was occasionally seen through the dense atmosphere, at no very great distance, and at noon we were in lat. 73 deg. 40 min., and long. 57 deg. 30 min. We passed Baffin's Islands; ice in detached pieces, and an immense number of bergs, encircling us. Throughout the remainder of this day we had the same wind and weather, and were similarly engaged in threading our way, in nearly an even course, to the northward. For the first time I entered the "crow's nest" to-day to look for the "Devil's Thumb," a remarkable landmark on the coast, but it was too hazy for me to see it. Everywhere, however, were signs of the ice coming fast around us; or rather of our entering into the body of it. The streams became thicker, and occurred oftener; until at evening we might be said to have fairly run ourselves into a passage between two broken-up fields. We still went on, however, without impediment, and thus midnight, or rather 12 p.m., for it was all day now, came upon us, and I went below.

*Saturday, 20th.*—Saturday, 20th, brought us light airs and calms; then moderate and light breezes alternately, during the morning. The boats were towing for a short time, but a fair breeze springing up, we ran along the "land-floe" on our right, which presented very much the appearance of newly formed ice in the lakes at home. It was very thin in comparison to an older floe; and, was almost perfectly smooth, extending for miles

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On our left, and only leaving us a small channel to sail in, we gradually came upon a heavy rugged "pack," the blink of which had been some time before visible. In the centre and skirts of this "pack," large "bergs" were located, and "hummocky" pieces were thrown up in various directions; denoting that a strong pressure had lately occurred there. I ascended aloft to see from the "crow's nest" what was the aspect of things in the direction we wished to take. The *mate* was already fixed there, taking upon him now his duty as ice-master. Throwing myself across the "to'-gallant-yard," I held a brief conversation with him touching that which was now presented to my sight. Far and near, east, north, and west, the eye met nothing but one uniform glare of dazzling whiteness, proceeding from immense bodies of *field ice*, broken *floes*, and *bergs*. Save in our wake, nought else was visible, except right ahead, where a thin blue line denoted that we could still proceed for a short time further in the same direction. But beyond the termination of that thin blue line, a cluster of large bergs seemed to rise, in alpine fashion, right in our contemplated path, and extending themselves in the form of a crescent apparently close in land, which was observed to the eastward of us in dull brown patches, covered with snow.

"We are fairly among the ice now, sir," observed the old man to me; "and I have my doubts about its being quite so clear a passage for us this year as we would wish for," he added.

"Why so?" I asked, in reply.

"Why, because," said he, "there don't seem so much open water anext the 'land-floe' as is usual when, at this time of the year, a good *lead* through the bay is met with."

He further explained to me what his opinion about it was, and in conclusion stated that the ice upon our right was most unusually thin, not above eighteen inches or two feet thick, while that to the westward of us was at least from six to eight feet thick. The latter was a portion of the old *middle ice*, always of great thickness; the former, merely the growth of the past season.

I remained aloft for some time watching with curious gaze the novelty of the scene around me. We were gradually shutting ourselves in as we advanced, and ice was fast

closing upon us in every direction. We were, therefore, true enough, fairly "in the ice;" but ice of which most readers have no idea. The water froze. Our ponds and lakes at home is but as a mere thin pane of glass in comparison to that which now came upon us. Fancy before you miles and miles of a tabular icy rock eight feet or more, solid, thick throughout, unbroken, or only by a single rent here and there, not sufficient to separate the piece itself. Conceive this icy rock to be in many parts of a perfectly even surface, but in others covered with what might well be conceived as the ruins of a mighty city suddenly destroyed by an earthquake, and the remains jumbled together in one confused mass. Let there be also huge blocks of most fantastic form scattered about upon this tabular surface, and in some places rising in towering height, and in one apparently connected chain, far, far beyond the sight. Take these in your view, and you will have some faint idea of what was the kind of ice presented to my eye as I gazed upon it from aloft. We had at last come to the part most dreaded by the daring and adventurous whalers. *Melville Bay*, often called, from its fearful character, the "Devil's Nip," was opening to my view, and stretching away far to the northward out of sight. But neither bay nor ought else, except by knowledge of its position, could I discover. Everywhere was ice, and the wonder to me was, how we were to get on at all through such an apparently insurmountable barrier. I was told, however, that among the bergs some clear water would be found if we could once get there, and with this, for the present, my curiosity had to be contented. I felt glad that we had, at last, got so far, and that another new scene in my chequered life was about opening to me. What might be the end of it I neither thought about nor cared for, feeling assured that He who ordereth all things well and wisely would in this do as seemeth Him best. How often, then and since, did the words in the "Song of the Three Children" present themselves to my mind; "O ye ice and snow, bless ye the Lord; praise Him and magnify Him forever!"

I descended below, and shortly afterwards it was reported from the mast-head that a schooner was in sight, beyond or among the line of "bergs" I had noticed ahead. She appeared to be boxing about as if running in and out of the ice. We concluded that she

was Sir John Ross's vessel, the "Felix," which ultimately proved to be correct.

We now observed, upon the ice on our right, a bear very composedly looking at us. He was near a seal hole, where he had evidently been watching. The sagacity of this animal is truly wonderful; he has been known to ensconce himself behind a rough piece of ice, and there patiently await for a long time the appearance of his prey. The moment the seal arises at the hole, he darts forward and secures it in his mouth, running off directly afterwards to his retreat.

The one we here observed was a true polar bear, and we endeavoured, but in vain, to shoot him. Several attempts were made, but only one ball from Captain Forsyth's rifle took effect, though only sufficient to make Bruin scamper across the ice at a rapid rate.

Later on the voyage one or two more bears were seen, and in one case chase given to them; but we were not fortunate enough to capture any.

Our position now was becoming more and more confined as to sailing room. The channel in which we had hitherto been quietly gliding, narrowed to little better than the breadth of the ship. At half-past four p.m. we could get no further, a barrier of "hummocky" ice intervening right across our passage between us and some open water, visible not above seventy yards from us. Speedily the channel through which we had come began to close, and, after trying in vain to force our way through the obstruction, we found ourselves at six o'clock completely beset. The *Devil's Thumb*, which was now plainly visible, at this time bore S. E. (compass) about thirty miles. Other land was also seen topping over enormous glaciers, which were most wonderful to look at, and used to entrance my gaze for hours. At six o'clock our actual labours in the ice commenced. It was beginning to press upon us rather hard, and from the appearance of that which blocked our way, it was evident there had been a heavy squeeze here, and we were afraid of getting fixed in another. Accordingly every effort was made to remove the obstacle which impeded our passage. We first began to try and *heave* the ship through by attaching strong warps to ice anchors, which latter, being fastened in the solid floe, enabled a heavy strain to be put in force. The windlass was then set to work, but to no purpose, as we hardly gained a fathom. We next tried what heaving out the pieces that

were in our way would do, but this proved of no avail. The saws were then set to work to cut off some angular projections that inconveniently pressed against our side, and while this was being done, I sprung on to the hummocky pieces and examined the difficulty. It was soon very obvious to me that a little scientific manœuvring would materially aid in clearing us from our unpleasant position, by removing some of the chief obstacles in our path. At the far end of the "nip," that is, the place where two floes had met and crushed up parts of themselves into heavy hummocks, it was more loose, and it seemed to me that by a little exertion they might be made still looser, if some pieces were pushed out into the open water there, instead of working close to the ship where no room was. Seeing the men all very busy sawing, I took a boat-hook, and, springing on to the pieces, succeeded, after great labour, in getting out first one piece and then another. My plan to move these pieces was simple. It merely consisted in loosening the supports which bound one to the other, and then, applying a sort of mechanical power in the shape of leverage with my hook, canted them into the water, whence they were easily pushed away. In about an hour I had cleared off a large quantity, and now, being assisted by some of the men, we had the place nearly all free by midnight. One piece only remained right in the centre of the passage, and this was larger than any of the others, and appeared to be confined and kept down by the "tongues" of the two floes on either side, and it was found very difficult to clear. *Force* was put upon it, and, as I suspected, *force* would not answer. Having resigned my own labours to those more capable, and after about four hours' previous good work on my part, during which I had several times, when springing from floe to floe or on to loose pieces, got well ducked by the ice sinking in the water under me, I went on board. The obstacle, however, was not removed, and at two in the morning a crack in the large floe to the westward of us was observed to be gradually enlarging. In less than half an hour the water appeared in larger quantities astern, and a "lane" was opened, by a circuitous route, into the clear space ahead of us, whither we wanted to go. All hands were called to the ship, and the vessel's head turned round to the southward, any further attempt to get through the channel we had been working at being given up. Sail was made

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to a light breeze, and some delicate manœuvring had to be accomplished in getting the ship round and in among some heavy ice, towards the passage we wished to enter. It was admirably done, however, with only one very narrow escape; this was, just as we turned upon our heel in a space hardly large enough to work a boat in, the vessel, with the impetus she suddenly gathered, bagged, withal, too much to leeward, and drove close upon a large berg. Our mahogany boat was hanging to the side *davits*; two or three of us saw the danger just as we were approaching it, and flew to the boat "falls." With lightning speed the turns belonging to the after tackle were thrown off, as were those of the foremost one, and the boat was let go by the run into the water, as a couple of hands sprang into her and unhooked the falls, passing her astern. It was the work of an instant; but that instant saved our life-boat, as the next second the vessel brushed heavily against the berg without other damage than a good scraping, the huge block of ice being, fortunately, nearly perpendicular. Had the boat not been let go, however, she would have been most assuredly crushed to pieces. My hand was chafed a little by the swift running of the fall through it, and it was fortunate that no one met with any worse accident. The berg was at an extreme corner; passing it, we steered off, and soon entered a narrow channel with hummocky ice on each side, which in a short time led us into the broad sheet of water we had been striving for. Here, it appeared, we had room to move in for three or four miles, and perhaps more, and accordingly the proper watch was set, and the commander and myself retired to rest about half-past three.

## CHAPTER LX.

*Labyrinth of Icebergs.*—Fall in with Sir John Ross. —Make Fast to a "Floe."—The "Felix."—Movements of the Berge.—Melville's Bay, or the "Devil's Nip."—Sharp Frost.—Fog.—Scoresby's Description of the Polar Ice.

*Sunday, 21st.*—When I went on deck the next morning about eight, I found the weather very thick, with heavy rain. Our position seemed to me but little improved from that of the past night, for numerous "bergs" of every size and shape appeared to obstruct our path. A fresh breeze was blowing from the S.E., and our ship was bounding nimbly to it in water as smooth as a mill-pond. But no sooner did she get to the end of her course

one way, than she had to retrace her steps and try it another. We seemed completely hemmed in on every side by heavily packed ice, rough uneven hummocks, or a complete fleet of enormous bergs. Like a frightened hare did the poor thing seem to fly, here, there, and everywhere, vainly striving to escape from the apparent trap she had got into. It was a strange and novel sight. I could hardly realise it. It seemed as though I were merely witnessing the representation of it, and was, myself, free from sharing in any of its undoubted danger. For three or four hours, —indeed ever since we had entered this basin of water, we had been vainly striving to find some passage out of it, in as near a direction as possible to our proper course; but neither this way, nor any other way, nor even that in which we had entered (for the passage had again suddenly closed), could we find one. At last, about ten A.M., an opening between two large bergs was discovered to the N.W. Without a moment's delay our gallant little bark was pushed into it, and soon we found ourselves threading through a complete labyrinth of ice rocks, if they may be so called, where the very smallest of them, ay, or even a fragment from one of them, if falling on us, would have splintered into ten thousand pieces the gallant vessel that had thus thrust herself among them, and would have buried her crew irretrievably. Wonderful indeed was it all. In truth, I cannot well describe the picture as it came before me. It was a living reality at the time, now it is but as a dream!

Numerous lanes and channels, not unlike the paths and streets of a mighty city, branched off in several directions; but our course was in those that led us most to the northward. Onward we pursued our way in this manner for about two hours, when, suddenly, on turning out of a passage between some lofty bergs, we found the view opening to us, a field of ice appearing at the termination of the channel, and at the extreme end a schooner fast to a "floe," that is, lying alongside the flat ice, as by a quay. The wind was fair for us, blowing a moderate breeze, so that we soon ran down to her in saucy style, rounding to just ahead of her position, and making fast in like manner. To our great joy we found that, as we had suspected, and, indeed, knew, as soon as colours were hoisted, it was indeed Sir John Ross in the "Felix." Here, then, was cause of gratulation to us. We had now overtaken one of the vessels that had sailed before us; and,

what was more, should in all probability have her as a consort through the dangerous navigation of the ice we were still to encounter. Hardly were we fast, when Commander Phillips, who had accompanied Sir John in his little vessel, came running over the ice to us. In another moment he was on board, and I was soon presented to him by Captain Forsyth. Mutual congratulations and inquiries were speedily given and received, and a cordial invitation given to Captain Forsyth and myself, to dine on board the "Felix." Glad was I of an opportunity to see the gallant old veteran, whose name and writings had latterly been so frequently before me. All ceremony was dispensed with, and I was glad of it; for, not being one of the navy, as the other three gentlemen were, I could not follow my commander's example in putting on an uniform cap and coat to meet Sir John. The "Felix" I found to be much about our own size, but differently equipped and rigged. She had far less "*beam*," and was inferior, as regarded *appearance*, in every respect. But she was well fortified, and possessed some advantages which we had not. Directly we got on board, Sir John Ross came to meet us. Respect, esteem, admiration, all were blended together in my mind, as, in returning the friendly shake of the hand he offered me, I involuntarily gave more heartiness to my manner than is usual with strangers. It is not for me, here, either to describe him, or to say one word more about him, than the course of my narrative compels me to do. I saw before me him who, for four long years and more, had been incarcerated, hopelessly, with his companions, in those icy regions to which we ourselves were bound. There he was, that brave and fearless old man! he who had said, in all but tones of bitter anguish, as he beheld his men and officers around him, day after day, in miserable bondage:—

"There was little change in the now unavoidable sameness of our occupations and amusements. On this and many other days we tracked animals and did not see them; carried guns and did not fire; watched for the invisible sun that we might at least know it was still in existence, and were not sorry when (I cannot say the day was done, where all was night), but when we might at least end another of our own days by going to bed."

I was struck with astonishment! It was nothing, in comparison, for the young and

robust to come on such a voyage; but that he, at his time of life, when men generally think it right—right, perhaps, it is, too—to sit quietly down at home by their own firesides, should brave the hardship and danger once again, was indeed surprising.

With Commander Phillips I was very much pleased. There was no formality about him. He is a hardy seaman when needed, and a gentlemanly officer as occasion required. I passed several agreeable hours in his company; and I cannot refrain from tendering him my thanks for his uniform courtesy to me, who was, nominally, but a *civilian*, and at any time only a humble blue-jacket in the mercantile marine.

In the evening both vessels had to move into another position, in consequence of the bergs approaching too closely towards us. To watch these mountain icy monsters in a calm, as they slowly and silently, yet surely and determinedly, move about in the narrow sheet of water by which they chance to be encompassed, one could well imagine that it was some huge mysterious thing, possessed of life, and bent on the fell purpose of destruction. Onward it, almost imperceptibly, glides, until, reaching an opposing floe, it forces its way far through the solid ice, ploughing up the pieces and throwing them aside in hilly heaps with a force and power apparently incredible. Should it happen that an impetus is given to it by wind, or other causes besides those thus occasioned by the tide, or current, it is mighty in its strength, and terrific in the desolation it produces. Nothing can save a ship if thus caught by one, as was the case in the memorable and fatal year of 1830, in this very bay, when vessels were "squeezed flat,"—"reared up by the ice, almost in the position of a rearing horse! others thrown fairly over on their broadsides; and some actually overrun by the advancing floe and totally buried by it." (1)

*Monday.*—The 22d commenced with a sharp frost and thick fog upon the ice, though clear overhead. The ropes, rigging, and spars were covered with icicles, hanging pendent in a thousand fantastic shapes and forms. The wind was north-easterly, and we hoped for a change from it, as *that* blew directly out of the bay, and would probably open some of the floes, so as to give us a lead in the direction we wanted. Noon pass-

(1) Dr. Scoresby.



ed on, however, without the fog clearing away, and it was folly to think of moving from our present position until it cleared. Accordingly we remained *in statu quo*, but gradually preparing for the encounter that sooner or later must take place between ourselves and the rugged and powerful barrier that obstructed our way. Long saws, poles, axes, chisels, anchors, claws, and a variety of other implements used in trying to force a passage through the ice, were laid ready at hand. All the sea-gear not now required was stowed below; the vessel herself was carefully examined to see that nothing was defective in her guards and strengthenings; and the boats were put in order for heavy service where rough knocks might frequently be expected. It was the first day, indeed, that we had been regularly and immovably fast to the ice, and I had thus a fair opportunity of judging what it was. As I walked, in thick heavy boots, upon its surface, I found that in many parts it presented an appearance not unlike what ground covered with snow, and then frosted before it had melted, would give; while in others it was more soft and yielding to the foot. Several places showed dark-blue patches, in some of which was water, and in others none. This water was as pure and fresh as any one need wish to drink; and it is the kind used by all vessels in these regions when they can come across it. In other places, however, were patches of a different colour, green, and these denoted spots of danger. The ice there was either hollow, or broken, not so thick, or in some manner or other defective; and to tread upon it would, almost certainly, ensure a good ducking, if nothing worse. But these latter places were very few, and mostly near the edge of the ice, or close to some crack plainly visible.

As a general description of the ice may be acceptable to some of my readers, and will serve the better to explain much of what follows, I shall here take the liberty of quoting on the subject from Dr. Scoresby's excellent and invaluable work on "The Arctic Regions," a work, I believe, now out of print. He says,—"Ice-fields constitute one of the wonders of the deep. They are often met with of the diameter of twenty or thirty miles, and when in the state of such close combination that no interstice could be seen, they sometimes extend to a length of fifty or a hundred miles. The ice of which they are composed is generally pure and fresh, and in heavy fields it is probably of the average

thickness of ten to fifteen feet, and then appears to be flat, low, thin ice; but when high hummocks occur, the thickness is often forty feet and fifty feet. The surface before the month of July is always covered with a bed of snow, from perhaps a foot to a fathom in depth. This snow dissolves in the end of summer, and forms extensive pools and lakes of fresh water. Some of the largest fields are very level and smooth, though generally their surfaces are varied with hummocks. In some, these hummocks form ridges or chains, in others, they consist of insulated heaps. I once saw a field which was so free from either fissure or hummock, that I imagined, had it been free from snow, a coach might have been driven many leagues over it in a direct line, without obstruction or danger. Hummocks somewhat relieve the uniformity of intense light reflected from the surface of fields, by exhibiting shades of delicate blue in all the hollows, where the light is partly intercepted by passing through a portion of ice.

"When the surface of snow on fields is frozen, or when the snow is generally dissolved, there is no difficulty in travelling over them, even without snow-skates or sledges. But when the snow is soft and deep, travelling on foot to any distance is a work of labour. The tribe of Esquimaux, discovered by Captain Ross, made use of sledges, drawn by dogs, for conveying them across the rough land ice, lying between the ships and the shore; a journey they performed with such celerity, that Captain Ross conjectured they could travel fifty or sixty miles a-day. If such a distance were practicable on drift-ice, occurring near shore, it would be much more easy on the smoother ice of fields.

"Fields commonly make their appearance in the months of May or June, though sometimes earlier; they are frequently the resort of young whales. Strong north and westerly winds expose them to the whalers by driving off the loose ice. The invariable tendency of fields is to drift to the south-westward, even in calms, which is the means of many being yearly destroyed. They have frequently been observed to advance a hundred miles in this direction within the space of one month, notwithstanding the occurrence of winds from every quarter. On emerging from amidst the smaller ice, which before sheltered them, they are soon broken up by the swell, are partly dissolved, and partly converted into drift ice. The places of such are supplied by others from the north. The



power of the swell in breaking the heaviest fields is not a little remarkable. A grown swell, that is so inconsiderable as not to be observed in open water, frequently breaks up the largest fields, and converts them wholly into floes and drift-ice in the space of a few hours; while fields composed of bay-ice, or light-ice, being more flexible, endure the same swell without any destructive effort.

"The occasional rapid motion of fields, with the strange effects produced by such immense bodies on any opposing substance, is one of the most striking objects the Polar Seas present, and is certainly the most terrific. They not unfrequently acquire a rotatory movement, whereby their circumference attains a velocity of several miles per hour. A field thus in motion, coming in contact with another at rest, or more especially with another having a contrary direction of movement, produces a dreadful shock. A body of more than ten thousand millions of tons in weight, meeting with resistance when in motion, produces consequences which it is scarcely possible to conceive. The weaker field is crushed with an awful noise; sometimes the destruction is mutual; pieces of huge dimensions and weight are not unfrequently piled upon the top, to the height of twenty or thirty feet, while a proportionate quantity is depressed beneath. The view of these stupendous effects in *safety* exhibits a picture sublimely grand, but where there is danger of being overwhelmed, terror and dismay must be the predominant feelings. The whale-fishers at all times require unremitting vigilance to secure their safety, but scarcely in any situation so much as when navigating amidst these fields; in foggy weather, they are particularly dangerous, as their motions cannot then be distinctly observed. It may easily be imagined that the strongest ship is but an insignificant impediment between two fields in motion."

#### CHAPTER X.

Ice opens.—Sail made.—Seven Vessels in sight.—Whalers returning, unable to get through the Bay.—Information obtained.—Bad Season in Melville Bay.—Captain Austin's Ships Fast in the Ice.—Whalers going South to the West Land for Fish.—Parting Cheers.—Heavy work getting through narrow Passages.—Tracking Songs.—Glare of the Light at Midnight.

It was through such ice and in such a region as I have just described that we were now to make our way as best we could. Winds were not so much what we desired as clear

water; and the movements of the vast bodies that opened and shut, apparently at pleasure, and as if by some mighty agency, were to be watched by us before aught else. It was agreed that we should proceed in company with the "Felix;" we should help one another in case of need, and at least have the pleasure of one another's company.

About six p.m., while Sir John Ross, Commander Phillips, and ourselves, were in the cabin of the "Prince Albert," enjoying an agreeable evening, it was reported that the "Felix" was making a stir, and that the fog was clearing away. A clear lead had been seen to the north-west by the ice-masters; and more water was visible beyond it. No time was, therefore, lost. Sail was made on each ship, and, leaving the friendly floe, to which we had been fast, we both stood away; first to the south-east, to clear some small bergs, and then in the opposite direction. Sir John Ross, as senior in rank, age, and experience, took the lead, we keeping at some small distance behind; but it was soon discovered that in sailing qualities we were infinitely superior. The weather brightened considerably, and it became a beautiful clear evening, with a moderate breeze from the north-east and north. The wind, consequently, was against us, and we had to beat up through the channel of open water that we had entered upon. It was here that we first became fully aware of the excellent sailing qualities of our little vessel. She fairly doubled upon the "Felix" in two tacks; and was soon far to windward. She flew round to her helm, when *staying*, in an instant; and forged ahead at the same time as prettily as any Queen's cutter could have done. Whether we had by this time got her in better trim, or whether it was because the water was so smooth, I cannot say; but, no doubt, both combined in making her work so well. We could turn and turn in short boards without the smallest hesitation; now, approaching so close to a grim berg that a biscuit might have been easily thrown upon it; then, darting off from it on the instant, and running right to the very edge of the opposite floe; where, upon a turn of the helm, she would start ahead, alongside, under the impetus she had received, until gracefully falling off on the other tack, she again stretched over well to windward of the neighbourhood whence she had come. Thus did we proceed during five or six hours, with a clear sky, a brilliant sun, comparatively mild

weather, and a gentle breeze. It was some of the pleasantest sailing I had yet experienced on the voyage; and it was certainly, a sight to make one pleased. Two vessels, far inferior in size to any that were in the habit of visiting these parts, working about in the ice with a feeling of perfect security, and an apparently total indifference to the dangers of it; and ours too the smaller of the two! It was a pretty and a pleasing sight, and it was the more gratifying when, about eight P.M., news came from the "crow's nest" that seven large vessels, evidently whalers, were in sight over some bergs to the northward, apparently striving to get out of their position, and make to the southward. They were intending to go back and try the middle or lower passage, being unable to get through the bay; as our most experienced hands in whaling immediately explained. What *they* could not do, we were trying to do; but the question was, should we be enabled to accomplish it, now that they had failed? We would see; and as, in another hour or two, they became so visible as to clearly show their intention of coming into the same sheet of water as ourselves, it was almost certain we should soon speak them and hear what they had to say. A partial fog came on again about eleven, and, not wishing to lose the "Felix," or leave her behind, we hove to until she came up to us. Keeping together, then, we both proceeded under easysail; until, it becoming once more quite clear, we crowded on towards the extremity of the bight of water we had now run into. This was evidently the end of our progress at present, and, as we neared it, we could perceive no opening whereby we could escape or hope to get further on; nor could we find out how the strange vessels, now not very far from us, were to come within even signal distance. It was clear that they, too, were also stopped; and we had nothing for it, therefore, but patience, and to await some new movement of the ice. Accordingly we made fast to a floe, about one in the morning, with the same fine clear sky and brilliant sun as we had had in the early part of the evening. The "Felix" soon afterwards came up to us, and likewise made fast just astern. I then went below; but sleep I could not. It was the same as perfect noon-day, and the light came into my cabin so strongly, as to prevent anything like the enjoyment of a quiet slumber. I was, at last, obliged to darken my place, and thus ultimately suc-

ceeded in getting the rest I so much required.

I was awake the next morning about five, and found the seven whalers were coming through the ice ahead of us in a most majestic manner, under a press of sail, and with all their boats towing, and colours hoisted. It appeared that the two heaviest floes had slightly parted; and several loose pieces got between them. Through these loose pieces, with the characteristic and dauntless fearlessness of whalers, did the vessels now approaching us wend their way. The sky was cloudless, and there was hardly a breath of wind, so that each ship had to be towed through by her boats; and right well and proudly did they separately emerge, in line-of-battle order, from within their icy boundaries, to the clearer water adjoining, and astern of us. As we lay still, fast to the floe, with our flags hoisted, each vessel came by us sweeping along in its lordly bearing and huge form. Prior to their coming abeam, a boat from each ship shot off towards us; and soon we had around and on board of us more new faces than we had seen for a long while. Honest-hearted and manly wishes for our success were expressed by all; and though time was too great an object with these daring fellows at the present hour to lose unnecessarily a moment of it, they yet gave us all the information they could, as to the state of the ice, how we were to act, etc., etc., and then departed. But here I noticed a trait of character which pleased me not a little. Our vessel was the *first* one in their way, and to us they would naturally *first* come in ordinary circumstances; but no sooner was it well ascertained (1) that Sir John Ross was in his vessel, the "Felix," astern of us, than we were hastily forsaken or passed by. He was one of themselves in country, daring, and, partly, experience; he was a brave old man, a "canny" boy, and they must pay him their respects, and do him honour. Accordingly we soon had none alongside of us, but an American, the only whaler of the United States in those seas; and with the captain I held some conversation; giving him a few late New York papers that I chanced to have by me. This ship was called the McClelland, and, singularly enough, belonged to a firm, one of whose members, Henry Grinnell, Esq., had ennobled himself in sending out the two vessels sailing under the American colours,

(1) They had, at first, supposed us to be two Americans.

for the search of Sir John Franklin. The other whalers were named the "Regalia," "Pacific," "Horn," "Joseph Green," "Lord Gambier," and the "Chieftain;" that "Chieftain" which brought home the Esquimaux Report of last year. The information we received from these vessels was to the following effect:

They had left Captain Austin's and Captain Penny's ships about thirty miles away from us to the northward; and they were, themselves, for eleven days, in a dock only ten miles further on. They had found it impossible to get through the Bay in time for the usual whaling, on account of the unusual heavy ice, etc., and were therefore bound to the southward to try the lower passage, as the "Truelove" had gone to do.

Such letters as we had on board for them were given, along with a private one of my own for England, deeming of course, at that time, that they would be home a full year before we should. A parcel that I had for Captain Stewart was gladly received by him; but they were all in very great haste to be off, in consequence of wishing to get their ships through the remaining ice as speedily as possible. As the vessel which led the van passed us with her boats towing, the rigging was suddenly manned; the rowers ceased pulling, and stood upon their feet; while such a cheer was given, and given three times, by the whole crew of sixty men, as was, I am sure, never exceeded anywhere. With one voice, as though all had been of one mind at the moment, and acting upon impulse, a glorious sailor-like hurrah! was shouted from their stentorian lungs, while their hats and hands waved again and again in friendly salutation to us. The sound was sent far and near, and its echoes resounded in a thousand other voices from the few bergs and blocks of ice that still surrounded us. Taken by surprise, we were not, however, at a loss. Our rigging was manned on the instant, as was also the "Felix's," and the hearty cheers returned as heartily. One more cheer from the receding ship in reply, and the next moment she was gone. But ere the sound of her voices had died upon the ear, another vessel had supplied her place in the slowly passing but beautiful panoramic display, and, in like manner, from this one, also, arose the deafening shout of friendly wish and gratulation. So with all successively. As each passed by, her long line of boats ahead impelling her forward, the same

vociferous and hearty cheer was given, and by us as heartily returned.

*Tuesday, 23d.*—At noon it was calm and clear. The opening through which the whalers had come was sufficiently large to have admitted us immediately after they had passed; but, beyond it, no great extent of clear water was visible until now. Several "lanes" were beginning to show themselves, and we, therefore, cast off, and got the boats ahead to tow us on. At first we had some little difficulty in moving forward; but, after a short time, several "necks" had to be broken to admit of our passing. The "Felix" had, as before, taken the lead; but we found that, in *towing* as well as *sailing*, we had the advantage of her. Her large boat, the "Mary," towing astern was no doubt a great drawback. In a narrow channel, we shot ahead of her unavoidably; and, indeed, so close were we in passing, that we shaved each other almost too sharply to be pleasant. Thus getting in advance of her, we had to clear the way for both. Several large pieces and rough hummocks intercepted the line of our course, and, being jammed between two large floes, often proved a work of no little difficulty to get cleared. Here, with boat-hook and ice-poles, axes and chisels, I headed two or three men, and was upon every piece, as much in the water as out, working hard to get them loosened and moved away. The task was pleasing and exciting, demolishing or upsetting huge blocks that were piled up before us. This clearing away a passage was sport to all who worked at it. One man got over head and ears in the water, from a part of the floe giving way; and I also fell upon an under piece, owing to a large block of ice suddenly canting round. These little mishaps, however, only created an additional laugh at those who suffered, the sufferers themselves joining in it.

After getting clear of the impediment that had stopped our way, there was a large sheet of water before us, bordered on the one side by a floe, somewhat level, yet hummocky in one or two places. Here we began "tracking," and all hands were ordered on the ice for that purpose.

Those who have seen a canal-boat, or any common boat, dragged along by hand, may have some idea of this. A track-rope from the foremast is carried on to the ice, where a dozen lusty hands seize it, and drag the ship onward at a rate of about two to three miles an hour. At this duty, men previously ac-

customed to whaling are exceedingly apt; and it is to them, in general, one of the most pleasing features of the voyage. Our ship's company were all capable of performing this work most admirably, and when the "Felix" came near us again, they gave a rally, and walked the "Prince Albert" off at a fine rate. Twice had we to stop for our consort, much to the dislike of our ardent crew; and each time when we started afresh did we get as rapidly ahead of her as before. Once we found that she was most unpleasantly fixed some distance astern of us, several pieces of rough ice having suddenly met, and rendered a narrow passage very difficult to get through; though when we had cleared it by forcing ourselves on, it was then comparatively quite open. The delay of a few moments, however, is often of very fatal consequence, (1) and almost always, where a fair opportunity is presented and not taken advantage of, proves a cause of additional trouble. This was the case with the "Felix." Her distance behind us had prevented the passage being taken the moment after we had opened it, and consequently she was almost in a *jam*. Captain Forsyth sent two of our boats to assist her, and our gallant fellows dashed off to her with the utmost alacrity, performing the service they went upon much to the satisfaction of the assisted party.

In tracking there is something particularly animating. All the working hands, when necessary, are actively employed on the ice in pulling the ship onward. The song is kept up to a fanciful and far from unmelodious though *rough* chorus, and in the present case thirteen manly voices shouted this chorus far and near with all the strength their lungs would give them. Now and then a lively ballad or a half-sentimental ditty would be sung by some one; but I soon found that one or two old chants were the favourites. Somewhat later during the passage through the bay, I ran up a string of verses, with a bold and lively chorus, for the men to use, in which our own ship of course was the predominant feature. As I stood at the helm, (2) steering the ship through and along the ice (for I took this post as well as many others, glad to do anything that might help to get

(1) A remarkable case in point occurred a few years ago, when, out of five vessels, one only got through a nip at the moment, and ultimately arrived at the whaling-ground, making a good season; while the other four had to return.

(2) By my taking the helm, the proper helmsman could go and work at the track-rope.

the ship on), I watched the men frequently with much pleasure. One of them who played on the bagpipes had his instrument with him, and between the songs he gave some lively Scotch airs, as in steady pace the whole crew followed him, now on even ice, now over rough and hummocky pieces, and at other times taking a sweep to avoid some dangerous crack or broken spot. Little was there to dread, however; for, independent of the thickness of the ice, each man had for safety his tracking belt, called by them "*rowraddy*," so fastened to the track-rope that he could not well fall through any hole without first letting himself loose. It was only when they were returning on board or preparing to start that some might, and did, fall in. But there were always others at hand to help them out again.

In the evening we got into more clear water than we had seen since entering the ice, and we passed the whole night under sail, beating to windward, a gentle northerly breeze having sprung up. The watch was set at eight P.M., an extra glass of grog given, and not one of us but was glad to take his rest when the hour for turning in came. Mine, however, was rarely before midnight, and even then, as I said before, it was with difficulty that the brilliant light, shining around like noonday, would let me sleep.

#### CHAPTER XI.

Slow Progress through the Ice.—A Warm Day.—Captain Austin's Vessels seen.—Number of Seals.—Few Birds.—Beset.—The Esquimaux, Adam.—Effects of Refraction.—Ominous Preparations.—The "Felix" squeezed between two Floes.—Lucky Escape.—Indications of a Gale.—Ice closing in fast.—Unpleasant Position.

Wednesday, 24th.—At six A.M. of this day, after all night working to windward, we had to make fast to the floe, there being no more open water for us ahead. At noon, however, the ice broke away again, and we began our usual tracking and heaving the ship through into clear water. The weather was beautiful, a light breeze and cloudless sky, until one P.M.; when symptoms of a fog presented themselves, and we have to, for the "Felix" to come up to us. It cleared again, and away we went through the remainder of the day, tracking, towing, and beating to windward, gaining, perhaps, in a *direct* course some five or six miles out of the twenty or thirty we run over; so many turnings and twistings had we to take to get along at all. We forced through some narrow passages, and then

came into a "hole" of water of some extent, but from the reappearance of fog to windward we thought it inadvisable to keep too far ahead of our consort, and accordingly up helm and run back to her. Afterwards we kept close together until midnight, when, the ice being unbroken any further, we made fast again.

*Thursday, 25th.*—This was a perfectly warm day, indeed too warm. The thermometer in the sun at three p.m. was 72 deg., and the glare and heat together made it anything but pleasant on the ice. It affected my eyes so much that I began to think of my snow spectacles. Indeed, I found that so much looking out from both below and aloft was weakening my sight; for I was up in the crow's nest as often during each day, and night too, as I possibly could. The day, as I before observed, was very warm; it was also clear and calm. Very little was done throughout it. Some small channels of water were observed on our starboard hand, and it having been reported from the mast-head that more vessels (presumed to be Captain Austin's) were in sight to the northward, the "Felix" began to warp away and makesail, the "Prince Albert," shortly afterwards, doing the same. But at half-past two p.m. we had to make fast again, having gone not above three or four miles. The "Felix," being allowed to keep ahead of us this time, got into a different "lane" of water from ours, and we were therefore separated to some distance from each other when we made fast.

A great number of seals were observed to-day playing about; but birds of any kind were scarce. A "snow-bunting" was, however, shot and brought on board to be stuffed for the Commander.

*Friday, 26th.*—This day was fine and clear, but not so warm as the preceding. The ice continued firmly set, and no movement could be possibly effected. Communication between the two vessels was kept up by a walk across the large floe that separated us; and, the men being allowed to amuse themselves as best they could, many were constantly going to and fro between ourselves and the "Felix." We had a great deal of the company of Sir John Ross's Esquimaux, Adam, on board of us, where he was a general favourite among the men, for his really very good performance on the violin, and his amiable disposition. He had a great habit of going aloft and sitting on the *foreyard*, where he would play several tunes for, perhaps, nearly an hour. Occasionally, he would paddle

about in his *kayack*, and several times evinced his skill in throwing the spear for practice, or in explaining how it was done. I became partial to him; and, I believe, he was also so to me.

*Saturday, 27th.*—This was a similar day to the last, as regards wind and weather, and, I might say, progress too. Indeed, there seemed, at that time, very little hope of getting on; for every one who had been there before stated that the ice was more than usually bound in the bay this season, and the chances of getting through in anything like a reasonable time more than ever doubtful. The weather was, certainly, most beautiful; air cold, but sun occasionally very hot. The *refraction* so much spoken of I noticed then, and for some days previous, in a most extraordinary degree. The ice, and distant objects, presented, at times, singular and fantastic forms; churches, steeples, castles, houses, towns, etc., etc. The wide expanse of ice—almost unbroken, and uniformly flat except in a few places where a berg appeared—presented a most dazzling aspect. I had been advised to get ready a bag of clothes, etc. (an ominous preparation), and to keep it at hand in the event of having, suddenly, to jump clear of the ship on to the ice. I had not yet done so, though some of the men had; and provisions for a similar purpose had been placed on deck. But the ensuing night it might be needed. When I retired at eleven we were fast to the ice, waiting for an opening. One presented itself at twelve, and, it appears, the "Felix" took the lead. I was suddenly aroused at a quarter to one, and told that our consort had got *squeezed*, owing to the ice suddenly closing upon her, and that we had only saved ourselves by instantly letting go the track-rope and hauling astern. I ran on deck, where Captain Forsyth was already busy securing the vessel in safety. "The "Felix," we found, was unhurt; but her large boat, the "Mary," had been lifted up and thrown on the ice under the ship's counter, causing some damage to her bulwarks. I soon went below, but before going to sleep again bundled some clothes into a bag, which I afterwards repacked, and always kept close to my bedside, with a long lanyard to lay hold of and pull up with me, in case I needed to take refuge, not on shore, but on, what is always a sure refuge in such cases, the ice itself. As Dr. Scoresby, in his late work on the subject of relief to Sir John Franklin, most truly observes,

"the ice which works the mischief offers the means of escape from the present danger."

**Sunday, 28th.**—All this day we were fast to the ice, unable to move. A smart breeze from the eastward was blowing, with fine weather. Divine service performed as usual.

Towards evening, however, the barometer, which had been falling fast all day, indicated a gale; and, about eleven P.M., every symptom of it was discernible. The wind was freshening up from the dreaded quarter (S.W.), and the narrow space of clear water around was evidently becoming narrower. We had to shift our position before midnight, in consequence of the ice closing in upon us; and at a quarter to one in the morning we were obliged to unship our rudder to keep it in safety.

**Monday, 29th.**—When I got on deck the following morning it was blowing a strong breeze, with hazy weather; and, altogether, our position was most unpleasant. There was no mistake as to its danger; for the whole space of clear water, now, was barely more than enough to float our two little vessels in and keep clear of each other. Indeed, in shifting our berths, it was difficult to avoid *fouling*; as was proved when, at ten A.M., the anchors having *come home*—that is, let go their hold of the ice—we suddenly came right upon the "Felix," though without any injury to either of us. We laid the anchors out afresh, in another place, and secured ship; also struck our mizen-topmast, got all the boats upon the ice in readiness, hoisted sundry provisions on deck in addition to what were already there, and, in fact, made every preparation in case we should receive a *nip*. Sir John Ross, we ascertained, was doing the same; and this we thought rendered it still more necessary for us. At noon, our latitude, by a chance observation of the sun, was 75 deg. 16 min., and our longitude by chronometer 60 deg. 30 min.; Sabine Islands bearing N. E. (true) about ten miles.

At half-past three P.M. the space of water was still narrowing, though, fortunately for us, it preserved its appearance as a natural dock—the best of docks in the ice—the whole time. The wind and weather were very threatening, and again we had to move our berth to avoid a *squeeze*.

After I had seen everything in my own department attended to respecting stores, a selection of medicines, ship's papers, etc., I filled my portmanteau, besides the bag, with

such articles belonging to myself as I deemed most requisite for the novel journey we should have to perform, if our little vessel, and the "Felix," too, were crushed here and destroyed, a thing at that time not at all unlikely. Had such been the case, we must have travelled across the ice, as others had done, in boats or on foot, back the way we came; and this would have proved a long, fatiguing, and perhaps uncertain journey. It was not, however, to be performed; but I got all ready for it, after the example of others. I next went aloft, and, from the "crow's nest," took a good look around. It was a most miserable and gloomy prospect. Where the haze and thick weather permitted, nothing could be seen but a vast monotonous waste of ice and snow, with here and there a few rugged tops of land on the Greenland coast. It was dreary in the extreme; and not a particle of water, except that in which our two ships floated, was in view when, later, I again looked upon the scene. Fortunately, and against our expectations, towards evening the wind went down, and no further encroachment was made upon us by the ice.

**Tuesday, 30th.**—The following day brought us no change for good or bad. We remained precisely in the same position, with the wind moderate from the south-west, and thick foggy weather. We shipped our rudder, and made all snug again, as before. In the evening we tried for soundings, but could find no bottom at 220 fathoms; the temperature of the sea at that depth was 31 deg. Fahr.

## CHAPTER XII.

Better Weather.—Still Beseet.—Attempt to reach Captain Austin's Ships by a Walk across the Ice.—Thick Fog.—Ice opens.—Move Ship.—Large Berge.—The American Discovery Ships seen.—Dangerous Position.—Close Beseet.—Heavy Pressure.—Ice in fearful Motion around us.—Making ready for taking to the Ice.—Providential Escape.—Get released from our Position, and move through narrow and intricate Passages to clearer Water.—Weather very warm in the Sun.—Under sail again.—Make fast at Midnight.

**Wednesday, 31st.**—THE early part of this day was very clear and fine, with a gentle wind from the S. S. E. Captain Austin's fleet was observed to the N. N. E. distant about eight miles. As we had nothing particular to do, and the ice still remained closed, not the smallest opening to admit of our getting out being visible, I accompanied a party, that was sent from each vessel, to try and commu-



licate with Captain Austin, and to ascertain what prospect there was in that direction. Commander Phillips headed those who went from the "Felix," and I thus had the great advantage of his better judgment, as to our progress or return, if necessary. Equipping myself in a suitable garb, rough as rough could be, and taking with me the letters, newspapers, etc., as, also, my faithful walking-stick, I was soon *en route* across the ice for the government ships. We could not, however, proceed very far; on account of the large broken patches and hummocks in our way; and, a fog coming on, it was deemed advisable to return; which we did after a journey of a mile or a mile and a half each way. This day I used my snow-spectacles, though I did not retain them long, owing to the inconvenience of such articles. In the afternoon we had the pleasure of Sir John Ross and Commander Phillips's company to dinner, and a most agreeable evening was thus spent.

*Thursday, Aug. 1st.*—The ensuing day commenced with light airs and thick foggy weather, the ice breaking a little. We managed to move the ship a short distance by heaving, warping, and tracking through some small lanes of water. In the middle of the day both vessels made fast again to a floe, to await another opening; which, at six P.M., presented itself. Captain Forsyth and myself had been dining on board the "Felix," and were, consequently, there at this time. Speedily, however, we were all at work, driving and forcing our respective ships through every crack in the ice that presented itself and that promised a *lead* in the right direction. It was work hard, and with a will, on board, and on the ice, until half-past ten; when we had again to make fast, though, this time, with something like clear water around us. We had come through an enormous rent in the solid floe, which on either side of us presented the exact appearance of a *cut canal*. The men got on to it and *tracked* us along, singing, as usual, their wild songs as they tramped, tramped to the tune. Both ships' companies joined to one rope, we making a line fast to the stern of the "Felix" for a tow. The united voices of the two crews, as they shouted aloud the chorus of each song, made the "welkin ring again."

This evening we began to find that the *young ice*, which now formed fast at night, was something of an impediment to us, both

in towing and in boat service. It was about three quarters of an inch or an inch thick; and this, of course, presented enough resistance to lessen the ship's way when towed, and to give a boat some trouble when pulling. The cold, in the fogs, too, was very raw and severe; icicles hanging in large masses on the rigging.

At midnight I went into the "crow's nest" to enjoy another lovely and sunlit night. It was beautiful beyond all description.

I observed Captain Austin's vessels, and Mr. Penny's two ships, all much nearer to us, though apparently fast in the ice. To our surprise, also, we made out two brigantines to the southward, and boldly pushing their way towards us. These, of course, could be no other than the Americans, the "Advance" and "Rescue;" and such we afterwards found them to be.

*Friday, 2d.*—This morning we moved a short distance, tracking to the eastward, and at noon made fast near some very large bergs. At eight P.M. we again moved, and, by dint of heavy labour in warping, heaving, etc., got away from the bergs, and hove through some loose ice into a hole of water. At midnight we made fast to a floe among heavy pieces, and evidently older, because much thicker, ice than any we had yet seen.

As night advanced, our position became exceedingly dangerous, in consequence of the movements of the large pieces and floes around us.

*Saturday, 3d.*—If there was danger on the past Sunday there was still more now, on account of the heavier and worse kind of ice about us. Several bergs and rugged hummocks were in very close quarters to us. At four A.M. we had again to unship the rudder; and this we could hardly do, in consequence of being completely beset. The "Felix" was just ahead; but not a particle of water anywhere near or around us could be seen. Several times both vessels were in extreme danger; and once we sustained a rather heavy pressure, being canted over on the starboard side most unpleasantly. But the "Prince Albert" stood it well, although it was painfully evident that should the heavy outer floes still keep setting in upon those which enclosed us, nothing could save her. To describe our position at this moment it will be only necessary to observe that both vessels were as completely in the ice as if they had been dropped into it from on high and frozen there. It had been impossible for



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me to sleep during the night in consequence of the constant harsh grating sound that the floes caused as they slowly and heavily moved along or upon the ship's side, crushing their outer edges with a most unpleasant noise close to my ear. My sleeping-b berth was half under and half above the level of the water, when the ship was on an even keel. In the morning I heard the grating sound still stronger and close to me ; I threw myself off the bod and went on deck. From the deck I jumped on to the ice, and had a look how it was serving the poor little vessel. Under her stern I perceived large masses crushed up in a frightful manner, and with terrific force, sufficient, I thought, to have knocked her whole counter in. My only wonder was how she stood it ; but an explanation, independent of her own good strength, was soon presented to me in the fact that the floe I was standing upon was moving right round, and grinding in its progress all lesser pieces in its way. This was the cause of safety to ourselves and the "Felix." Had the heavy bodies of ice been impelled directly towards us, as we at first feared they would be, instead of passing us in an angular direction, we should both, most assuredly, have been crushed like an egg-shell. The very *bergs*, or the *floating* ones, near which we had been fast on the previous day, were aiding in the impetus given by the tide or current to the masses now in motion ; and most providential was it that no wind was blowing from the adverse quarter at the time.

Upon each side of the ship the floes were solid and of great thickness, and pressing closely upon her timbers. Under the bow, several rough pieces had been thrown up nearly as high as the level of the bowsprit, and these were in constant change, as the larger masses drove by them.

I ascended on deck, and found all the preparations for taking to the ice, if necessary, renewed. Spirits of wine, for portable fuel, had been drawn off, and placed handy ; bags of bread, pemmican, etc., were all in readiness, and nothing was wanting in the event of a too heavy squeeze coming. We could perceive that, sooner or later, a collision between the two floes, the one on our larboard and the other on our starboard side, must take place, as the former had not nearly so much motion as the latter ; but where this collision would occur was impossible to say. Between the "Felix" and us, the passage was blocked principally by the same sort of

pieces that I have mentioned as lying under our bow ; and astern of us were several small bergs that might or might not be of service in breaking the collision. Very fortunately they proved the former ; for, presently, I could perceive the floe on our starboard hand, as it came crushing and grinding all near it, in its circular movement, catch one of its extreme corners on a large block of ice a short distance astern, and by the force of the pressure drive it into the opposite floe, rending and tearing all before it ; while at the same time itself rebounded, as it were, or swerved on one side, and glided more softly, and with a relaxed pressure, past us. This was the last trial of the kind our little "Prince" had to endure ; for afterwards a gradual slackening of the whole body of ice took place, and at ten it opened to the southward. We immediately shipped the rudder, and began heaving, warping, and tracking the ship through the loose masses that lay in that, the only direction for us now to pursue, if we wished to get clear at all. The "Felix" took the lead, and we followed close in her wake ; so close, indeed, were we obliged to keep, that our bowsprit was frequently over her taffrail, and her yacht, the "Mary," under our bows. As before, a tow-rope for us was made fast, and all our hands were sent on board to render mutual assistance in getting both vessels through the passage we were trying for. But our hopes were soon cut short by the ice again rapidly closing at noon. Once more we had to unship the rudder, get boats on the adjoining floe, and bear some heavy pressure occasionally during the hour it continued. Most singularly, and in curious forms, did masses of ice rise up, apparently from the sea, as the various pieces were forced against each other. I stood witnessing them with great interest for a long time, but at one P.M. we were again able to move a few yards by warping. This, however, was all we could effect ; and we, finally, made fast to a large floe among heavy cross ice, with all the various pieces of it in motion around us. The "Felix," now, with the assistance of all hands from each ship, hauled her yacht upon the ice, where she would be in greater safety. At nine the fog cleared away, but no water was visible in any direction. Captain Austin's and Penny's ships, as also the American's, Lieutenant De Haven, were in much about the same position ; and all, apparently, like ourselves, close beset.

*Sunday, 4th.*—The next day was calm and clear; but not the slightest prospect of any opening in the ice. Both of our vessels were close beset; and though the weather was warm in the sun, it was yet unpleasantly cold in a fog which we had during the latter portion of the past night. Any clothes that were hung up to dry, out of the sun, would freeze; and it was useless to think of doing aught with them, but to let them take their chance until a fine warm day came again. This was the case after nine A.M. to-day; and, consequently, bedding was aired, and every species of garment that had got wet, placed in the rigging to dry. At ten P.M. I accompanied Mr. Abernethy, Sir John Ross's ice-master, and old follower in his former voyage, and Mr. Severight, the mate of the "Felix," across the ice to the N.E., in search of a lead which appeared to exist in that direction. After a walk of three or four miles we came upon a sheet of water of no great breadth, but apparently trending away in both directions as we wanted it. We traced it back, on our return, to its apparent termination near a large iceberg; and then got on board our respective ships about midnight. During the walk, I had the pleasure of an interesting chat with Abernethy, wherein I heard a great deal concerning the life they led, their feelings, etc., during the time they were shut up in the ice at Boothia. I also gained some valuable information from him respecting the mode of wintering, and all the other little things necessary to be understood and be acquainted with, preparatory to its taking place; and I have no doubt that I should, personally, have found the benefit of the advice he kindly gave me, had we wintered there.

As after this we made considerably more progress, I may as well here observe, that during the past fortnight, with all the incessant toil we had gone through, we had made *only twelve* miles on our direct course to the northward! But we afterwards found that the government ships, and Penny's, had not done even so well, having only made thirty miles in five weeks! From this, the reader may have some idea of the vexatious delays and harassing work that exist in getting through the ice.

Our position this day at noon was in lat. 75 deg. 18 min. 18 sec. N., and long. 60 deg. 21 min. W., with Brown's Islands bearing S.E. by E. half E. The land was everywhere nearly buried under enormous glaciers.

*Monday, 5th.*—The morning of this day was calm and bright, and Captain Forsyth determined to make an effort to get away from our present dangerous position. To the eastward the ice appeared slackening; and accordingly, at nine A.M., we cast off from the floe, and began the labour of the day. This consisted in moving immense pieces of ice that were impeding our way, in heaving the ship through narrow necks, in warping and tracking, making and taking in sail, and, in short, continuing incessantly at work as hard as we could. The morning was passed in fairly dragging and forcing the vessel through heavy masses of loose ice. The gutta-percha boat and the *dingey* were both out, in the small channels of water that were presented to our view, to carry warps along, and to assist in removing impediments. The day was excessively warm; and as I was not only superintending the duty on the ice, but personally aiding in the bodily labour attending it. I soon found my heavy clothing too much for me. I had, fortunately, brought with me a *straw hat*, though many laughed at my so doing; and I now found the benefit of it, and also of a light old *Taglioni*, which I donned instead of a coat. Soon the perspiration streamed from me, and from every man around me. As the "Prince Albert" advanced—and we all determined, if possible, to make her advance, since we had moved, apparently, against the judgment of the "Felix," which vessel remained behind, still fast in her position of the day before,—she pushed before her much of the loose ice which, by her own impetus, she had broken or removed, or which had been cut away or severed from the main body by the parties of men employed on that duty. This accumulated so much as to hinder her progress, until it was cleared away by some of us in the boats, which we lost no time in doing. Occasionally, several obstinate pieces, small floes, and fragments of bergs, would present themselves, and stop all passage, even for the boats. With the latter there was no difficulty, because they could be, and were, easily hauled on to and over the ice wherever a flat surface was presented. To remove the impediment, however, for the ship was a task of greater labour. The slackest and thinnest part of the floe, or fragment, was cut into with the axes and chisels until some fortunate blow or *prise* of the ice-pole rent and loosened it; a cheering rally would then be given by the men who had the track-rope.

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in their hands; and responding to the commander's brisk cry, as, standing in the bows, he sang out, "Now then, lads! Hurrah, my boys! send her down upon it!" she would come with a powerful impetus full upon the part thus broken, and rarely fail to send it flying in all directions. The shock, in striking such large masses of ice so determinedly and with such force, never once hurt her, so well was she fortified in her bows.

During the whole morning we were thus engaged; and at last, with a rally, hove through some heavy pieces, and got into clearer water, near the berg which Abernethy and myself had noticed as the apparent termination of a *lead*. There was no passage by this enormous block of ice without keeping very close, almost too close, to it; but this it was necessary to do if we desired to get on; and accordingly, with due care and attention, the vessel was towed gently past it, the huge monster towering above us to a height almost inconceivable for such a solid mass. A warp was made fast to one of its low points, and by the aid of it we assisted the boats in getting the more speedily clear of its neighbourhood. This done, we next came into a larger space of water, trending towards the north; and though it was calm below, yet, as a faint air might be playing aloft, it was determined to make all sail; which was immediately done, and we again had the satisfaction of seeing the "Prince Albert" under her canvass. This, however, did not last long, for at two p.m. we were once more among loose ice, with our sail taken in, and all hands engaged *tracking* and *warping*. It was now seen that the *lead* we had perceived last night was in a great measure filled with *sconce* pieces, and through and around them we must make our way. This we endeavoured to do much in a similar manner to our labours of the forenoon. Once we got completely jammed between two of these pieces, and for a long time did we vainly try to extricate ourselves; it was at least an hour and a half that we were employed in cutting away the edges of the ice on either side of this vexatious *nip* to permit us to pass. A rugged tongue on the one side and a rough point on the other completely fixed us. *Axes*, *chisels*, *poles*, and *claws* were all brought into play to operate upon the stubborn difficulty. An inch or two would, perhaps, be gained, as the strain upon our warps was constantly maintained; but, when most expectant and hopeful, something would drive us back again.

It was here that I received a slight accident, which, however, might have been attended with worse consequences, not only to myself but to others, than it really was. In trying to force our way through the *nip*, it had been necessary to hook the iron claws on to the outer edges of the ice ahead on both sides, and by means of stout warps attached to them, and brought on board amidships, to heave at the windlass, and keep, as I have already said, a steady strain up. Two or three of the men, with myself, were standing on one of these warps, and by our united weight trying to *spring* the vessel ahead, when the *claw* gave way, and, flying backward, first broke its full force against the ship's side, and then struck me heavily on my knee. For an instant I could hardly stand the blow, and life seemed to have been taken from me; but the painful sensation soon passed away, nor did I experience any trouble from it until an hour afterwards, when the vessel had got clear, and the excitement was over. I doctored myself,—thankful it was not one of the men who had received it instead of me; and after two or three days' unpleasantness with it, I had no further trouble.

At five p.m. we were obliged to make fast to a floe, unable to get any further, having already accomplished the best day's work we had had for some time past. About seven the "Felix" came up with us, making fast a short distance astern. Captain Forsyth went on board of her; and, after tea, I took the *dingey*, and for curiosity, as well as for our advantage, I pulled and sculled myself some short distance ahead, to observe what chances there were in our favour. I found that, after passing one little difficulty, we should be able to go on for probably several hours; and, upon returning, I immediately ascended to the "crow's nest," to see how the *leads* extended. To my delight, I could perceive open water for several miles beyond the lead I had noticed in the boat. Captain Forsyth came on board and gave immediate orders for moving the ship, as the same favourable circumstances had been seen by the "Felix," and she was about getting under weigh. We were soon on the start again, all hands at first tracking on the ice, and then warping through large *sconce* pieces until past midnight. A light northerly breeze, and the young ice forming, somewhat impeded us in this effort; but we managed to gain the position we desired, and found, when we made fast, that

we had again distanced the "Felix," which vessel, at midnight, was far astern among several loose pieces. There was not one of us but was glad of our bed that night.

### CHAPTER XIII.

Superior Sailing Qualities of the "Prince Albert."—Stopped by an Enormous Berg.—Vast Number of Birds.—Seals.—Sailors Skytarking on the Ice.—Force through a Crack in the Ice to open Water.—Pass close to Captain Austin's Fleet.—Heave to in a Fog.—Clearer Weather.—The Government Ships in Tow of the Steamers, pass us.—Communicate with them.—Get fixed among large "Sconce" Pieces.—Under a Press of Sail bear down upon and break a Neck of ice.

**Tuesday, 6th.**—The morning presented a light northerly breeze, and clear weather. At half-past three we found the ice closing in upon us astern, and, accordingly, shifted our berth, having plenty of room to do so. At five A.M. we perceived it still closing, and, as the "Felix" by this time had worked up near us, Captain Forsyth made sail into the large hole of water we had seen to the north-east. It was quite a treat to feel the little craft in motion under us again, as she heeled over to the breeze in beating to windward, and flew round on the other tack when going about. At eight we weathered a scone piece in our way, and then stood on to the northward, with the wind somewhat favouring us. The superior sailing qualities of the "Prince Albert" were again evinced this morning, for she very speedily left the "Felix" far astern; and at noon, she was lost to sight, bearing south, and near some bergs that we had cleared. We now stood right on in plenty of water for the *lund-floe* observed right ahead. The wind was fair, the day beautiful and clear, and with a flowing sheet we flew across the smooth waters at a splendid rate. Several *bergs* were passed, one of which was most remarkable, having a dark cavern in its side. The breeze, however, died away about noon; and the boats were again put into use, towing. There was a fine lead observed in the proper direction, and all the other vessels were seen, apparently striving to reach it, like ourselves. In such case we thought it highly injudicious to wait for the "Felix" this time, as we had so often done before, and therefore determined to press on while the chance was open before us. A delay of an hour or so might close that chance against us; and therefore away went the little "Prince" again, full of life and spirits, with every stitch of sail set aloft and aloft, and

boats out to pull her on. At three P.M. some scone pieces were in our way, and I was sent with four men to open a passage between them. The glorious run of so many miles, that we had already made this day, gave to every one of us new strength and powers, and an opening was soon made, through which our vessel speedily was towed. Some large bergs were now observed before us, but there was sufficient water to get round them. By tracking, towing, and sailing, we accomplished this, though with difficulty, in consequence of the strong tide or currents that swept around each corner. At seven P.M. we found our passage stopped by another large berg, which joined itself to the land-floe on the one side, and to a scone piece on the other. We were, therefore, obliged to make fast to the ice, and await an opening. Immediately we had made fast I was directed to take the boat away and examine the neck of ice that adjoined the *berg* and barred our progress, and see what water was beyond. The second mate accompanied me. After pulling for about two-thirds of a mile we came up to the berg, and found that the flat ice which joined it was closely cemented to its side, and would in all probability only be removed by some great change in the whole state of the ice around. As it was the *dingey* we had, I directed it to be dragged over the neck, to the other side, where I again entered it, and after a short pull found a splendid sheet of open water, expanding far away in the direction we wished to take. Captain Austin's vessels were very close to us, being not above three or four miles off; but Penny's I could not, then, make out; though I afterwards did so from the "crow's nest" in another direction, he having, apparently, got away to the northward. I returned to the ship at ten o'clock, unable to give any hope of a passage for us through the neck, at present. Innumerable quantities of birds, especially the little auk (*Alca alle*), and the dovea (*Cclymbus grylle*) were now seen in every direction. They were to be observed, in thousands, on the wing, and in the water, and often on pieces of ice, where they were clustered together so thick that scores might have been shot at a time by two or three fowling-pieces. They are great divers, and it is very difficult to get them, if they retain any life after being shot.

**Wednesday, 7th.**—The following morning we observed Sir John Ross coming up in our track of yesterday, the wind blowing light,

with alternate calms, and clear and hazy weather. At eight A.M. we sent the boat again to examine the passage; but found it still unopen. At noon the "Felix" was not far off on the other side of one of the bergs that we had passed; and at eight P.M. she made fast to the floe close to us.

During the day the boat had been sent several times to examine the passage, but found it just the same. A crack in the *sconce* piece appeared to me to be enlarging; but it was not yet sufficiently open to admit of our passing through it.

*Thursday, 8th.*—The ensuing day brought no change in the state of the ice, and, consequently, we could make no progress. At six P.M. we moved nearer to the neck to await its opening; for, the pieces in our immediate neighbourhood were being stirred about in a restless manner by the action of the tide, which *set* them, bergs and all, backwards and forwards, as if under some mechanical agency.

A shooting party from both ships crossed the ice, and in the course of a short time killed 150 birds; many of which, upon being afterwards cooked, proved most excellent eating.

During the evening the men had a run on the ice close to the ship, and all sorts of frolic and active amusements were in request among them. The Esquimaux, Adam, joined in the fun, and with great good-humour bore all the hard knocks he chanced to receive in the rough games they were playing. I, also, amused myself by taking a triangular measurement of the enormous berg which thus so tantalizingly stopped our way; and which I call the *Barrier* berg. This immense black of solid ice I found to be 1108 feet long, 83 feet high, and about 300 broad. It was evidently aground, though I could not tell at what depth. Sir John Ross sounded with the deep sea *clam* on the previous evening, and found bottom at—if I remember rightly—300 fathoms. This was not far from the position of the berg; and, if only half that depth be given, that would make the total thickness of it to be 983 feet! This, however, is all mere conjecture; although there can be no doubt that it was aground, and at a great depth, for it moved not as the others did, and had moreover a tidal mark. That there are bergs, even larger than this, in Davis's Straits and Baffin's Bay may be ascertained from the mention made of them in all previous voyages, and in works on

the Arctic Regions. Dr. Scoresby, speaking of them, says, "Icebergs occur in many places in the arctic and antarctic regions; some of them of astonishing magnitude. In the Spitzbergen Sea, indeed, they are neither numerous nor bulky, compared with those of other regions; the largest I ever met with in this quarter not exceeding 1000 yards in circumference, and 200 feet in thickness. But in Hudson's Strait, Davis's Strait, and Baffin's Bay, they occur of a prodigious size. Ellis describes them as sometimes occurring of the thickness of 500 or 600 yards. Fro-bisher saw one iceberg which was judged to be "near fourscore fathoms above water." One berg is described by Captain Ross (the dimensions of which were given by Lieutenant Parry) as having nine unequal sides, as being aground in sixty-one fathoms, and as measuring 4,169 yards (paces) long, 3,689 yards broad, and 51 feet high. The weight of this iceberg, taken at somewhat smaller dimensions, was estimated, by an officer of the "Alexander," at 1,292,397,673 tons. This amount, however, appears greater than the truth, the cubical inch of ice being taken at 240 grains, whereas it does not exceed 231.5 grains. The most abundant source of icebergs known in the arctic regions is Baffin's Bay. From this remarkable sea they constantly make their way towards the south, down Davis's Strait, and are scattered abroad in the Atlantic to an amazing extent."

I took a rough sketch of this iceberg; and then, after one more look at the crack I had observed in the ice, and which appeared still enlarging, I retired for the night.

*Friday, 9th.*—On the following morning an opening was presented exactly where on Wednesday I thought and mentioned it would take place. At six A.M. with light airs and a fine clear day, the ship was *tracked* through, into the large sheet of water I have already spoken of, and which still abounded with innumerable *rotgs* and seals. All sail was now made upon both vessels, the "Prince Albert," as usual, very speedily taking the lead; and right gallantly did the splendid little craft dash along, as with gentle breeze, and colours flying, at ten A.M. we passed Captain Austin's fleet, still beset at a short distance to the westward. It was our small size and fine sailing power which alone had enabled us to get up with them. We could plainly perceive the blue ensign of the government ships; and, from the "crow's nest" I clearly made out numbers of men employed

very diligently on the ice, in the endeavour to extricate themselves. I afterwards learned that they were engaged in *blowing up* by means of blasting-cylinders the enormous masses in their way; and at this service the two steamers were of great assistance. Indeed, the unanimous opinion concerning them is that they are superior to anything ever yet sent into that region. From what I myself saw, I have not the slightest doubt that it will be owing mainly to their instrumentality that the grand objects of the expedition are carried out. I was told by their two gallant commanders, Lieutenant Sherard Osborn and Lieutenant Bertie Cator, that they proved excellent vessels; able to resist, in an astonishing manner, the extreme pressure of the ice; and capable of boldly dashing into the very thickest of it, when necessary.

We found the water, that was observed yesterday north of us, then open, now blocked mid-passage by a large *sconce* piece which had joined the land floe during the night. We were, therefore, obliged to work round it; which we accomplished at noon, and got into a fine clear water, extending for a long distance ahead. We first ran to the S. E. to round another floe; and then, the wind dying away, were obliged to *track* ship to the northward; at which work, and towing, we were busily engaged until evening.

A thick fog then came on, and we had to heave to, and await its clearance. The "Felix" at this time was far astern and to leeward of us, striking for another lead. Penny's ships we could not see, but supposed them to be ahead of us behind a fleet of *bergs* that were in sight, apparently arrayed in battle form to meet us.

*Saturday, 10th.*—The next day was one I shall never forget, on account of the interesting circumstances attending it. Throughout the whole of it, light airs, calms, and, after seven, A.M., clear weather, prevailed. Directly the fog sank, as the sun (1) rose most brilliantly above it, we proceeded with *tracking, towing, and sailing* the ship as occasion required. The "Felix" we observed to leeward in a different lead, and working on to the north, like ourselves.

At nine A.M. Captain Austin's ships were observed coming out from the fog, which still hung on the water astern of us; the two sailing vessels in tow of the two steamers. They had got clear, and were in the same

(1) The reader must not forget that it never set below the horizon at this time.

lead as ourselves. My heart bounded with delight. Now, thought I, every vessel is free, and boldly pushing onward. Heaven grant that tidings may shortly be heard, or traces found, of the lost ones, by some of us. At noon we hoisted our colours in deference to her Majesty's ships, than which no vessels in the world ever looked more noble and more worthy of belonging to the service of our gracious Queen and our native country. Proudly they came on towards us, with colours flying, yards square, and everything about them in that orderly, trim, and neat fashion so peculiar and so much to be admired in men of war. It was a novelty to us, in this region of snow, to see the black smoke issuing from the funnels of the two "screws," and the steam escaping at intervals from the valve. It was pleasing, too, to witness the long pendant hanging from the mast-head of each ship, as they neared us; and I was very much gratified when at two P.M. Captain Forsyth directed me to proceed in the *dingy* to two of the vessels with the letters; while he, himself, in another boat, went on board of the Commodore's ship the "Resolute." I was speedily prepared, having little to do but throw off sea boots and heavy apparel; and then, with letters all sorted, and a couple of men in the boat, pushed off from the ship, in the wake of the captain. The two foremost vessels we soon found were the "Resolute," Captain Horatio Austin, C.B., towed by the "Intrepid," Lieutenant-Commander Bertie Cator. As I passed the latter on my way to the "Assistance," a friendly salutation was exchanged, and information imparted to them that their letters would be immediately sent on board from the "Resolute."

I was soon alongside of the "Pioneer," Lieutenant-Commander Sherard Osborn, which vessel was towing the "Assistance," Captain Erasmus Ommanney. I merely exchanged a word with Lieutenant Osborn, and handed him the letters, without getting from the boat, and then dropped down to the "Assistance." The size and strength of this vessel positively astonished me as I brushed against her side; and, when I ascended to her deck, I was even more surprised. But I had no time for aught but attention to what brought me there. I was most cordially received by the whole *corps* of officers, and by Captain Ommanney himself, whose gentlemanly kindness I shall always remember. I descended with him into his (compared with

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ours) *magnificent* cabin, and gave him all the letters I had for himself, with a nautical newspaper I had selected from some I had brought with me. After a few moments' conversation, I was introduced to Lieutenant M'Clintock, a name already well known, and Dr. Donnet, the surgeon, and by them speedily taken into the gun-room, where a whole *posse* of officers greeted me with the warmest cordiality. Brave hearts they are, noble-minded, generous, dauntless spirits, true naval officers every one. May your labours meet with success, and may you all return in health and happiness to your native homes! How I envy you! even now, when you are, beyond all doubt, frozen in and housed for the winter, amidst the darkness of a night that is lengthened to nearly the whole twenty-four hours! But you have resources in your ships and in yourselves; your own warm hearts and cultivated minds will ever keep the current of life briskly flowing.

After partaking of the hospitality of the gun-room, as I had already done in the cabin, I was taken round the ship by Lieutenant M'Clintock, who pointed out to me every thing pertaining to her. These noble vessels have been so well described, and are, no doubt, so familiar to the reader, that I will say nothing more about them here, than that I was perfectly astonished at their internal as well as external strength, and the comforts and conveniences attached to them. A heating-apparatus and ventilating-decklights, so essential in all vessels proceeding to those seas, were conspicuous; a fine dining-table, and plenty of accommodation in the general cabin for the officers, while their private cabins embraced every convenience conducive to comfort; the men having, in like manner, whatsoever was necessary for them. The size of the ship enabled all this to be done, which could never have been accomplished in a small vessel like the "Prince Albert;" but, on questioning some of our men after they had seen and been on board the "Resolute" and "Assistance," I found they preferred our own little *ketch* to the large *three-masters*. And singular, yet characteristic of them, as whalers and men of their rough stamp, was the reason they gave me for it; "for," said they, "we shouldn't like to be aboard of any ship where there's always a man with a stick in his hand (1) walking by the side of you, or not far off, and where there's so many offi-

cers." They did not understand the advantages and the excellencies of such a beautiful and well-organised system as is practised in the British Navy, and, having been used to a sort of wild irregular life, they liked not the idea of being held in check by more than the number of officers they had been accustomed to.

After a pleasant hour spent on board the "Assistance," I went to the "Pioneer," where Lieutenant Osborn received me with all the warmth so natural to him. It was pleasant that we should thus meet, since a very short time previously he had shaken me by the hand in London, and, with a friendly "good-bye," said, "he hoped when we should next meet each other, it would be among ice, and in a far colder region." Our idea then was that such meeting would only, possibly, occur somewhere in Barrow's Straits, or at Port Leopold; certainly not in Melville Bay, as there was no anticipation of the "Prince Albert" overtaking the other vessels in that part of the voyage. But so it was, and a good hour was passed most pleasantly in his company, and in that of his surgeon, Dr. Pickthorn, who joined us in the cabin.

At five P.M. I left the "Pioneer," and proceeded to the "Resolute," to receive orders from Captain Forsyth. I did not go on board, as I found him at the gangway preparing to leave, and in a short time I was despatched on my return to our own vessel. As the government ships had continued steaming on, the "Prince Albert" was nearly hull-down astern of them, proper advantage not having been taken of the winds and passages in the ice to get her on in our absence. We had a long pull back to her, and it was past seven when we got on board. The remainder of the evening we were tracking and towing; there being now little wind. The "Felix" was observed in a lead further to the westward, and endeavouring to get to the northward.

*Sunday, 11th.*—At two A.M. we were obliged to make fast to a scone piece, in consequence of the clear passage of yesterday being suddenly closed by two floes joining; thus cutting us off from Captain Austin's ships, which were about three miles ahead of us, also stopped by some heavy ice, in the neighbourhood of large *bergs*. The "Felix" was also seen in advance of the other vessels; she having, apparently, found open water through the whole *lead* she had taken. She

(1) The master at arms, or ship's corporal.



was, however, fast to the floe, unable to get further.

Our position was excessively annoying. It was possible that we might be enclosed here some time; for a fresh breeze was springing up from the worst quarter (S. W.), and the weather was thick, cloudy, and cold. But we could not now help ourselves.

At eleven A.M. we were obliged to move ship, and beat her to windward, back the way we came, in order to get a safer position. At three P.M. there was every appearance of a safe lead some distance to leeward of us, with only two narrow necks of ice intervening between it and ourselves. As the wind (now S.S.E.) was blowing right down upon it, and pretty fresh, it was determined by Captain Forsyth boldly to try and break through the impediment, by forcing the ship on it under a press of canvass. Accordingly, all sail was set, and the ship was steered direct for the narrowest and most broken part of the neck. As this was the first and only time the "Prince Albert" was made to come *direct* upon the ice to break it with the force she would derive from a press of sail, we were all anxious to see how she would stand it, and right well did she bear the test. The two mates were aloft in the "crow's nest" to *com* the vessel; I was standing on the extreme point of her bow and holding on by the fore-stay to direct her movement when immediately upon the ice, and Captain Forsyth was by the side of the helmsman. Every man was at some particular station, and ready to perform anything that was instantly required of him. Cook and steward were also on deck, and throughout the ship an almost breathless anxiety prevailed; for, it must be remembered, it was not a large and powerful ship, but a small and comparatively fragile one, that was now about to try of her own accord, and with her own strength, to break a piece of ice some feet thick though not very broad. On either side of her were heavy floes and sconece pieces, and it required the greatest nicety in guiding her, that she might, in her strongest part, the bow, hit the precise spot where the *neck* was weakest, and not come upon any other part where she could do nothing but severely injure herself.

On she came, at the rate of full five miles per hour; gaining, as she proceeded, increased impetus, until she rushed towards it with a speed of at least eight miles in the hour. The distance from the neck was about

a mile, and the breeze blew steadily upon it. The weakest and narrowest part was that close to the starboard floe, and to *that* our eyes were all directed.

"Port! starboard! So—o—steady!" was every now and then bawled out with stentorian lungs from aloft, and as energetically and promptly repeated, by the captain below, to the man at the wheel.

Presently she came close to—she was almost upon it—a mistaken hail from aloft would have put her helm *a-port*, and sent her *crushing* upon the heavy floe. I heard the order "*a-port*;" and, before it had been repeated, shouted loudly, with the men around me, who also saw the mistake, "*starboard! starboard! hard a-starboard!*" and the next instant, with a tremendous blow, that for the moment made her rebound and tremble, she struck the ice in the exact point, and caused it to rend apart in several fragments. Ice poles and boat-hooks were immediately in request, and myself and half a dozen men sprang instantly over the bows, working with hands and feet and with all our might in removing the broken pieces by pushing them ahead of the vessel; in which labour she, herself, materially aided us by her own power pressing upon them. In a moment or two it was effected, and throwing ourselves aboard again like so many wild cats, we prepared for the next encounter. This, however, proved nothing like the other. The first blow sent the whole of it flying in all directions, and the little "Prince," as if in haughty disdain, passed through without once stopping, pushing aside the pieces as they came against her. In another moment or two we were in a larger sheet of water, though to our disappointment blocked up at the extreme end by small bergs and huge hummocks, which latter had, apparently, been thus thrown up in consequence of some late severe squeeze there. We were, therefore, again obliged to make fast.

I have mentioned this incident in our voyage, because I think it is due to every one, especially those who had anything to do with the building and fortifying the vessel, to state how well and stoutly she bore it. Any *ordinary* vessel, or any vessel not well strengthened, would have had her bows crushed in by such a powerful shock as she received, and there was not one of us who did not feel proud of her that day, ay, and I may say, every day, so well and bravely did she behave.

## CHAPTER XIV.

**Laborious Efforts to work through some heavy ice.—Succeed in getting Clear.—Come up with Captain Austin's Ships and get a Tow.—Numerous Bergs and quantities of Floating Pieces.—All the Vessels stopped by a Barrier of Ice.—Gallant Behaviour of the Steamers in attempting to Break the Barrier. Blasting the Ice.—Remove the Barrier and proceed.—Clearer Water.—Beautiful Scene.—Midnight Sun, the Arctic Fleet, and Cape Melville.**

THE weather for the remainder of the day was very thick and foggy, insomuch that we could hardly see two ships' length ahead. In the afternoon I walked around and over the nip in our way north of us; and, to my vexation, found it would not be likely to open soon; or, if it did, it was rather too dangerous a passage to attempt forcing the vessel through. Accordingly, in a clearer interval, when the fog lifted for a few moments, I went aloft to the "nest," and with the second mate carefully examined the neighbourhood around. To the westward of us we fancied we could perceive a lead, which would take us by a circuitous route towards Captain Austin's ships; but the fog again settled down, and we could not positively determine. I descended to the deck, and felt nervously anxious. If we could not extricate ourselves this day in time to reach the other vessels, we should undoubtedly lose the probability of their giving us a tow. Knowing the men were fatigued, I asked Captain Forsyth to let me have the dingey, and take it away to examine the ice. He at once consented, though, as he said, with some doubt concerning the heavy fog, which might cause us to miss our way back. However, off I went, accompanied only by John Smith, the steward, who was an excellent boatman. We both pulled hard towards the direction in which I thought a lead would be found. The first impediment we met with was where two heavy sponces pieces joined and formed a nip. This I saw could, with a little trouble, be removed; so hauling our boat upon the ice, and dragging it across to more water, we again launched it and proceeded. For about half an hour we pulled on without interruption, and by the circular course we took I felt assured, though the fog prevented my seeing any great distance, that this was the lead we wanted, and was what the second mate and I had observed. Accordingly, we returned to the ship, and I at once reported to the captain what I had found, and what I thought we could do *if done at once*. He immediately despatched the mate, who, as ice-master,

could best judge, to see what *he* thought of it. Taking two men with him he started, and returned in less than an hour, stating that we could no doubt get through, but it would be better to wait awhile. Wait awhile, indeed! when every moment was precious to us, if we wished to get a tow, and so make way on our voyage to that part whither we were bound. Captain Forsyth, however, very judiciously saw through this *waiting* system, even as I had long before seen through it, and accordingly turned the hands up to get the ship on again. This was about ten P.M., and as it was owing to my suggestion that the attempt was to be made, I felt it incumbent on me to make the passage as clear as possible. Accordingly, I obtained permission to take a few men with me on to the ice where the nip was, and to remove the pieces that were there in the way. Axes, chisels, poles, etc., were again freely used; and, in a short time, the labours of the men, who worked with the most determined will, were successful, and we had the place clear, with the exception of one piece, which was ready to push out the moment the vessel's bow entered. But by some mismovement she *sided* up to the nip, instead of *coming down* upon it from to windward, bows on; and the consequence was, that she gathered before her all the loose pieces, jamming them right in where we had been removing others. The principal difficulty was under her bows, where existed a great number of obstacles in the shape of huge lumps of ice that prevented her moving. I had previously thrown off my jacket to work more freely in my shirt sleeves; and, now, with perspiration streaming down me, I jumped, with a couple of men, on to the pieces, half under water, that were crushing against the vessel's stem. Clinging to the *bobstay* or any standing rope that was about the bowsprit, (1) we all three with all the force we could apply, and up to our knees in water, began pushing aside these obstacles. We were enabled to clear some; but others required longer time, and Captain Forsyth deemed it best that the effort should be renewed at a later period. Accordingly, all hands were called on board; and, with much vexation, I walked to the vessel's side, after again looking at the nip. While springing into the *forechains* from the edge of the floe,

(1) It must be remembered that our bowsprit was a "running" one, and did not, owing to the vessel's size, stand above five or six feet above the level of the water.

the ice gave way under me, and I was instantly up to my neck in water, and should have been completely under, but for a rope that fortunately hung over the ship's side. This I laid hold of; and, with the aid of two or three hands, who instantly rushed to my assistance, I was fairly pulled on board, with no harm done save having to change my dress from top to toe. I was very much annoyed to think we had not got through, and so was Captain Forsyth; and, I must confess, I forgot myself so far as to speak very reproachfully about it to the mate, to whom we attributed our failure.

*Monday, 12th.*—It was past midnight when I retired to rest; and on awaking at six A.M. I found the vessel had been taken through the very passage we had laboured at, and in precisely the way she should have been. It was at two o'clock when this was done, the fog having lifted, and made it perfectly clear that there was a *lead* as I had stated. When I went on deck I found the vessel working to windward in a moderate breeze; and at eight A.M. we closed upon Captain Austin's ships, which had got through a passage, and were then fast to the floe, preparing to start again. The screws had got their steam up, and as we neared the "Assistance" we were hailed; and, as I had expected, offered a tow, the same being given to the "Felix." We were just in time; for had we not been seen coming on towards them they must have started without us. An hour later would have lost us the three hundred miles' tow so generously given to us. We were speedily in our right position, having made fast a tow rope the "Assistance" gave us; and then away we went, forming part of as novel a picture as any yet seen in the Arctic Seas.

The "Felix" was taken in tow by the "Resolute," and, together, the whole fleet passed through heavy masses of loose ice and *bergs* to the north and northwest, at the rate of about four miles an hour. At eleven A.M. we came to a heavy *nip*, and all the vessels had to be made fast to a floe until a passage could be cleared. To effect this, the *screws* were brought into play in the manner I have previously alluded to. The "Pioneer," Lieut.-Commander Osborn, immediately on casting off the "Resolute's" tow rope, was directed to *dash* at the impediment under full power. This she did boldly and fearlessly; rushing stem on, and fairly digging her bows into it in a most remarkable manner.

Backing instantly astern, and then again going ahead, she performed the same *manœuvre*, fairly lifting herself up on end, like a prancing war-horse. But this time the *nip* was too heavy to be so broken; though both the steamers had previously cleared many similar impediments in that manner. It was now, however, necessary to resort to other means; and, accordingly, parties from every ship were sent on the ice to assist in blowing it up, and removing the fragments as they got loosened. The same plan as that, I believe, adopted in blasting rocks, was here pursued. Powder was sunk to a certain depth, a slow match applied, and at a given signal ignited. Due time was allowed; and then the enormous masses would be seen in convulsive movement, as though shaken by a volcanic eruption, until piece upon piece was sent in the air, and the larger bodies were completely rent into innumerable fragments. The steamers then darted forward, and with warps dragged out the immense blocks that had been thus dissevered. One of these blocks (more like a small *berg* than aught else) was brought alongside of the "Assistance" while I was on board of her, in the gun-room. It was hollow at the top, and contained some excellent water, which was forthwith conveyed on board to replenish the stock.

Several efforts had to be made by blasting and forcing the ice, before a passage could be cleared; and during the whole time it was quite a pleasure to see how both officers and men worked at it. Captain Austin himself was as busy as any one; directing, and handling, and unceasingly working. Neither falls, nor a rough knock now and then, did he care for; but maintained his post on the floes and pieces of ice until he had made a passage for his own ships, and the two little ones he had so kindly taken in charge.

It was about six P.M. before the passage, with all the labour that was bestowed upon it, was cleared; and then every vessel, again taking her station, once more pursued a course along the land to the north-northwest, or wherever leads in that direction presented themselves.

But we were not yet clear of all stoppages from the ice, although the water had, in many places, become more open. Several times it was necessary for the leading ships to cast off tow-ropes; and, in one case especially, allow the "Pioneer" to shoot ahead and break a *neck* that seemed likely to be in-

convenient; and a fine sight it was to see her doing it.

In the evening, with a moderate breeze from the north, we were advancing onward, every one on the alert. Often did I notice Captain Ommanney running up aloft, and out upon the topsail-yard-arm, glass in hand, like a young reefer, intent upon personally examining the way before him; and ably did he appear to be seconded in this, and similar duties, by those whom he commanded. Constantly pacing the *bridge* that runs across the quarter-deck, I could see the officer of the watch, attired in the naval undress uniform, and heavy sea-boots, peering aloft, along, and around him; and it was midnight ere I thought of leaving the deck to go below myself, so wrapt had I become in meditation.

I have before made mention of the remarkable stillness which may be observed at midnight in these regions; but not until now did it come upon me with such force, and in such a singular manner. I cannot attempt to describe the mingled sensations I experienced, of constant surprise and amazement at the extraordinary occurrence then taking place in the waters I was gazing upon, and of renewed hope, mellowed into a quiet, holy, and reverential feeling of gratitude towards that mighty Being who, in this solemn silence, reigned alike supreme, as in the busy hour of noon when man is eager at his toil, or the custom of the civilised world gives to business active life and vigour. Save the distant humming noise of the engine working on board of the steamer towing us, there was no sound to be heard denoting the existence of any living thing, or of any animate matter. Yet there we were, perceptibly, nay, rapidly, gliding past the land and floes of ice, as though some secret and mysterious power had been set to work to carry us swiftly away from those vexatious, harassing, and delaying portions of our voyage, in which we had already experienced so much trouble and perplexity. The leading vessels had passed all the parts where any further difficulty might have been apprehended, and this of course gave to us in the rear a sense of perfect security for the present. All hands, therefore, except the middle watch on deck, were below in our respective vessels; and, as I looked forward ahead of us, and beheld the long line of masts and rigging that rose up from each ship before me, without any sail set, or any apparent motion to propel such masses onward, and without a single human voice to be

heard around, it did seem something wonderful and amazing! And yet, it was a noble sight; six vessels,—varying in size, strength, and equipment, from the huge hull of the powerful man-of-war, to the humble and lowly private ketch; alike varying in their build and sailing qualities, from the lofty three-master to the single-sparred cutter, (1) acting as a tender to a schooner, but a size or two larger,—square sails and fore and aft sails,—pinnaces and barges, whale-boats and light-boats; with every new invention in the art of steaming to aid the one class, while late discoveries and useful plans were brought into use in gutta percha and inflated skins to aid the latter class,—were casting their long shadows across the smooth surface of the passing floes of ice, as the sun, with mellowed light, and gentler, but still beautiful, lustre, was soaring through the polar sky, at the back of Melville's Cape, already on his way to begin the journey of another day. Yes, it was a noble sight; it was a sight that gendered in the heart the loftiest feelings; it made one proud of one's self, and of every other man that was connected with the vision then in view. Ay, in truth it was a noble sight; and well could I look upward to the streaming pendant of my own dear country that hung listlessly from the mast-head of the "Assistance," and feel the highest satisfaction in my breast that I, too, was one of her children, and could boast myself of being born in her own free soil, under her own revered and idolised flag. But even as I beheld that listless symbol of my country's name, pendant from the lofty truck, my glance was directed higher; and as it caught the pale blue firmament of heaven, still in this midnight hour divested of star or moon that shine by night, and brightened by the sun, my heart breathed a prayer that He, who dwells far beyond the ken of mortal eye, would deign to grant that the attempt now making should not be made in vain, but that those whom we were now on our way to seek might be found and restored to their home and sorrowing friends; and that, until then, full support and strength might be afforded them. Other thoughts then rapidly filled my mind,—of my own domestic ties and home; but the moment was too happy and full of joyous hope to do aught than think cheer-

(1) The "Mary," of twelve tons, which had been towed by Sir John Ross across the Atlantic astern of the "Felix."

fully and brightly of all things; so, with one more glance around, I too went below, and in a short time more also sank into rest.

### CHAPTER XV.

Cape York.—Visit the Shore.—Communication with the Natives.—Caboosa.—An Esquimaux Postman.—Aladoonga.—Desire to civilise one of the Native Boys.—Thoughts on the Subject.—Amusements on the Ice.—Sledges.—Meeting between Adam and the Cape York Natives.—Information obtained.—Return to the Ships.

THE following day, Tuesday, 13th, was beautiful in the extreme. A light air from the northward, in the early part, proved no hindrance to our direct progress along the land; for the order of sailing, or rather *steaming*, was still the same as yesterday. After breakfast, I went on board the "Assistance," to give Captain Ommanney and the officers a parcel of newspapers from those which the Proprietors of the "Morning Herald" had, with their usual kindness, sent us, and which we purposely got up yesterday from the lower hold, where they had been stowed. While waiting there a few moments, it was reported that some natives could be seen upon the snow, under the cliffs of Cape York, abreast of which we now were. I returned to the "Albert," and Captain Forsyth at once determined to open a communication with these people, should the Government ships heave to for a similar purpose. A signal was hoisted from the "Assistance," which, in a short time, was responded to by the "Resolute"; and our boat, containing the captain and myself, with a good crew, started for the shore the moment we observed that the order to communicate had been given, and that the "Assistance," with the "Intrepid," Lieut. Bertie Cator, were rounding to. We waited a little astern of the former vessel until Captain Ommanney's boat should precede us; but it was decided that the steamer should run close in, while the other two vessels stood on their course. Accordingly, in company with Captain Ommanney and some of his officers, we proceeded on board the "Intrepid," and, in a quarter of an hour, were alongside the ice, which lined the coast, and formed the only sort of beach to be found there. The great object we had in trying to communicate with these people on shore was to see if any tidings could possibly be gleaned from them respecting the missing ships or crews under Sir John Franklin's orders, or of the "North Star." It has been thought by many accustomed to the

dangers of Melville Bay that, after all, the "Erebus" and "Terror" never got through it, and were stopped on their voyage in this place. But I merely give this as a remark frequently made by those who talked of the subject on board of those vessels we fell in with during our voyage, and not as any opinion of my own. With regard to the "North Star," it was more probable that something might be known; and, indeed, it was always my practice, whenever up aloft in the "nest," to examine well and carefully the whole coast as we passed it, so that nothing should escape our notice that could be seen. In the present instance I was not only desirous to have communication with some human being inhabiting this dreary land, for the purpose mentioned, but I was also glad of the opportunity thus afforded of seeing and talking to some of the race called by Sir John Ross, in his first voyage, "Arctic Highlanders;" this being the place for them. And such a place for Highlanders, or Lowlanders, or any other human beings to exist in, can never be rightly imagined by those who have not been here. I have already stated the aspect of this country is sterile is the extreme. Indeed, bare rock alone,—in numerous cases *covered with mountains* of snow,—is the only land, along the entire coast, that is visible. In the background are seen tremendous glaciers, extending for miles and miles in length, and rising to a height far above anything in the front of the picture; while, down the valleys, run solid streams of frozen snow, rushing occasionally with the force of an avalanche into the open water, or breaking through the "floe" attached to the land, and forming those enormous bergs which are met with, throughout Melville Bay, in numbers. Not a speck of anything like vegetation is visible; not the smallest signs of aught that could support animal life. And yet here, in this the almost furthest extreme of northern land yet touched by civilised man, are to be found some of those strange beings belonging to the Esquimaux tribe.

The moment we had landed on the ice, two of the natives came running towards us. It was the first view I had had of these singular creatures on their own native shore. While some of the officers were engaged trying to get information out of them, I observed that one seemed of a more inquisitive nature than the other, and that he was withal more pliable, and capable of yielding to impressions. This man's name was afterwards

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ascertained to be Caloosa, as well as it can be written down from the guttural way of pronouncing their words which this people have. He was, comparatively speaking, a fine-looking young man, and indeed, like all his fellows, always upon the grin; I therefore more particularly attached myself to him; but all that any of us could glean from him or his companion was very trifling. I tried him, myself, by signs and dumb representations; and it certainly appeared that both of them bore strongly upon that part of my inquiry which by illustration and pointing to the officers' uniforms, related to any vessels or strangers having been seen by them. While we were all thus engaged, another man was observed coming rapidly and eagerly over the ice towards us. He was dragging a sledge with him, but without any dogs. Upon his arrival, he immediately handed a document, well taken care of, and wrapped in a fold of sealskin. This paper was at once passed to Captain Ommanney, and ascertained to be merely a notice from Captain Penny; who, it appeared, had called at this place the day before, but had gleaned no intelligence respecting either the "North Star" or Sir John Franklin. We concluded, therefore, that there was nothing to be gained here, and that the faint idea we had already imbibed from the natives apparently understanding the uniform, bore no reference to anything but what was now explained concerning Captain Penny. It will be seen, however, that there was something more in the matter than we at that time thought of. The bearer of the despatches was a much older and taller man than the other two, and he was, moreover, far from being so good-looking. His hair was more ragged, and his features furrowed; though the same solidity of flesh upon his face and person was apparent. He evidently seemed conscious of the important position he there held, as her Majesty's Arctic postman; though, poor fellow, neither her Majesty nor the various officers around him were, to his view, anything more than common persons; but, as usual with them all, he showed not the slightest signs of emotion, either of pleasure, or pride, or satisfaction. His name, we elicited, was Cheepchow, as near as I could get at its true pronunciation, and he might have been somewhere about from thirty-six to forty years old. The other two I should have put down for young men from eighteen to twenty years of age.

Captain Ommanney at once retired to the

cabin of the steamer, to write a despatch and attach it to the other. Meanwhile, several, to me new and interesting, matters were occurring at the same moment. First, there had been another native arrival on the scene in the shape of a little chubby-faced good-looking boy of about ten years old. Of him I shall speak presently. Then there landed, in the midst of all our consultations and examinations, Commander Phillips and four men from the "Felix," in her boat, bringing with him Adam, Sir John Ross's interpreter. Next, and it was as much as I could do to satisfy my curiosity by attending to all, there was a great deal going on aboard of the steamer, as well as upon the ice, and, lastly, some sleighing with the Esquimaux's sledge had commenced. As I was occasionally here, there, and everywhere, anxious to observe all, and glean all that I could, it was only piecemeal, as it were, that anything came to my hand. I will, however, mention a few of the incidents connected with our stay there.

In the first place, my attention was greatly taken by the little fellow who had last arrived. He was as fine a chubby-faced boy as I would wish to see; with features well and evenly formed, a fine set of teeth, brilliant eyes, and hair not yet grown into that long lank form which seemed to be the prevalent fashion among his people. Like his elders, he was dressed in the usual slender seal-skin garb, and, from what I could understand, he seemed to claim for his father our friend the postman. Attracted towards him by an impulse which had all along led me to try to get into the good graces of any of these strange people, especially the youthful ones, I soon was engaged in various manoeuvres to make him comprehend me. I tried his weight, and found him to be about twice as heavy as an ordinary boy of the same height and apparent age would weigh in England. Caloosa I tried in like manner, but found it very difficult to lift him at all. I soon contrived to get from my young protégé his name, which, after his several times repeating, and my calling him by it, to make sure, I found to be Aladoonga. This done, I next tried to get a few words from him, that I might remember and understand, and which would serve to open a communication between us; but he seemed more shy than the others, and though very friendly with me, yet was not so full of that mirth and pleasure which seemed to animate Caloosa. I felt very desirous to make this boy in some measure attached to



me, and accordingly pulled out my pocket-handkerchief, which was a blue cotton one, spotted white, and placed it round his neck as a gift. Not the least signs of pleasurable emotion, however, were observable in him beyond an apparent desire he had at once to go to his presumed father, and then to march away to his unseen, and, no doubt, miserable home. Though I knew it was impossible for me, on the service in which I was engaged, and in the capacity only of a junior officer on board my ship, to take him away if he would have come, yet I must confess I should have been delighted if I could have done so. He was just of that age, I thought, when new and better impressions than any he had yet received might be stamped upon him; and he was also a fine specimen of the Esquimaux race—one, too, that would, no doubt, greatly improve, and with due teaching might become, if not a useful member among civilised society, at least serviceable to his own people; and be the means of doing much good. I was very desirous to get an Esquimaux to take home with me when I returned to England; and here certainly was one who it struck me, if I could get him, would just suit, not only the views I had for his own and his people's welfare, but also the purpose of an interpreter the following summer at Boothia. Could I but bring this poor creature within the *good*, and withhold from him the *bad*, results of civilisation—give to that animate piece of clay intelligence, knowledge, and a right understanding,—teach him the knowledge of his Maker, his God, and Saviour!—I felt that it would afford me intense delight. I would keep him as my own; and, while I could work, neither his proper education nor his improvement in all things, spiritual as well as temporal, should be neglected. But, poor little fellow! it was not so ordained. Away he went from me with his handkerchief round his neck, as I vainly tried to call him back; and the rude hut, and the state of life, half human, half beast, was to remain his lot. I looked long and anxiously after him, and began to reflect. But, after all, said I mentally, perhaps he is really happier where he is. Increased knowledge but increases sorrow. A sense of the power of good and evil gives us often a gloomy prescience of the evil, without power to avert it, and only presents the good in a more striking contrast. Unless the mind should be sufficiently ductile to receive those heavenly impressions which faith indelibly affixes, it would but be a ques-

tion whether increased misery had not resulted to him from the change to a civilised state of existence. Here, in his own native home, among his own native tribe, he performs the part which Providence, in His unsearchable wisdom, has allotted him in the wondrous economy of the world; and here he, at least, feels not nor experiences any of those perplexing cares of life which harass and distress the more sensitive and polished European. True it is that time, as we know time, by *days and hours, and months and years*, is, in a measure, unknown to him. The moon's changes, alone, tell him he has advanced so much onward to the vale of death; but his appetites, only, signify to him it is morn, or noon, or evening. When he hungers, then he eats, if there be anything to eat; when he thirsts, the running stream in summer, and the ice melted with difficulty in winter, quenches his desire; he tires, and lays him down to sleep; he is refreshed, and begins whatever work his hand may be set to, either in provisioning his family, or laying by a store for the coming winter. In his dress, no fastidious display is necessary; and the skin of the animal he eats gives to him the few garments he may require. So he passes on; so this young lad will live among his kind, with no other thought or desire than that which Nature herself implants—

“Man wants but little here below,  
Nor wants that little long.”

Envy, hatred, malice, and all uncharitableness—does *he* know them? The pomps and dignities of the world—what effect have they upon *his* breast? To *him* the human form is still the same; nor can the most specious drapery that covers it alter his sense thereof, or make him happier or unhappier.

While musing thus, my eye was caught by the field of ice before me, being turned into something like a scene of frolic and amusement. The “postman’s” rough sleigh was in high request; and while Dr. Donnet harnessed himself thereto, Lient. McClintock threw himself across in equestrian fashion, and away they both went, rapidly, in a straight line, to try what rate of speed they could accomplish. In a short time they returned, and the lieutenant and myself mutually performed similar offices for each other; and thus, for the first time in my life, I had the opportunity of trying a native sledge in its rudest and most primitive fashion.



While several of the officers and myself were thus amusing ourselves, the men were likewise engaged in frolicking, during the time the despatches were being got ready. Leap-frog, sliding, racing, and all sorts of antics were rife among them for the few moments they were thus idle, and away from their usual occupations. The natives came in for their share; and, I must do them the justice to say, that they contributed by their incessant risibility to keep up our mirth. I tried very much to purchase a spear or some other trifling thing; but the only owner of these materials, the postman, had already, on board, received for his services a good steel file and a knife, etc., which, unfortunately for me, rendered my two small files and needles of less value to him, in comparison; and, during the time I was bartering, the steamer was again about to start, so that I had no further opportunity to try and persuade him.

When Commander Phillips and the boat of the "Felix" arrived with Adam, the other natives instantly recognised the latter as one of their own people. They expressed their pleasure by vociferous exclamations, and immediately got into the boat before he landed. But Adam, probably—as was very natural—impressed with a sense of his own superiority, showed the most stoical indifference. He soon entered into conversation with them, it is true, but evinced no pleasure at the meeting. Adam, Cheepchow, and Caloosa, had apparently a long talk together; but we got, at that time, no further information than we had already gleaned; though both Adam and the others were again severally interrogated by Captain Ommanney, our own commander, and Commander Phillips. It was concluded, therefore, that no information beyond the fact of Captain Penny having called there, was to be obtained.

Among the various articles that were here given the natives were some dolls. One in particular, a shrewdly dressed imitation of a girl, afforded the poor Esquimaux infinite amusement, and, apparently, astonishment. They could not tell what to make of it; and the possessor, Cheepchow, guarded it very carefully as he wrapped it in a piece of paper given him, and put it in his sealskin dress. Caloosa who was the life of the party, was over the ship everywhere, in a restless state of locomotion, at one time descending unaided into the cabin, though hesitating for a moment at the ladder with a half-serious

countenance, as I stood by him, and then relaxing his broad features into their incessant grin; and, next, diving into the very bowels of the steamer among the machinery. In this latter place he was carefully attended by the engineer to see that he did himself no harm; but the poor fellow had, I believe, as near an approach to a fright and a cessation from his constant laughter, as he had yet experienced, or perhaps wished to experience. The huge and ponderous machinery did not appear to attract his wonder so much as the fires, at which he seemed utterly lost in amazement. He certainly did not like being too near them. The heat was too much for him; and when, to give him an idea, if possible, of the power which could be instantly set at work, the lever was placed in his hand, by which he was made to put the whole engine in sudden motion, he let the handle go, and hastily remounted on deck, with that sort of half comic look which represents both fear and laughter.

From the few facts we were enabled to gather through Adam concerning themselves, we learned that sickness and disease had been playing sad havoc amongst them; and that these poor fellows were going south to a less dreary region, or where they might hope to get more sustenance. There were only three or four men, and three women of the party at Cape York. The women we had no opportunity of seeing; which I very much regretted.

Having got all the information we could obtain, our dingy-coloured friends were sent ashore, and the "Intrepid" in a few moments more was steaming with all power towards the "Assistance," which vessel had with a light wind and beautiful weather got some little distance ahead. The ice was gradually receding from us, and leaving more open water than we had yet seen; and there was every prospect of our soon getting clear of it altogether.

After rounding Cape York, we came upon the celebrated "crimson cliffs" of Sir John Ross, and I must do him the justice to say that, though his colouring of them is rather too high for their present appearance, yet there is much to warrant the denomination given to them. Meanwhile we gradually neared the "Assistance" and "Prince Albert;" and about two o'clock the commander and myself got on board our own vessel. The tow-ropes were all attached, and we once more proceeded steadily and quietly on our proper

course, with the "Resolute," "Pioneer," and "Felix," a long way ahead of us; they having kept on, under steam, the whole time we were engaged examining Cape York.

### CHAPTER XVI.

The Esquimaux, Adam.—A strange Story.—Excitement occasioned by it.—Communicate with Captain Ommanney.—Examine into the Tale told us.—Proceed in the Steamer to Captain Austin.—Consultation concerning the Report.—Deter 'nation to Inquire more into it.—Sir John Ross's opinion of its Truth.—Captain Ommanney proceeds in Search of Mr. Penny.

I now come to a part of my narrative which I am extremely doubtful whether I ought to put down or not. At first I was inclined to think that I should do wrong in giving to the public so singular and strange a tale as that which now, properly, ought to be entered here; but, as this portion of my journal was written soon after the occurrence here alluded to had taken place, and when all the particulars were fresh in my memory, and as the tale has got abroad with many variations, I think it my duty to narrate it strictly as it came to hand. Leaving any comments I may think fit to make until afterwards, I will merely premise, that the principal personage who figured in this strange affair, Adam, was a man in whom Sir John Ross placed the strictest confidence for honesty and truth; that he was a man intelligent far above his fellows; and, as I had reason afterwards to think, too intelligent; that he was a converted man, and considered a good Christian, and that he had had a very long talk with the natives, even after we had questioned him and them together. What my own impression was will be seen as I go on.

It was somewhere about eight o'clock in the evening when Commander Phillips—who had been staying on board of the "Intrepid," being unable to get to his own vessel—came to us for a short time, bringing with him the Esquimaux, Adam. The latter, with the boat's crew, went forward among the men; and, it was observed that he appeared more restless, and less inclined to talk with strangers, than usual. Our steward, John Smith, went to him, and I noticed them apparently in earnest conversation, the steward being able, from his long stay in the Hudson Bay Company's service, to converse with and understand him better than any one else. I was engaged talking to the two commanders when, after a short time, the steward came up to us and said that the Esquimaux had been telling

him a dreadful tale about some ships that were lost. I immediately went forward to Adam—who was always inclined to be friendly with me, in consequence of two or three trifling things I had given him, and, having an Esquimaux vocabulary in my pocket, began questioning him from the book, and through the steward. The poor fellow was evidently pleased that I had come to him, for, as it afterwards appeared, I was the first officer who had chanced to talk with him since our leaving the natives; and it was clear that his mind laboured under some weighty subject, of which he seemed anxious to unburden himself. Directly I began to speak to him, he at once took a piece of chalk, which he had previously asked for, and wrote upon the gunwale of the ship, in a clear and good scholar-like hand, the figures "1846," and particularly pointed my attention to it. In order the still more effectually to impress this particular number upon my memory, he next wrote down "1850," and, in the few half words which he could utter in English, gave me to understand that 1850 was *this* year, and 1846 the year to which his story referred. So far, that was intelligible enough, and it at once attracted my most minute attention to his further proceedings. He then by signs, and by questions, not put exactly as questions, so that they should not in any manner lead him to certain answers, but as queries for him the better to explain his tale, gave me the following information, which I will condense and simplify for the reader. By his account, he had been told by the natives, when on shore conversing with them in the morning, that in 1846 (I could not make out whether the early or the latter part of the year) two vessels with officers having gold bands on their caps and other insignia of the naval uniform, had been in some way or other destroyed at some place to the northward of us; that the crews were ultimately much enfeebled; and after great hardship and suffering, encamping by themselves in tents, and not communicating much with the natives, who were not friendly to them, were all brutally massacred. This was the substance and the pith of the long and tedious statement that was elicited from him, and confirmed, in appearance, by many corroborating circumstances that he mentioned.

I have not given one half that he told me, as it would but be an unnecessary and painful recapitulation, especially when the whole

may be set down as doubtful. But I was then perfectly horror-struck, and hardly capable of communicating the details I had heard, to my commander. Both himself and Commander Phillips would scarcely believe that I had heard aright, and it was determined that an examination concerning it should at once take place in the cabin. Accordingly, Adam was sent for; and, with the steward as interpreter, the same story with even minuter details was given, as had been related to me. So wonderful and extraordinary did it appear, and yet withal so important, that it was deemed necessary at once to communicate with her Majesty's commanding officer on the subject. That the tale had reference to something more than we ourselves had heard in the morning was perfectly evident, even if the main features of it were not true, or over-stated. The "Assistance" was, therefore, hailed, and Captain Ommanney requested to come on board. He did so; and the information we had received was imparted to him without delay. A fresh examination then took place, notes (1) of the proceedings being taken down, and no deviation from the same tale having been found, after a short consultation, it was determined by Captain Ommanney immediately to try and communicate with the "Resolute," and state the whole affair to Captain Austin. Our howitzer was fired as a signal, and the colours hoisted, but without effect, as the leading ship was too far off to hear the one, or see the other. Captain Ommanney then decided at once to proceed in the "Intrepid," and confer with his superior officer. Accordingly, not wishing to make any disorder in the various ships by a too premature promulgation of the news, our own boat proceeded to the steamer with Captain Ommanney, Commander Phillips, Captain Forsyth, and myself, accompanied by the steward and Adam. The "Intrepid" was cast off, and orders given to the "Assistance" and "Prince Albert" to keep under all sail in proper course towards the "Resolute." As soon as we had got on board the "Intrepid," and made a few inquiries, it appeared that Adam had, all the afternoon, been writing down the figures 1846, and drawing the attention of the men to them, while he kept talking something which they did not under-

stand. He had been much pained by their laughing and jeering him about his miserable looks, and when he sufficiently explained himself to let them understand "ships lost," and "all men speared," they told him that he *lied*, and this made him cry, saying *nâd mee, nâd mee* (not me, not me). It may be remembered that the Esquimaux and Commander Phillips had been on board of the "Intrepid" all the afternoon; and it was more particularly in conversation with the boat's crew of his own ship that this attempt at a communication was made, though he frequently, as if in much distress of mind, kept saying, in reply to questions of no great import to the subject, "*mee, Sir John, Sir John*," meaning, as we afterwards found, that he would tell all to Sir John Ross, who was his master.

It must not be supposed that among so many of us who heard this strange tale, made more horrible by the singular and terrible facts connected with it, there were none who immediately doubted it; some wholly, and others in part. Men of anything like cultivated minds, engaged upon such a service as we were bound upon, are not easily caught with the first wild or wonderful story that might be narrated. There was, therefore, probably not one of the whole five of us, including now Lieutenant Commander Cator, who had heard Adam's story, but what doubted the truth of it, though, even while they doubted, hesitating how they could reconcile the doubt with the consistency of facts as at present laid before us. But whatever doubt any one might have had as to the whole, still there was more than enough to remove all doubt as to something in the way of information having yet to be gleaned, beyond what we had obtained in the morning. We asked ourselves repeatedly, Could it be whale ships, or the "North Star?" But then, no whale ships had been missing that we knew of, and *officers' insignia* were expressly mentioned; and, for the "North Star," "*two ships*," and "*1846*," were against it. We could only remain patient awhile; until, at last, about one A.M. we neared the "Resolute" sufficiently for her to make out that something was the matter, and to stay her progress. In a short time afterwards we were on board, and soon were ushered below into Captain Austin's cabin. Commander Phillips had previously dropped his boat and gone on board the "Felix" with the Esquimaux, in order to communicate first with Sir John Ross, it

(1) These notes were taken in the "Prince Albert's" cabin by me, in presence of the three captains.—They were afterwards handed to Captain Ommanney. I find an exact copy of them in Commander Phillips's Report.

being but etiquette to do so. They both, however, along with Sir John, soon returned; and our whole party were speedily assembled round Captain Austin's table in a very close and serious inquiry into this extraordinary affair. That gallant officer was put in possession of all that had occurred, and I recapitulated everything from first to last that had taken place in relation to it on board the "Prince Albert." It may be imagined that Captain Austin was as much perplexed for the moment as any one. He was also, like the whole of us, stunned with such a direful story. "It cannot be," said he; "no, no, it cannot be. It is too horrible to be true; and, besides, how is it that Penny, with his interpreter—a man well versed in the Esquimaux language—heard nothing of this?" Here, it was true, one great objection to the credit of the whole or any part of the story strongly lay. It *was* surprising, if any news of this kind had been in possession of the natives, that Penny,—himself one of the shrewdest, most active, and persevering men, and long used to the natives,—had not got hold of it. This one fact alone seemed to negative the whole affair; but as some sort of explanation of it, we were informed by the steward that it is very rare for the natives to give any information they may possess to any man speaking their own language, unless he be one of their own kind; and that they would most assuredly have sooner imparted to Adam such news than to Captain Penny, or his interpreter.

I will not enter into all the arguments *pro* and *con* that were brought forward during the time it was discussed. Sir John Ross, speaking the Danish language a little, could hold converse with Adam, who also spoke it pretty tolerably; and thus a new interpretation or examination could be arrived at. (1) The result ended in Sir John saying that the Esquimaux had told him precisely the same as he had told the steward, "and," added the gallant officer, "I firmly believe every word he has stated. I have the most entire faith and confidence in him, and I am certain he would not tell me a falsehood." Adam also wrote a statement in the Esquimaux language, affixing his signature to it in confirmation of his statement. (2) After this,

(1) At this examination, the chief's name who had headed the natives in the alleged massacre was given by Adam. I still possess the original notes made at the time in Captain Austin's cabin, and I find that name to be Mashook.

there remained but one thing for any one to hang a hopeful doubt upon, and that was, that possibly Adam himself might not have rightly understood the natives, who were of a different tribe and race to himself. This question was put to him both by Sir John, first, and by our steward, and elicited the answer, that "he perfectly well understood them, and they had told him what he now stated."

This was, indeed, a climax to our fears and gloomy thoughts, which could not now, very well, be turned aside by argument or further doubt. Capt. Austin had called in two of his senior officers, and all were severally asked what was their opinion concerning it. To delay the expedition even for a day was of great risk where the season was already so far advanced, time so precious, much to be done, and the state of the ice both here and in Lancaster Sound still an uncertainty; and yet to let this strange tale pass without further inquiry, and without due examination of the coast to which it referred, would never do. What was the individual opinion of each one present concerning the statement we had all heard? Sir John Ross, in reply, gave it as his firm belief that the whole affair was, alas! too true, for he could not but place credence in the tale Adam had told us; Captain Ommanney thought some importance ought to be attached to it as evidently referring to something of which we were not wholly cognizant; the two officers called in thought the same; Commander Phillips, however, could not help having great doubt about it; Capt. Forsyth was out of the cabin at the time when opinions were requested; and myself, upon being asked, both now, and afterwards when alone with Capt. Austin, ventured very briefly to separate what I considered the clear parts of the story from those most confused and least credible, and to state, in conclusion, that I certainly thought there was so much truth in it as regarded some vessel or other, that the story could not entirely be set aside. Capt. Austin, himself, was very much of this opinion, reasoning upon all the points of the question in that plain, clear, and common-sense manner which none can fail to understand. He could not believe that two ships like the "Erebus" and "Terror" and their fine crews, every

(2) This statement has appeared in the public papers; but, I am informed, cannot be made at all intelligible to the gentleman—a Moravian missionary, well conversant with the language—who tried to interpret it.

## CHAPTER XVII.

way well equipped, could have been so destroyed; and though the ice might have done the chief work before the natives, yet it was still hardly credible. Then, too, how easily the natives themselves might have fabricated such a tale. There could not be a doubt that whalers had long before spread the report of two ships being missing, and that a reward was offered for any tidings of them; and this might, with such leading questions as Adam probably put to them, have led them to narrate so monstrous a tale. It was probable, however, he added, that something might have occurred to some ship, perhaps to the "North Star," or tidings could be gained of her; and, consequently, he thought the readiest way would be to try and effect an immediate communication with Penny, whose vessels were still in sight at some little distance to the westward, apparently stopped by ice. Captain Penny and his interpreter might then proceed to Cape York and try once more to see the natives and get the truth from them. Accordingly, Captain Ommanney was desired to proceed without delay in the "Intrepid;" and after receiving on board Capt. Penny and his interpreter, who were to be requested to proceed on this affair, all speed was to be made to return to Cape York and get fresh information from the natives. The "Resolute" would meanwhile edge down gently to the southward till Capt. Ommanney returned.

The latter officer immediately took his departure, and when all was settled, our thoughts were then turned as to what the commander and myself were to do. Sir John Ross and Commander Phillips, with the Esquimaux, had gone on board the "Felix," which was close by; but the "Prince Albert" and the "Assistance" were a long way astern, and our boat, moreover, had been sent back upon our reaching the "Intrepid." We had nothing, therefore, to do for it but remain on board. Capt. Forsyth was accommodated in the gun-room, and Capt. Austin, with the courtesy which distinguishes that noble-hearted sailor, invited me to occupy an arm-chair in his own cabin. It appeared almost like a palace to me, but it had some things in common with our own humble quarters, and amongst these were the portraits of Sir John Franklin and Sir John Barrow, presented to the ships by Lady Franklin and by Mr. Barrow.

Return towards Cape York.—The "Pioneer."—Sir John Ross and his "Crimson Cliffs."—Beautiful Day.—Novel Appearance presented by the Steamers moving about in the ice.—Captain Ommanney having again communicated with the Natives, rejoins Captain Austin.—Information gleaned relating to the "North Star."—Captain Penny.—His Interpreter, Mr. Petersen.—Adam's Statement disproved.—Catoosa again.—Return to the other Ships and proceed, as before, to the Northward.

I SLEPT but little during the night, or, rather, morning. It was not that I could not have slept in that manner; but the thoughts of what I had heard aroused me after a few moments' slumber. It was too horrible to rest quietly upon, until the whole affair had been thoroughly examined and settled. Early in the morning I was again in motion, and, after paying my respects to Captain Austin, who was preparing for deck, I was soon in company with Commander Forsyth, a boat from the "Resolute" taking us on board our own vessel, which had, with the "Assistance," come up to us during the night. Of the "Intrepid" we could see nothing, nor of Penny's two vessels. A thick ice-fog hung over the sea-horizon, and obscured the sight in that direction. Overhead, however, it was very clear and fine, and showed symptoms of a warm day.

Directly I had got to my own cabin, and attended to the chronometers and other instruments, I made some additional preparations in the event of being again called for. This was the case after breakfast. Our commander had been invited to partake of that meal in the gun-room of the "Resolute," and had returned there. About nine o'clock I observed the "Pioneer" steam up, and soon a boat from the commodore, with several officers, went on board of her. In a short time the steamer came down towards us, and, upon a hail being given, myself, accompanied by the steward, was pulled to her. Here an accident happened to Smith as he was getting on the deck of the steamer. His foot slipped, and he fell overboard; but, fortunately, was speedily recovered, with no more harm than a fright and a good ducking. He had to return to the "Prince Albert" for a change of apparel, and then ultimately got on board the "Pioneer" in safety.

I found, on the quarter-deck of the "Pioneer," Captain Austin, Sir John Ross, Capt. Forsyth, Dr. Bradford, surgeon of the "Resolute," besides a few junior officers,



whose names I did not learn. Lieut.-Commander Osborn was busily engaged on the bridge attending to his vessel, it being now the intention of Captain Austin to go down and meet the "Intrepid," near Cape York. The sailing vessels were ordered to keep under easy sail about their present position, which, as there was hardly a breath of wind, there would be no trouble in doing.

During our trip back to Cape York, which remarkably reminded me of some pleasant summer excursion with a few friends in a steamer at home, I had frequent conversations with all parties on the subject which so much engrossed our minds. Indeed, it was the all-absorbing topic, and was not set at rest, no, not even after we had got our doubts solved concerning it. But there were other subjects occasionally introduced, and not the least interesting to me was that wherein Sir John Ross joined, with reference to his "crimson cliffs." To-day, as the sun's glare was bright upon them, they shone out in several places with extraordinary similitude to the description he has given of them, a description which, however much I was inclined before to doubt as to its perfect verisimilitude, I could not help acknowledging now was not much, and, perhaps, at his time of visiting them, not at all exaggerated. And this he himself told me. With his "first voyage" in his hand, he conned over the passages relating to this very place, and explained to me that the redness of the snow and the redness of the cliffs was much stronger *then* than now, and there was considerably more of it. Even, however, as it was, there appeared quite sufficient to bear him out in all that he had formerly stated. Various causes have been assigned for this remarkable appearance; but I will only allude to two, as those which struck me as most probable. In the mention I have made of the little bird, the *auk*, it will be seen that I noticed the snow stained all over with a strong red colour by their ordure; indeed, it was so perceptible that every one's attention was directed to it. This, then, is said to be one of the causes which produce the crimson look of the snow and cliffs in the neighbourhood I am speaking of. The other is supposed to arise from "an earthy substance brought from the mountains by the streams of water when a thaw occurs." In both of these opinions I found Mr. Petersen, the Danish interpreter, agree, when I asked him concerning it. The reader will find, however, as he proceeds, that I no-

ticed a similar crimson appearance on the bluff cliffs at Beechey Island, Barrow's Straits.

*August, Wednesday, 14th.*—About one P.M. we again arrived off Cape York, and very soon saw the "Intrepid" steaming out towards us. I cannot even now, as I think upon these things, divest myself of the strange feelings I had throughout the whole of this period, and especially when witnessing the movements of the steamers. It was so novel; so extraordinary! Here, in a part of the world dreaded by even the most hardy and experienced whale-fishers, among solid rocks of ice and snow, enormous glaciers, wild and sterile scenery, here, were vessels, by the aid of steam, moving to and fro on various errands, and meeting one another as if they were in the quiet waters of any less dangerous part of the world, or even in the river Thames. One could hardly comprehend, as he looked upon the black smoke issuing from each funnel, and saw the speed with which the one ship approached the other without sail, that he was in the well-known and dreaded Melville Bay, among the icy regions of the North. I really could not bring myself to believe that it was anything but a pleasant pastime; although my senses, and the information I received, concerning that very steamer, of the danger she had been in from the ice, when her decks were raised by the pressure, told me it was anything but pastime. But so it was, and the "Intrepid" came so near as to make us all, I believe, fancy for the moment that we were anywhere but in our present position. The graceful folds of the blue ensign, the national colours of Great Britain under the flag of an Admiral of the Blue, drooped from the peak of each vessel as the boat containing Captain Ommanney and Mr. Penny, with his interpreter, put off towards us. In another moment she dashed alongside, and the two captains were speedily in conversation together. "Good news, good news!" had been cried out before the boat approached, and though this eased our minds from the oppressive feeling of the worst, it was the cause, among some of us, of raising them too speedily the contrary way, imagining that some great tidings had been heard. However, we soon learned all, and in a few moments our minds were sobered down to something like rest on the subject. It appeared that, as soon as Captain Ommanney left in the "Intrepid," he made all despatch towards Penny's vessels, and succeeded in overtaking them in



the early morning. Capt. Penny, upon hearing the news, with great alacrity consented, himself and interpreter, to go back to Cape York in the "Intrepid," and try to open a fresh communication with the natives. This was immediately done; his two vessels being ordered to stand in shore again towards the rest of the Discovery Fleet. During the forenoon the "Intrepid" reached her old quarters of the preceding day, and, fortunately, the natives had not yet departed. An examination was then made by the interpreter respecting the statement which Adam had furnished; and, from what was thus elicited, it appeared that Sir John Ross's Esquimaux must have been very much mistaken in his story. That there was something like a foundation in it, beyond anything we had known before, was proved, by its being ascertained that the "North Star" had wintered at *Wolstenholme Sound* the past winter, and that, as was understood, one man had been killed by a fall from the cliffs. Here was the whole of the marvellous story, which Adam had told us, at once dissolved into thin air, with only a small portion of it remaining. Glad enough were we to find it so, for hope again was permitted to live within us. As for poor Adam, who was on board, he remained just as firm as ever, and stoutly maintained his fiction. Between him and Petersen (the Danish interpreter) there was a sort of bandying of words in explanation; but, it seemed, the latter was decidedly the better of the two, as indeed his superior position and acquirements enabled him to be. I shall, however, speak of him presently. Meanwhile, I turned to view our new comers, and the one in particular whom I was so anxious and, at the same time, pleased now to see, Captain Penny. He was standing, talking to Capt. Forsyth, who (to his credit be it spoken, foregoing his rank) had formerly volunteered to sail under him as second in command, and who was, consequently, slightly acquainted with him. I stood for a moment gazing at this daring whaler, scanning him from top to toe, to see what sort of man he was that I had originally come from America purposely to join, and whose energetic spirit I had heard so much talk of, not only on shore, but since I had been among the naval ships that were for a long time in his company. I need not describe him; he is too well known; but suffice it to say that I saw before me, while thus quietly scrutinising him, the very man after my own heart; the one that would have ex-

actly suited me. I have in my mind's eye now, full before me, his whole picture, daring, pushing, ardent, enthusiastic—a thorough, frank, hearty seaman—ready and rough, and rough and ready when need be—himself a *working* hand as well as a *directing* hand; there he stood, bronze-faced, fur-capped, jacketted, and with spy-glass slung around him, ready for any emergency that might suddenly meet him. Quick and prompt in his action, he denoted the man of firm nerve and inexhaustible resources. Turning, suddenly, as I stood close by gazing, he seemed by some sort of intuition to know me. "Mr. Snow!" he exclaimed, while he sprang towards me, holding out his hand, as the commander was about to introduce me. Our hands were grasped, and my eyes glistened with the unexpected pleasure; as he, in like manner, seemed to evince the satisfaction he felt at seeing me. We were soon in a hurried conversation; but I must not delay longer on this part of my narrative. I will merely observe that I was as much pleased with Captain Penny as I had hoped for, not only as regarded my personal likings, but on account of the service he was engaged upon, and we ultimately parted on board the "Prince Albert" with the most friendly wishes on both sides.

I must now mention that, on Captain Ommanney's coming nearer us, we found him accompanied by my lively friend of the day before, the Esquimaux native, Caloosa. It was soon ascertained that, not only had he come on board to act as a sort of pilot in pointing out the spot where the vessel had wintered last year, but that he was actually going to remain under the captain's own personal care, and be with him always, an arrangement to that effect having been entered into on shore. The poor fellow was made to clearly comprehend what he was about to do; and the Danish interpreter had distinctly put the question to him and his few companions, as to whether he would like to forsake his natural home and be henceforth among strangers; and both himself and his friends not only agreed to it, but seemed to be much pleased thereat, stating that he was a young man without father or mother, and having no wife. He was, therefore, at once shipped for the cruise, and he parted from his friends with the most stoical indifference. As soon as he saw me on board the "Pioneer" he at once remembered me, and, upon my giving him a smile of recognition, his broad

features relaxed into their usual grin, and we were as great friends as ever. "How d'ye do?" said I, in English, to him, while he was surrounded by his new master.—probably the first he ever had,—and several other persons; and, to our great astonishment, he answered in precisely the same words, and with as clear an articulation. To try him again, I said, "Very well, thank you;" but, though he endeavoured to effect this, he was unable to get beyond "Werwell-you," or something like it; and then, perceiving he did not speak it aright, he laughed aloud, and ran forward. Presently I saw him again running about the deck, looking into holes and corners, and examining everything. Once, as the vessel left the locality whence we had taken him, he seemed to cast a sort of wistful eye there; but it was only momentary; the next second it was gone, and he was the same wild laughing fellow as before. Upon approaching me the second time, I happened to take off my cap and remove some of the loose hair from my forehead; he instantly did the same; and as I purposely continued the movement, so I found he did, parting his shaggy locks, if so they could be called, exactly as my hair was parted. I perceived that whatever was done before him, as related to the person, he attempted in the same manner; and this proved to me, that what has before been said of their excellent powers of mimicry is not in the least exaggerated. I soon ascertained that Caloosa was already named anew. As he came from Cape York, his new patron, Captain Ommanney, called him "York," to which another Christian title was added by some of the officers. I shall still, however, call my friend by his native name, "Caloosa," for the short time I have yet more to speak of him. He maintained the same restless and wandering movements, though apparently in the highest delight. Upon descending to the cabin, he there performed certain antics which raised a smile in all of us. As we seated ourselves, so did he; his greasy and all but uncovered skin squatted, in perfect disregard to the value of the furniture, upon whatever seemed to him to be a seat. A looking-glass was presented to him; when, upon seeing his own features therein, his laugh suddenly vanished, but as instantly came again as his eye caught mine.

Some of us arranged our hair before the glass, and he immediately, with exquisite mimicry, and with all the attention and little

arts of a lady at her toilet, attempted the same with his own, all the time laughing at himself for his awkwardness. From the glass he went to the stove, the bells, stools, pictures, and everything with restless curiosity; and, finally, after our dinner, when he was motioned to sit down and partake of some food that was put before him, he began to eat most voraciously. Some of the things he appeared to like very well, but others he discarded, after tasting, in a very uncereemonious and nauseous manner. His fingers, of course, were used by him in preference to the fork, but upon the latter being shown to him and explained how he had to use it, he made efforts to do so in a creditable manner. A jack-knife had been given to him prior to his coming on board, and he made great show of it, as if proud thereof. At dinner he used it once or twice in the manner we pointed out. In the midst of rapidly eating, however, he suddenly left off; I presume he had had enough; and, rising from his seat, made one or two of the officers shrink away, as he came rather too close to them with his greasy skin dress and wild appearance. A small drop of *whiskey* was handed to him by an officer, but he had no sooner tasted it than he spat it out with the utmost dislike, as though he had been poisoned. His half-comic serious countenance was again put on, but relaxed in a moment to the usual grin. Another novelty for him was now brought forward. Suddenly, as he was rambling about the cabin, a low sweet strain of music was heard close behind him. He started round, in evident astonishment, and seemed to look about for the spot whence it came. A fine musical-box had been placed on the table, and it was playing a soft opera air. He was, apparently, as much delighted as entranced; especially when, without any apparent cause, the air changed to a brisk and lively tune. He could see and hear that the sound was from the box; and great was his examination of it when the lid was opened for his inspection.

I have now mentioned all I know or saw of Caloosa. Poor fellow! I hesitate not to admit that I felt an interest and a liking for him. He was so good-humoured, and (but perhaps it was my fancy only) had for a time attached himself a little more to me than to any one else. When the vessels all met again in the evening, he went on board of the "Assistance," and I had no opportunity of seeing him again. That he will be well taken

care of I am certain, for Captain Ommanney evinced that sort of interest in him which I felt myself, and expressed his intention of making him a man.

While I am upon the subject of the natives, I may as well relate the brief information which I received from the Danish interpreter. Mr. Petersen, it appeared, had been deputy-governor of the settlement of Upernavick when Captain Penny called there in the present year, and managed to engage his services. He had been some years there, was well skilled in the Esquimaux and English languages, and was an intelligent scholar in his own. He was married and had two children. His wife, a half-breed Dane-Esquimaux, was staying at Upernavick until his return from this expedition, when Captain Penny would either land him at the settlement or take him to England and send him on to Copenhagen; whither she would, in the latter case, precede him by the Danish vessel from Greenland. He was very anxious about letters from her, and had expected there would have been some for him when he heard we had called there. This led to a conversation between us, when I found that the settlement of Upernavick was on a much more respectable footing than I had previously been informed. Sealing, and collecting the skins of the various animals to be found there, was the principal occupation of both the European and native settlers.

## CHAPTER XVIII.

The "Assistance," "Intrepid," and "Felix," proceeded to Wolstenholme Sound.—The "Prince Albert" taken in tow by the "Resolute."—Clear Water.—Plans for future Exploration.—Part Company with the "Resolute."—Enter Lancaster Sound.—Make the Land about Cape Liverpool.—Fog.—Dangerous Sailing on account of numerous Berge.—Byam Martin Mountains.—Strong Breeze. Pass Cape Hay.—Navy Board Inlet.—Examine Wolston Island.—No Information.—Blowing Hard.—Ship hove to.—Darkness at Midnight.

AFTER a pleasant day thus spent on board the "Pioneer," where I met with every kindness and hospitality from Lieut.-Commander Osborn, his officers, and all assembled there, we got up to the other ships about six p.m. There had been but very little wind all day, and the weather was warm. Penny's two ships were now in company, and he himself, having come on board of us, received all the letters in our charge for him and his crews, and then bade us farewell. Each vessel now prepared, once more, to take her proper sta-

tion; and I could again dilate upon the goodly sight that was here presented to the eye, as all the eight vessels and their several boats like a little fleet preparing for line of battle, gradually assumed their respective positions. At seven p.m. the tow-ropes were fast as before, Penny's ships ready to start off to the westward under all sail, and the "Felix" and ourselves attached to the "Resolute" and "Assistance." The word was given; and as the "Lady Franklin" and "Sophia" stood away, while we gradually moved onward, deafening cheers rose upon the air, amid that strange and wonderful scenery, until their echoes rang again upon the rugged rocks, and were carried back to those that sent them. It was indeed an animating sight, and one not easily forgotten.

It had been determined by Captain Austin that the "Assistance" and "Intrepid" should search the locality referred to in the intelligence we had received concerning the "North Star," and, as that was not materially out of the way, in our present position, this determination was carried into effect at midnight, when off Cape Dudley Digges, the sun, though now very low, still shining upon us. Accordingly, those two vessels and the "Felix" (Sir John Ross wishing to examine the place, being still doubtful about the story he had heard) (1) parted company from us here, and we were attached to the "Resolute," who took us in tow. Three cheers were again given, and then each division stood on its proper course, ours, now, to the westward, as the ice was gradually clearing; and the "Assistance" along the east land to Wolstenholme Sound.

Thus ended this day, a day full of eventful change to us. The weather continued mild and calm, and we all began to think we were now nearly clear of the ice. Tired and sleepy, I then, at one a.m., retired to rest.

*Thursday, August 15th.*—The following day we had very similar weather, with now and then some straggling ice in sight. The commander and myself were invited to dine in the gun-room of the "Resolute," with Captain Austin and the officers, and we, consequently, enjoyed a most agreeable and pleasant afternoon. We were, now, fairly in what is called by Arctic seamen the "North Water," and all seemed clear before us.

*Friday, August 16th.*—There was no

(1) It is right I should here state, that in all the private letters from Sir J. Ross, of which I have heard, he expresses his final disbelief in the whole story.

change this day, except that we had light airs, calms, and occasionally straggling ice. The weather continued fine and clear, and all steam was kept up. My afternoon was again most agreeably spent, from being invited to accompany Captain Forsyth to dine with Captain Austin on board the "Resolute;" and we there found two of the officers of the "Pioneer." It was an exceedingly pleasant party; and, with the few other similar changes I had lately experienced, seemed like an *oasis* in the desert. It was now decided that a plan of future proceedings should be marked out for our guidance. Captain Austin announced his intention of going first to Possession Bay and Pond's Bay, and thence up Lancaster Sound, if we would search the coast beginning at Cape Hay to Leopold Harbour. This our commander promised, and it was then furthermore stated that the "Resolute" would meet the "Assistance" (which latter vessel was to take the north shore of the Sound), at an appointed rendezvous between Capes Rennell, Riley, and Hotham. Failing in meeting with each other there, one vessel was at once to go on to examine Cape Walker, and thence to Melville Island, if possible. This being arranged, we returned on board at about nine p.m.

*Saturday, August 17th.*—The next morning was foggy, with a light breeze, clear sea, and a slight swell from the N. W.; the latter denoting that the ice had at last left us.

During the forenoon I went on board of the "Resolute" in my medical capacity, to consult the surgeon about one of our men who had been ailing since our leaving England. Several previous conversations had taken place about him between the doctor and myself, and he had been seen by the medical gentlemen of the whole of the ships. Commander Forsyth consulted with Captain Austin, and at the man's own written request he was discharged from the "Prince Albert" into the "Resolute," for transshipment back to England, if the "North Star," or any whaler was fallen in with; the "Resolute," as was thought, being more likely to meet them at Pond's Bay than we should further up the coast. This being done, and Fox with all his things clear from us; at two p.m. we cast off the "Resolute's" tow-rope, and, with another three hearty cheers, each vessel stood on her respective course, we for Cape Hay, from which we were about, as we suppose, fifty-two miles, and the "Resolute" for Pond's Bay. As the final cheer died away,

Captain Austin, who with his officers was standing on the taffrail, waved his hat, and in his strong, clear, manly voice sung out with all a seaman's honest good-will, "Success to you, my fine fellows!" and the next instant we sheered off, and she was soon lost in the fog. And truly, by the side of the large ships we looked but a small thing to come up here on such a voyage. We were somewhat, as they all said, like Baffin of old. Often have I since thought of that, "Success to you, my fine fellows!" and remember, with great bitterness of spirit, the feeling which seemed to animate me anew when I heard it. "Success," indeed! I find in my private notebook, written immediately after we parted from the "Resolute," these words, and I will give them to show exactly not only what I myself, but most of us then felt. \* \* \* "To look at our little bark in comparison to these large ships! Yet here we are, and, by the blessing of God, all safe so far, and at this moment the *first*, and most ahead of all the discovery ships, though we left last, and we hope yet to be ahead. We are now entering the ground where all our hopes and expectations are centered; where we must be constantly alert, night and day, on the look out, and where, I earnestly pray, we may find some tidings. We have now a nice little breeze in our favour, and a clear sea, and as our vessel lifts and moves to the gentle swell we seem to be again upon the ocean, looking brightly forward."

Two weeks to a day, only, after this, we were again very near the same place, myself crest-fallen, miserable, hardly able to contain myself, and the poor ship (no emblem of Baffin now) sneaking as it were reluctantly (for it was calm and light air) homeward!

*Sunday, August 18th.*—Throughout the latter part of yesterday it was very foggy, with a light breeze in our favour. During the night it continued the same; but, as up to midnight we had not run the distance we had calculated ourselves to be from Cape Hay, we did not heave to. A careful look-out was kept by all of us, and neither Captain Forsyth nor myself lay down until the morning. At half-past one a.m. I threw myself down in my clothes, for a little rest, and at half-past three was aroused by the cry of "land." I ran on deck, and found it to be an apparently low sandy beach, close to us. The weather was still very foggy, and, consequently, we could only see a small portion of the land right before us; but in what

part or what was next to it was impossible to tell. Upon sounding, plenty of water was found, and the ship was therefore "hove to," until later in the morning. At eight I was again on deck, and found the ship under sail, and running gently along the land, which could faintly be seen through the thick fog that still environed us. The lead was kept going to try the water, and the gong was constantly sounded to give notice to any other vessels or persons that might chance to be in our way. Every few moments an iceberg would dart out from the dense vapour that surrounded us, and not a few "wash pieces" gave us some trouble. The wind now came foul, though still keeping a moderate working breeze; but, it appeared, we made very little progress. In a short time we came upon some remarkable coloured water, assuming the appearance of a chalky clay shoal; but no soundings were found upon it at twenty fathoms. The fog lifting a little showed us a bluff headland, which looked, however, anything at that moment but low land, though I afterwards found it to be so, at least in comparison to the land around it. This headland I immediately thought to be Cape Liverpool, from the colour of the water near it being such as described by Parry in his first voyage, and I at once attributed our being so far down, to the existence of that strong southerly current so much spoken of by preceding voyagers. As the fog partially cleared away I felt particularly anxious to get a sight of the land; and also of the water ahead of us, to see if the latter was free from ice, and to examine the former. I was incessantly up and down at the "crow's nest," and the spy-glass was almost constantly in my hand.

As we proceeded very slowly along the land, tacking off and on, we observed several shoals of eider ducks, and large quantities of other birds. The shore appeared bluff and rugged, but it was only when we run in close that we could see it at all. The day thus passed away without any improvement, and it was ten p.m. before I left the deck to get a few hours' sleep prior to an early rise in the morning.

*Monday, August 19th.*—I was called at four a.m. to relieve Capt. Forsyth on deck, he having been on the look-out from ten the preceding evening. The weather was still foggy, and there was but little wind, and that against us. At seven, the dense vapour around was suddenly lifted up, as if by magic; and, as the curtain rose, with the sun

shining in the east, the whole range of the lofty and magnificent Byam Martin mountains, with their snowy peaks, burst upon my delighted view. It was a beautiful sight, and with such a quick transformation too, from the heavy fog to a pure air and clear sky. My glass was now unceasingly at my eye, both on deck and aloft. A jutting point of land to the westward I thought might be Cape Hay, but as yet we had no wind to get us there. The "Sound," however, I perceived with great pleasure was free from ice, save a few bergs close in shore, and I augured from this that we might stand a chance of getting into Prince Regent's Inlet without interruption. While eagerly wishing for some wind, it came upon us almost as suddenly as the fog had been driven away; and, at eight o'clock we had all sail set, running close along the land, with a splendid breeze in our favour. Now was the time to keep a bright look-out upon the shore. Mr. Parker, of the "Truelove," had given us directions by which we could distinguish the point where he had landed the provisions and coals sent out by Lady Franklin in the year 1849, and for these marks I was eagerly looking. When it cleared away in the morning we had found ourselves close down to the place where we had been on the previous evening; consequently I had, myself, lost none of the coast while I was in bed. I was on the fore-yard glass in hand looking out about noon or a little after, the ship going very fast and a sea rising, when Capt. Forsyth hailed me and stated that he saw the coals and cask upon a low point of the shore under some high table-land that we were passing. The second mate said the same; but perhaps from my long watching my eyes were dim and I could not see them so distinctly as to be certain about it. If that was the place it certainly was not in Catherine's Bay, as Mr. Parker had told us, for the point jutted right out into the sea. However, it was blowing too strong to stop and examine, and accordingly we proceeded on.

Navy Board Inlet now soon opened out to us, and Wollaston Islands were close upon our bow at two p.m. We observed two cairns erected upon one of the islands, and presuming that this was the spot where Mr. Goodsir had landed last year, we rounded under the lee of the island and hove to, for the purpose of making an examination. As I was to undertake this, I joyfully prepared to do so, and having put on my rough overall sea-boots

and coarsest apparel, for a few moments carefully read that part of Goodsir's narrative relating to it. The boat meanwhile had been lowered; four hands to pull, and the second mate, as coxswain, got into her, and taking with me a written notice of our visit in a cylinder, I departed. It was some little time before we got to the shore, or could find any landing-place. The island was barren in the extreme, and apparently formed of loose rugged masses of limestone and craggy rocks.

We found a small place on the S. W. (true) corner of the island, where we had just room to haul the boat up, clear of the lee wash, on to a narrow bit of shingly beach close under the loose stones and rocks of the cliff itself. It was apparently the only safe spot; though, even there, little safety could be said to exist. Our next job was, after leaving one hand in charge of the boat, to try and climb up the almost perpendicular surface to the summit of the island, where the cairns had been erected. It was evident that when Mr. Goodsir landed, it must have been on the other side, if, as I still doubt, we were indeed upon the right island. Our task now was neither easy nor free from danger, and this was evinced almost directly after we began to ascend. We had to climb from place to place on a most insecure footing, where one false move or treacherous halting-place would have sent any of us to the bottom, and have killed us outright. One of the men, evidently a good cragsman, had ascended higher than any of us, when he accidentally dislodged a stone, which came rumbling down with great force, and struck another man full upon the head. With great presence of mind the latter retained his footing, though for a moment stunned by the blow, which we at first feared would prove very dangerous; as, however, he soon appeared to recover, and would not return, I concluded that his head was harder than I had taken it to be, and we proceeded on our way. By the help of a faithful walking-staff that had proved serviceable to me in many parts of the globe, I got up the ascent with tolerable ease; and, in about half an hour more, reached the cairn. Here, however, after due examination, we found nothing, and I therefore concluded that we had got on the wrong island; and that the cairns had been erected, for no particular purpose, by some of the whalers. We then prepared to return, as time was precious to us; and, having collected a few geological specimens from the summit, we began our descent. It

was as difficult descending as it had been in the ascent. Our clothes were torn in one or two places by the sharp craggy rocks, and, our boots were cut in an equally sorry way. About half-way down or more, on the top of the S. W. point, we observed what must evidently have been a grave. It was in a most singular spot; a ledge of high rock here formed itself into a small oblong peninsula, in size, at the top, a little larger than the grave, and almost overhanging the sea, the waves of which could be faintly heard at a great depth below. This peninsula was connected with the main island by an extremely narrow isthmus of rock, which we found it required great steadiness and care to traverse. We then had to ascend, or rather climb, from stone to stone to the grave, and there we found the only approach to verdure we had yet seen. Some moss and mould was laid in the usual form, and a few small bones were observed around. Whether or not there was really any one buried there it was impossible to say, as I could discover no signs of any name, or any token whereby to ascertain the truth. We got down to the boat without any mishap, and soon afterwards were on board. I reported the result of my examination, and then descended to the cabin to change my torn apparel, and, afterwards, get my dinner, which I ate with a keen relish.

Captain Forsyth at first hesitated about making sail from under the lee of the island on account of the wind increasing and the sea getting up; but, ultimately, hoisting in the boats, he stood out gallantly from the land, upon our proper course. I was glad to see him do so, as ours was no common voyage where every threatening storm makes people cautious. But I was equally disappointed when I found that he deemed it right to heave to, with a fair wind and clear water, at ten P.M., in consequence of the gale increasing, and a high sea running. Some bergs occasionally appeared, and we knew not what might be ahead of us in the shape of ice, as the weather was not quite so clear as it had been; but it was daylight now nearly, though not quite, all the twenty-four hours, and all danger as I thought, but perhaps wrongly, could be avoided. However, there we were, hove to; and, for the first time these last eight weeks, we lit a candle, for an hour only, in the cabin.



## CHAPTER XIX.

Lancaster Sound.—No Field Ice.—A Rapid Run.—Looking out for the Land.—Leopold Island.—Haul in for Port Leopold.—The Harbour blocked by Heavy "Drift Ice."—A Landing effected with great difficulty.—Whaler Point.—Burford's Panorama.—The "North Star."—No Traces of Sir John Franklin.—Sir James Ross's "House."—Steam Launch and Provisions for the Missing Expedition.—Heavy Task in returning through the lee.—H.M.S. "Assistance."—Proceed up Prince Regent's Inlet.—Ice blocking up the various Harbours.—Idea of Proceeding by Boat to Lord Mayor's Bay.

*Tuesday, August 20th.*—At seven A.M. the following day, I was on deck again, and found the ship still hove to, the wind blowing hard and a high sea running. No land could be seen anywhere, on account of the thickness of the weather. Thus we continued until noon, when, it being more moderate, sail was again made, and we stood away for Port Leopold, from which we considered ourselves to be distant about 100 miles.

In the afternoon we ran through some loose ice, apparently the break up of a berg, demolished by the gale; but, except occasionally one or two small pieces, we saw nothing to interrupt us. The wind increased a little more towards evening, but it was a splendid breeze, and we were running about nine knots an hour. Not wishing to lose the advantage of so fine an opportunity of getting on, and perceiving Captain Forsyth was again, as he told me, intending to heave to, I volunteered to him to remain up on deck all night, looking out myself (as he said he had no confidence in his mate), if he would run on. This he immediately agreed to, and though I was positively wearied out by the exertions of the past day or two, and want of natural rest, I cheerfully prepared myself for the night duty. At ten P.M. Captain Forsyth retired to his cabin, and I was then left to myself on the look-out; the second mate attending to his duties as regarded the sails, etc. The weather was thick and hazy, and no very great distance could be seen; but we were going along at a rapid rate, sometimes ten knots an hour. I took my station alternately on the foreyard, in the "crow's nest," forward in the bow, or wherever I could best see. At times I reclined at my whole length upon the foreyard, steadying myself with my feet twisted in between the two parts of the jib halcyards, and my arm round the fall of the topgallant yard rope. As my heart leaped with joy at the breeze, and my thoughts revelled in the prospect that fancy put before

me, I felt myself, up aloft there, like some spirit flying upon the wings of the wind. I was alone, trying to pierce the darkness ahead. Though I had not actually charge of the deck, yet, for a time, the deck might be said to be my own. I could *feel* the bonnie little craft bounding under me. See how she skims across the surface of the deep, as though she were alive; the wild waves leaping over her bulwarks in vain attempt to stay her progress, or deluge her decks with heavy seas. "Give it to her! Let her fly!" I mentally ejaculated; for I could see, in fancy, some hundred or more human beings—fellow creatures—brethren of our own calling—noble, brave, and daring fellows, stretching out their arms to us that we might snatch them from their misery. With these thoughts, I sprang to my feet; one glance below; seven bells (half-past eleven) was striking; the curling waves dashed along each side of the ship, and the seas rolled fast and furious after her. It was good! her speed had in no wise lessened. I turned my glance ahead. A moment more, and I fancied that a huge black mass was rising out of the clouds before me. And yet it could not be. Hardly had we run ninety miles since last noon, and now we have entered the straits which bear the name of Sir John Barrow, the great promoter of all Arctic discovery! I looked again. Yes it was. Hurrah! Leopold Island was in sight.

I was now quite certain of our position; Cape Clarence I could also see, and the high, bold, bluff, north-headland of Leopold Island. That would do; so I hailed the deck, and desired the second mate to inform the commander. In a short time Captain Forsyth was on deck; and in a few moments, the ship's course was altered, and she was brought nearer the wind, which was now somewhat lighter. I remained aloft keeping the look-out, and in a short time observed the land more up the inlet, inside of Cape Clarence, and concluded it was Leopold Harbour. The faint darkness of the short night had now passed away, and the morning light displayed objects very distinctly; but thick clouds still hung over the top of the land, from which we were yet some distance. The wind, too, was dying away fast, and it was half-past two in the morning before we got abreast of the harbour. I then descended from my post aloft.

Apparently, a belt of ice encircled the mouth of the harbour, so as to prevent the

vessel going in, as was our original intention had it been open, and the *gutta percha* boat was therefore ordered away to examine, and accordingly we were soon pulling away for the mouth of the harbour. A long swell was coming in from the sea, the effects of the gale now completely died away, and wherever we passed any ice it was heaving about in a convulsive manner. As we neared the shore, the whole features of the place came fresh upon me, so truthful is the representation given of them by Lient. Browne in Burford's panorama. I could not mistake; and I almost fancied that I was again in London, viewing the artistic sketch, but for certain undeniable facts in the temperature and aspect of the ice which banished such an idea.

I tried the barrier of loose pieces and heavy "brash" ice which encircled the mouth of the harbour, in several places, but did not find a single spot through which the ship could enter with anything like safety, even if she could have forced her way through. I hesitated a moment what to do, but, seeing a strange sail suddenly appear in the offing, I determined upon making a bold push, and attempt a landing in the boat. I was feverishly anxious concerning tidings that I hoped might be found at this grand dépôt, and as it appeared that we were the *first* vessel there this season of all the discovery ships, I was desirous of making her the *first* that should have any communication with the shore. Accordingly, we gave the *gutta percha* a fair trial, perhaps a better trial than it had ever experienced before, and, forcing her through the outer edge of the ice, soon got her well into it. She behaved admirably; every voice was in praise of her; the *gutta percha* resisted the ice in a manner truly surprising, and glided past it unhurt; whereas, if we had had our mahogany, or any other kind of boat, it would have been in great danger, and, in all probability on our returning through the ice afterwards, would have been crushed like an egg-shell. In a short time, with some degree of difficulty, we got through, and effected a landing on the extreme end of Whaler Point. The boat was hauled up high and dry, and I rushed eagerly to the house that we had observed near at hand as we came in. My first work was to examine the cylinders, one of which was found fast to the flag-staff erected close to the beach, and the other inside the house. Eagerly did I open them, and take out their contents. Three papers were in one, and two in the other. My agitation was so great,

that I could hardly see to read, and my hands fairly trembled; for it must be remembered that I was somewhat fatigued and worn out after twenty-eight hours' unceasing watching, and the excitement was great upon me. To my heavy disappointment, however, there was not a line of intelligence concerning those whom I most wished to hear about. No, they had not been there. "Well, we must hurry further on," thought I; "perhaps at Brentford Bay, or lower down, we shall get tidings;" and, thus reasoning, I hastily perused, again, the documents before me. Three of these were the papers left here last year by Sir James Ross, and signed by him and Captain Bird, one of the three being a list of stores, provisions, etc., left behind; the other two duplicate memorials of their visit. The *fourth* document was, to my surprise, a paper from the "North Star," which vessel, it appeared, had been there only a few days before us. I copied the contents of this paper, which were in substance as follows:—

"The 'North Star' had been beset in Melville Bay, on 29th July, gradually drifted until 26th September, when they found themselves abreast of Wolstenholme Sound. Ice being a little more loose, and the sound appearing clear, made all sail, and pressed her through it, anchoring in the lower part of the Sound that evening, and arrived in North Star Bay, Wolstenholme Sound, on 1st of October. They wintered there till 1st of August this year, when they got liberated, and passed through the pack in centre of Ross's Bay. Reached Possession Bay, on 8th of August, in evening. Left despatches, and arrived at Port Leopold, 13th August. The 'North Star' called to see if instructions were left for her guidance.—14th. Season far advanced and the harbour full of ice, and, not being able to land provisions, the 'North Star' proceeds to Port Bowen or Port Neill, and then returns to England.

(Signed) "J. SAUNDERS."

Having done this, I hastily tore a leaf out of my metallic pocket-book, and wrote thereon a brief notice of our visit, depositing it with others. Not being aware that we should do more than examine the ice outside, no usual written notice had been brought, and pens, ink, and paper were not among the many excellent accommodations the house on Whaler Point otherwise afforded.

As time was very important, not knowing how the wind and ice might set in upon us, I

could only, then, take a cursory survey of things around me. The covering of the house was very much rent at top and at the sides in several places, and we had no occasion to use the door, in consequence of a large gap in the canvass giving us a free and easy entrance. In every other respect the house was in excellent order, and I could not help wishing that no worse a habitation might at the present moment belong, in some other place, to those for whom this was especially erected, and also that many of our poor at home had as good. All sorts of things and utensils—ropes, iron gear, blankets, stoves, etc., etc., were scattered about, inside, in singular proximity. Outside, and nearer the beach, piles of soup and bouilli canisters, and other preserved meats, were heaped up alongside of a great number of casks, containing all sorts of articles for a lengthy scale of victualling on shore. Further on were bags of coke and coals, and then the steam launch, a fine noble-looking boat, in which one would hardly be afraid to venture anywhere. She was so placed as to be ready, without very much difficulty, for launching, and the materials belonging to her were lying alongside, some of them half-covered with pieces of ice driven up from the sea. I directed one or two to be moved higher up; but it was soon seen that we ourselves could lose no longer time, as the ice was evidently closing fast in upon the harbour in a more compact form than when we entered. Accordingly, I gave orders at once to be off, and in a few more seconds bade, as we then thought, adieu to Whaler Point.

The passage by which we had entered was closed, and we had to pull along the great body of ice stretching across in a semicircular form, to find an opening whereby we might get out. Inside the harbour, numerous detached pieces were moving about in a rather too lively manner to be agreeable in close quarters. The belt, which was to seaward of us, presented very much the form of a bank of large rugged ice and dirty snow, newly thrown up as a dam to prevent egress. As this bank heaved and fell to the rise of the swell, it was anything but pleasing to contemplate, knowing that we must try to find a passage through it. Twice did we pull its entire length without finding the least appearance of an opening. As it was growing later than I had expected, it being now past six o'clock, and fearing that the commander would be anxious about us, I con-

sulted a moment with Wilson, and then gave orders to try and *force* through it in the slackest part. There was, however, hardly any *slack* part, and we had therefore to take it where it appeared the narrowest across. Accordingly, in we went, the boat being pushed through the "brash and drift ice," much in the same way as a fly may be seen occasionally trying to wade across a saucer of refined sugar, sufficiently wetted with water to make it a substance thick enough for a piece of crust to stand upright in. This is about the nearest kind of similitude I can give to the nature of the stuff we had to go through; with, however, the addition of numerous large blocks of ice within the rest, thrown into frightful motion by the heavy swell. For an hour did we labour—every one of us *hard*—at this tedious work. Several times did it seem that we must give up; the men and myself were exhausted; each, also, was wet through, over his knees and to his waist, by frequently having to jump upon a passing floe, and pull the boat by hand clear of another. At last we got into a part where it was more slack, and, finally, cleared the whole mass, and were alongside the vessel at about eight A.M. I reported what I had done, and was then informed that the strango sail we had seen was the "Assistance," who had merely run up to the "Prince Albert" within hail, and, having ascertained that we were examining the place, stood away again to the north shore of Barrow's Straits. At ten o'clock, after I had partaken of breakfast, and attended to the chronometers, etc., I lay down and was soon asleep, having been up since seven the preceding morning.

At two P.M. I was on deck again, and found the vessel had made but little progress, it being calm nearly the whole time. A breeze soon afterwards sprung up in our favour, and we passed along the coast to the southward, in Prince Regent's Inlet. We were, at last, fairly on a portion of the ground which had been allotted to us, in particular, as the scene of our labours and researches; and it was with no little anxiety that I kept a good lookout to see the state of the ice ahead, and also to examine the coast as we went along. I was delighted beyond measure to find, this day, that no barrier as yet appeared to block our way or to stay our progress. The weather, however, was too thick to see far ahead; and some ice along the coast seemed to bode not so favourable a result as was wished for.

Elwin Bay, as we passed it, was blocked at its mouth, and the ice seemed to trend more off the land, and get broader as we neared Batty Bay. Still there was great hope that we should now, very soon, get to our winter-quarters, in either Brentford or Cresswell Bays. Success hitherto in coming thus far had made us sanguine, and the breeze helping us—should the sea remain clear—we might be at anchor, probably, on the following afternoon. It was yet early in the season, and I reflected within myself that, perhaps, something in the way of search might yet be done, according to the scheme originally intended for us, and the instructions we received, ere winter set in upon us; and I was much gratified to see the willingness, nay, eagerness, with which the men, one and all, looked forward to the service which was to follow our taking up a winter position in Brentford Bay, or some other harbour.

But I need not enter into any detail about our plans, as these, unfortunately, were not carried out, in consequence of the vessel not getting to Brentford Bay; though I began to prepare myself for the service by putting up such things as I should want, and making the necessary arrangements.

#### CHAPTER XX.

Pass Batty Bay.—Off Fury Beach.—Stopped by Heavy Ice.—Compelled to turn back.—Retrograde Movement.—Night Search in the Gutta Percha Boat along the Coast.—Port Leopold again.—Heavy Barrier of Ice.—Means employed to carry and drag the Boat across it.

TOWARDS evening, with a very light wind, we were passing along at some distance from the edge of the ice of Batty Bay, which was, just as in the other two places, closed against us. I was sitting in the after-cabin, talking to the commander, and reading, when, suddenly, I heard a cry on deck, from some of the men, that a gun had been fired on shore close to the bay. Captain Forsyth, on coming up, gave orders to run closer in, and to clear away the howitzer, and fire it. I immediately took the best glass in my hand, and went aloft, most anxiously and narrowly examining the land, without perceiving the slightest signs of anything to denote either life, or even vegetation. Directly the report of our own gun had died away, I strained my ear to try and catch any answering signal; but not the faintest sound of anything could I, or any one else, now hear; and, accordingly we presumed that what had been heard

was either the fall of a piece of rock, or the collision of some heavy ice. We, therefore, once more stood on our course, and at ten o'clock, with foggy weather, ice stretching more out from the land, and myself dispirited, as well as still fatigued and needing sleep, I retired for the night.

Upon going on deck the following morning, at seven, I found we were running along the edge of the ice nearest the land, and in a thick fog. The wind was light, and had carried us down as far as off "Fury Beach." I was very anxious for the fog to clear, to see what was before us; when, about nine o'clock, it lifted, and we saw, not only the land abeam, and trending round to the west, but, what was a bitter disappointment, ice everywhere ahead, and on each side of us. We had evidently run into a "bight," and, a few yards further, should have been brought up all standing. Long and eagerly did I strain my eyes through the glass in every direction, from the "crow's nest;" but nothing save one dreary expanse of heavy hummocky stuff presented itself. Not a sign of any opening anywhere. This was indeed wretched beyond description; so nicely, too, as we were going on, and fancied we could yet go on. What was to be done? The mate was called from his bed.—it being his watch below,—to come and report upon the state of the ice; and the second mate, as second ice-master, was sent away in the boat to try the pack, and see what it was like. I was aloft with the mate consulting, and asking what he thought of it. He examined it well, and finally expressed it to be impossible, in his opinion, for us to get through *this season*, "if," added he, "that sort of ice breaks up in *any* season;" and I was reluctantly compelled, with a gloomy heart, to come to the same conclusion, and that it was now hopeless for us to think of getting further that way." (1) He descended below, and gave the commander, as requested, his *written* opinion on the subject. Soon afterwards the second mate came on board, and reported to a similar effect; he, too, was desired to give in a *written* opinion to the commander. The next step was, to get the ship clear from her present unsafe position, as, in the event of a gale or breezy weather springing up while she was there, the ice

(1) I could only, of course, judge from what I saw, coupled with what the mate told me. Inexperienced in the ice, I could not tell whether waiting about there would be proper or not. The opinion I had afterwards to give referred to another examination.

might close in upon her. Orders were then given to turn the ship's head round, and retrace our way; and the commander having also received from me at his request a written opinion concerning what I, in my inexperience, considered the state of the ice, began to lay before me his intentions. I entreated permission to make an attempt to land at Fury Beach, and would dare all to do so if he would lend me the boat only for one day; but he considered it too hazardous an attempt. He, however, told me that he purposed to return to England, having failed in being able to get to Brentford Bay or into Batty Bay; and—from several circumstances which it would only be irrelevant here to speak of—I, with a bitter heart, coincided with him in his opinion to that effect, deeming that it would indeed be better to return to England. It was, however, agreed, that Capes Riley, Illoham, and Walker should be looked at and examined first, by us, before returning, although the peculiar ground of other ships. I again volunteered this time to search those places in an open boat.

At four P.M. all hands were summoned, and told by Captain Forsyth what his intention was, and that the vessel was now returning to England. What the men thought I know not; but they said nothing, though I purposely asked them to tell the commander if anything suggested itself to them. They were then dismissed, and the mantle of gloom spread itself abroad, in fog and despondency of spirits, over our little vessel, so joyous but a short time back. *L'homme propose et Dieu dispose*, and so it is in all things in this chequered life; I had little more to care for now, or to do, save my regular duties; and I felt that void which I knew not how to fill, except where the source of true comfort and consolation is always found. Hope, however, again came into my breast. I asked if a fresh notice would not be needed at Port Leopold, and was answered in the affirmative; and, at nine P.M., the land therabout being in sight, the boat was, at my request, ordered away, and I determined to take the opportunity, through the night, to examine all along the coast to that place.

We left the ship about half-past nine in the evening, taking care that a few sundries, in the way of eating and drinking, were placed in the boat, in case we needed them. The night was not particularly cold, at least to us who had now become accustomed to a low degree of temperature; and away we went,

standing in direct for the land, as near as we possibly could towards Batty Bay.

I could now hastily run over what passed during the next twenty-four hours; but I feel somewhat inclined to take the reader along with me in this night search.

To beguile time in the boat, I took out a book from my pocket, "*Anecdotes of Napoleon*," and began reading. But as we came upon the land ice, which still hung very thickly to the shore, my attention became too much absorbed by other things to read. My book was exchanged for the spy-glass, and with this I was constantly trying to pierce through the dark twilight, which now existed, to make out objects on the land. Skirting along the ice as close as we possibly could, we were yet some miles distant from Batty Bay, and one or two direct from the land. To reach the former we found was impossible at that time for either boat or ship, and accordingly we stood in for the nearest part of the shore. By this time our little bark was out of sight; and when, in another hour, midnight came upon us, we found ourselves alone upon this frozen sea, with nothing to keep us company except a few solitary water-fowl, and the ever wondrous iceberg (†) lifting its ponderous bulk slowly upward at each motion of the sea.

Midnight upon the waters in a solitary boat is, I have no doubt, a very pretty thing in some parts of the world; Venice for instance, the silvery Bay of Naples, too, that "*dolce far niente*" of the Neapolitan; but, midnight, upon the waters of an Arctic sea, without the excitement of a whale chase, or the company of another party, or even of your own ship, is anything but pretty. A few nights back I was on the opposite coast of Melville Bay, watching, with intense feelings of delight and pride, the sun shining upon the whole "*Searching Fleet*," as the hour of twelve was sounded through each ship. Now, I was alone, on a service which, though requiring care, attention, and energy, was yet a retrograde movement. A check had been given to my sanguine expectations; instead of searching the coast onward, I was examining it backwards. Then, I looked forward expectantly; trusting, nay, half-believing, good news would await us somewhere at the entrance of this part of our labours. Now, alas! . . . A tinge of melancholy saddened

(†) One of these masses, weighing several tons, had been thrown entirely upon another by some heavy pressure of the ice.

my thoughts; the song, and the lively talk of my men had ceased; and nought was to be heard but the even-time splash of the oars as they dipped in the water; the cold, too, seemed to have increased; and the wind, rushing down the steep declivities and ravines, appeared to have a greater and a sharper force; I wrapped my great coat closer round me; and as my feet were getting numbed, tried to keep motion with the oars by stamping to their time. A cigar ceased to afford any luxury; daylight, however, was gradually brightening, and I could see more clearly on the shore. The land-ice had trended so far in as to permit us rowing close along the craggy cliffs. I looked, and looked again; but still no signs, no mark or token which gave me even a hope of its being of use to land and examine it. Thus, then, I was left to my own sad thoughts. Gloomy enough for the time they were. Of self I had not one idea; but those brave hearts for whose existence, safety, and return to their home I would gladly, ay most gladly, have perilled life and all—where were *they*?

Gloomy thoughts had now for the time mastered me. Midnight here was not as the midnight off Cape Melville, and, though midnight had passed away an hour or more, my saddened feelings had still some strength, when suddenly a brightness in the east denoted that the sun was once more coming up above the sea. A cheering voice, as I gave a word to the men, brought forth a cheering sally; and an instant more I was once again with hope and life before me. My morning orisons were lifted with the morning sun, and mixed with them was a prayer for those I sought. I sprang to my feet with renewed vigour; and, giving the men a cordial draught, we soon went forward at increased speed. By three o'clock we were off a deep valley or ravine close to Cape Seppings, and the ice began to appear in greater masses. Numerous small bergs were aground here, and detached floes were floating about in the vicinity. Creeping, as we had done, close in shore, we had, lately, thrown the larger portion of the ice, as it were, to seaward; but by the time we had rounded the Cape, and opened out the harbour, it was seen that some difficulty yet would be found in getting to Whaler Point. I have before described the form and appearance of Port Leopold, and I need, therefore, only here observe, that, from the southern point of the entrance, an almost dense pack of heavy *drift* ice was stretched

across in a north-easterly direction, intercepting our passage. Upon examination, I found that we were in a bight; and that the ice at its eastern extremity was connected with that inside of which we had been coming. We pulled rapidly round the curvature presented to us, but could find not a single opening large enough to admit our boat. For the moment I thought of retracing our steps for some short distance, and getting *outside* of this impediment, hoping that, from the sea, an entrance might be found on the other side of the harbour; but reflection told me, that upon the mere chance of our succeeding that way it was hardly worth while to give the men such additional labour, they already having had a long and heavy task. Accordingly, I consulted for a moment with Wilson, and he suggested that the boat should be launched, or carried across the intervening floes of ice, as might be found most necessary. For a few seconds I hesitated. The recollection of the difficulty we had experienced on the previous morning, in coming out, almost deterred me from risking, not only the boat, but perchance some of our lives also. We were not bound on such a vital errand as to cause any hazardous step to be taken. We had accomplished, though in vain, the search of the coast from the southward of Elwin Bay to this point, and this was all that was most important for us to do. But then, again, our ship could no where be seen. A dense fog was rising from the sea, and already covering the rocky hills; the ice we could perceive was in rapid motion, and carried to seaward by a strong tide or current; and we could also notice that in the circular movement it was making it would soon enclose us altogether. Moreover, fatigued as the men already were, they could never reach the ship—had we even known exactly her position—without some previous rest and refreshment. The last bearing I had taken of her by the compass was prior to midnight, just before she ceased to be visible. By this time she might have materially altered that bearing, but whether towards or from us it was impossible to say, in a place where ice and current might send her in any direction but that she wished to take. Added to these reflections came the fact, that by making the attempt to get ashore at the tent we should assuredly be sought for there, even though the state of the ice might cause a delay in any communication with us. All these thoughts ran rapidly through my mind while the boat was being pulled again towards



the narrowest portion of the ice between us and the water we could perceive, on the other side of it near Whaler Point. I soon made my determination; and directly we touched the ice all hands sprang upon the floe, and commenced hauling the boat up. To attempt any minute description of the difficulty we here encountered is beyond my power. The interruption to our free passage on the water consisted—not of a solid pack of smooth connected ice, over which we could have dragged the boat with comparative ease, but—of numerous heavy floes, not entirely joined to each other by themselves, nor yet separated so as to leave any small channel of water, but so closely cemented, as it were, by very thick “brash ice,” as to render the passage of boat or canoe impossible. Here and there one large piece was thrown upon another; and, occasionally, their partial separation left wide gaps of such a breadth that neither by jumping nor by taking a circuitous walk could we reach them otherwise than by the boat. And yet the boat was all but incapable to effect this; for wherever such a gap was presented the brash ice intervened. The explanation I have already given of this sort of ice will enable the reader to understand in some measure our position. Added to this, moreover, was the fact that the rapidity of the current setting fast out of the harbour upon the inland swell of the sea, was causing some of the heavy floes to have a far from pleasant motion; now lifting themselves upwards for several feet, and retiring from their respective neighbours; and then suddenly springing forward as they descended close to their fellows. To be on them at such a moment was not what we cared for; but should the boat be between two of them at such a time, and we in the boat, there would be enough to look out for. However, the thought of these matters—explained here for the reader unaccustomed to the ice—gave none of us then much trouble. For myself I had decided (confirmed in my decision by the opinion of the men, and their readiness to attempt it); and therefore, heedless of danger or regard for self, we all “with a will” began our task. The boat was the only thing that we thought for; and never was child more tenderly handled than was the gutta percha by all of us that morning. Occasionally we lifted her when any hummocky piece of ice or other incumbance presented an obstruction to her being dragged along upon her keel; then we would

slide her carefully down into the “brash” when too large a gap intervened; and the moment any of the floes appeared to rise or come too near, boat-hooks, icepoles, and our own hands were thrust out on both sides to guard her.

At first we had, comparatively, but little difficulty. Two or three pieces were got over, almost easily; but when we got into the thick of it, we thought several times we should not be able to get through at all. In the “brash” we could not make her stir, until some motion of the nearest floe caused a disturbance around and eased the density of the stuff that stopped us. When we were among the smaller pieces of ice, we could get no proper prize for our hooks and staffs to push her on, and at such times we had to spring out upon the pieces themselves, while they sunk below the water occasionally to our waist with us, and thus bodily pull the boat onward. At this work Wilson, with his accustomed daring, rendered himself conspicuous; and, indeed, there was not one of the crew who did not make *self* the last in his thoughts at such moments, and who was not in and out the boat with the lightness of a fawn each second it was required. When the pieces became too far apart, and the “brash” slackened a little, a vigorous “*send*” was given the boat, and then, each man, watching the opportunity, gave the last impulse with his foot and threw himself on to the boat as the ice receded from him. Sitting on the gun-wales and the bow, with feet over the side ready to jump on the instant, we next would come to heavier pieces, where again the process of hauling and carrying was resorted to, and in this manner for nearly an hour we worked, until at length we got over the worst portion, and came across to the other side, where some clearer water was ready to receive us.

In the accustomed life of an arctic voyager such occurrences as I have now mentioned are considered nothing. They are habitual to him, and he heeds them no more than one of the commonest things in the world. Anything like danger about them he never thinks of. It never enters his mind that there is a possibility of his being launched into eternity in one moment by the boat and crew being suddenly crushed between two of the floes, or himself *canted* from a piece of ice and thrown underneath, to be taken away, for ever, by the current, before his shipmates can save him. This, or anything akin

to it, never comes across his mind; and yet, to the inexperienced, or the quiet dweller at home, these dangers will appear in all their force. I had seen too much of rough and adventurous life to hesitate, or wish to shrink back, however great the danger. Of course I was anxious for the men, and was frequently calling upon them to be cautious. I was responsible for their safety, even more than for the safety of the boat; and I felt then more ready to do anything myself than that they should do it. And yet I could not help forgetting care, responsibility, and all, as with a merry laugh and witty observation they performed this rather heavy portion of their labour. The morning was cold; yet we were warm with the exercise, and our countenances glowed again with health and vigour. I could not help looking at the men in such a moment with positive pleasure. And then, at last, what a wild hurrah and joyous shout was given as we launched the boat once more into her proper element! And this, too, at an hour of the morning when all good folks are supposed to be asleep!

#### CHAPTER XXI.

Again at Whaler Point.—Variety of Provisions left there.—Primitive Breakfast.—Honest Brigands.—“Refuge Camp.”—Thick Fog.—Rough Sleeping Couches.—The “Prince Albert” not in Sight.—Ice closing in upon the Harbour. No Egress from it.—Possibility of Wintering there.—Ideas suggested by it.—“Punch.”—Clearer Weather.—Mr. Matthias’ Grave.—The “Prince Albert” comes in Sight.—The Ice slackens.—Get the Boat through and arrive on Board.

We found no further difficulty in landing. The tide was evidently ebbing fast, and it appeared to be near low water. Accordingly, giving directions to haul the boat up high and dry above the change of tide, I hurried away to the tent.

A hasty glance around convinced me that no one had visited the spot since I had last left it; but to make sure, if I had any doubt (for hope, however faint, yet lingered in me), I had the two cylinders brought, and examined once more. No one had added a line since that which I myself had placed there. I therefore put in the extra document I had brought with me from the ship, and then, having fastened them securely in their places, turned to see what could be done for breakfast. But in this I was forestalled. With the true characteristic of sailors, the men were already rummaging about to find material for a fire and utensils for cooking. These

were all we wanted, for tea, sugar, etc., with biscuit and some meat we had brought with us. Like so many honest brigands intent on some rich booty, did the men pry into every nook and corner with a curiosity like that of children. None of them, except Wilson, had been on shore here before; and now they were busy to their hearts’ content in examining and remarking upon the supplies of provisions presented to their view.

“I say, Alick,” said one, “why, here’s enough stores to keep us all for years. Hang me if I care whether the ‘Albert’ comes for us or no while there’s all this stock at hand for us.”

“Ay, Charley, my boy,” was the response, “plenty of stuff there to last us awhile; but then you see ’tis for them that wants it better than us.”

“And so it is, Alick, and bother me if I’d be the one to deprive poor Sir John of any of it. Much good may it do him, and them’s is along with him. I only wish he were here now. We’d get him such a breakfast as he hasn’t had perhaps for a long time.” And with many more such observations did they continue their examination. One was overhauling the labels on the tins of preserved meat. “Roast Mutton!” “Ox—Ox—cheek Soup!” “Con—cen—trated gravy!” “Green Peas!” “Roast Beef!” “Mixed Vegetables!” “Carrots!” “Soup and Bouilli!” and the names of several other compounds were uttered aloud by him in tones of astonishment. Another was looking at the casks of beef, pork, chocolate, flour, navy—bread, sugar, pickles, lime—juice, etc., etc., which were proclaimed as soon as their titles were made out. A third had gone to examine the launch and its engine. Oars and all entire, it certainly was a splendid boat, and worthy of the purpose for which it was intended. The machinery belonging to the engine was, however, rusted, and had been exposed to the ravages of the sea and ice. Some of the scattered materials I again collected together. While breakfast was being prepared (water was obtained from a little pool of melted snow near the beach), I sauntered up towards the hill for the purpose of examining the ice both outside and in the harbour. The fog, however, which had now come on more densely, prevented my doing much, and I was about returning when I was hastened to the tent by a hail for the morning meal. This I found had been prepared with as much regard to comfort as could be obtained; but, after all,

what is the enjoyment of real comfort but one's own adaptation to whatever circumstances one may be placed in. As Cowper beautifully expresses it,

"Happiness depends, as Nature shows,  
Less on exterior things than most suppose."  
*Table Talk*, verse 250.

A plank had been cleared of some ropes at one end, and two or three large stones, with a small keg, had been brought in for seats. On the plank was spread whatever we had to eat and drink. There being only two drinking-mugs, one was reserved for me, and had been already placed where I should sit; and never did I feel greater satisfaction in a meal or pleasure in the manner I was thought of than now. Sooth to say, however, rough or not, it was all the same to me. Nought came amiss. The salt pork and biscuit had that morning, if never before, as fine a flavour as need be. The tea, although not brewed by our steward's hands, was peculiarly acceptable. Some one else then took my mug, and while the rest were thus busily engaged, I could not but look at our strange group with a smile. Well might I assimilate us all to brigands; for a more uncouth and wild-looking set of men perhaps are rarely met with among civilised people. Yet what hearty, laughing, fearless faces! Seated, myself, upon a stone; near me was the boatswain, kneeling upon one knee for convenience, as he cut at the meat with his huge clasp knife, next him, half-reclining, was Mathieson, intently busy at his food; behind him sat Grate, occupied in like manner; before me, on a keg, was Wilson, the second mate, talking and laughing and eating all together; next him was Anderson, the noisiest, the quickest, and the heartiest eater of us all.

"Truly," said I, half aloud, "this is a capital refuge for us after our night's labour; may it prove equally so to those for whom it was more especially intended." "Amen to that," was the almost spontaneous reply of all; and then, catching the idea as if by impulse, we gave to the place the name I had incidentally mentioned. "Refuge Camp" will no doubt long be remembered by us. It certainly will by me; for, independent of the hope that it may yet prove a real refuge to some one, I must confess I spent a pleasant hour or two there.

Rising from my rough seat, I walked round the interior of the tent—of *that* tent which until the arrival of the "North Star," a few

days back, had been unvisited by any man for a twelvemonth. In one place, a cask of "blanket bags" attracted my eye; in another, useful articles for the carpenter and boatswain; culinary utensils, rigging, housing, etc.; but the bag of letters which I had before noticed was what I, for the moment, chiefly regarded. I examined it, and among several parcels found two, addressed to the "Erebus" and "Terror." I dared not do more than hastily glance at the address, and put them out of sight. I know not why it is, but the same feeling has always arisen whenever I came across a packet of letters in our own ship addressed to the same vessels. Many sad ideas would instantly cross my mind; and I never could do more than take them up and put them in their place again directly.

By this time I found, upon looking around, that my men, fatigued and weary, had, all but one, thrown themselves upon the bare ground, or upon their coats, and gone to sleep. Strange to say, though I had been awake and actively employed since seven the previous morning, I felt no great want of sleep now. It had been arranged, and we fancied it could be easily accomplished, for our ship to be down off Whaler Point early in the morning, and perhaps as soon as we could get there in the boat. It was now past eight, and I was desirous of seeing whether or no she was in sight. Accordingly, I walked outside the tent, passing between the sleeping forms of Anderson and Grate, whose hard breathing denoted their total sense of oblivion to every thing external; and, merely exchanging a word with Rae, who was reading, I walked to the beach, seaward. But I could see nothing in that direction. A heavy fog hung over the horizon and spread itself close in land. The only glimpse I obtained of aught beyond me was the ice extending in a more compact form right across the mouth of the harbour, and preventing the possibility of either boat or ship entering or passing out at that time. It also appeared that the ice ran out more to seaward, and, if so, thought I, and this continues, it is certain we cannot get off to-day, even if the ship, which is not very likely in so dense a fog, could at all make out the land, and especially this particular point. Sober thoughts for the moment came upon me. I remembered how Sir James Ross in 1848 got in here one day and could not get out the next if he had wanted, and the reflection came that it might be so even

now with us. To be understood, I must explain. If the ice should block up the entrance to the harbour to some distance, and a fog continued for any length of time, no chance of our ship or the other boat reaching us could be expected. The weather might suddenly change, hard frosts set in, bay ice form rapidly, and soon cement together all the loose stuff at present floating about outside, and in one day the harbour might become so blockaded as to prevent either ingress or egress. For miles it might occur that not a lane of water, and nothing but uneven hummocky ice would be presented to our view. In such case it would be sheer madness for us in the boat attempting to leave our only sure and safe position on Whaler Point. Whether our vessel, herself, might be able to keep clear in seeking for us here would be a matter of doubt. She might be caught in a pack, become beset in the open sea, and drifted about powerless. That she would forsake us, of course never once entered my mind; but it might not be in her power to reach us in any manner, by boat or otherwise, if we ourselves could not get out. That we could not get out at present was perfectly clear to me, and I involuntarily turned my eye back to the house to see what sort of habitation it would be likely to prove for the winter if needed. As I have previously mentioned, it was in many places rent and much torn; the wind had forced a passage through the roofing, and the canvass, here and there, was in need of repair; but in other respects it was as good as I should imagine it was when first erected. A little management and attention would soon make it a very habitable abode. There was some housing and canvass, besides sails, inside, that would be more than enough to repair the damage it had undergone; and, as I thought of this, my mind suddenly took a new turn. "What, after all," I said half aloud—"what, after all, is the evil, supposing any unavoidable accident should prevent us again joining the ship? Here we are, a good house before us, plenty of fuel and provisions, all of us pretty well inured to hardship and exposure to the weather, and not a man of the party but what is ardent in the cause in which he embarked. We shall be at hand to render assistance should any drooping stragglers arrive, and we shall be prepared, perhaps, to do something ourselves next spring and summer; by which latter time some means of escape, to the other ships or to some vessel, would be presented to us.

The launch was there, and might be usefully employed whenever open water came in sight, should we remain so long, and we might really become of essential service should we have to winter there by ourselves. Far better off should we be than many poor fellows who had suddenly been cast ashore in the colder northern regions; and, certainly, we should be no worse, if so bad, as Sir John Ross and his party were at Somerset House, Fury Beach, in 1832-3." I kept asking myself over and over, "What if this really should be so? and your few men have to winter here?" and I declare that I had a sort of half wish that it might be so. And as the idea grew on me I felt my wish increase that we might indeed be left there for the winter. We might do good, and at all events it would prove that, whatever might be my opinion as regarded the ship and her returning to England this winter, it was from no personal inclination to that effect; it would evince to those whose respect and esteem I valued, and whose friendship and support had been so kind, that I had no desire but to further to the utmost of my power the cause in which I had embarked.

I rushed from the beach back to the tent, where I found the men still asleep; even Rae had cast aside his book, and allowed nature's claims to overpower his passion for reading. I would not disturb them, and accordingly walked out (no gentle tread being needed where men slept upon the stones so sound), and, taking the direction of the hill, turned to my reflections again. I bethought me of many things in connection with the subject. The control over men in such a position was principally in my mind. How was it to be maintained? The strait-laced formality or minute discipline that is used and necessarily employed in other voyages would be absolutely worse than useless here, and on a voyage and vessel like ours. It is a hindrance to the success of the attempt. The whole affair is out of the common order of things. A different kind of danger has to be met and manfully withstood; a more than ordinary amount of physical and moral courage has to be brought into play to combat the terrible effects of the rigorous climate and the desolate region around us, and it requires a shrewd and most skillful physician to deal with the *mental* maladies, even more than the *bodily* ones, which are likely to prevail. When men find that upon *extraordinary* service they are tied down to the *ordinary*

rules of common undertakings, they cannot bring it within their scope of understanding; in plain terms they do not like it, and I do not see how they can like it; they get dispirited; they have not that life and vigour which is required of them when most necessary, and, instead of proving the staunch and able men they ought to be, they become listless, indifferent, doing their duty simply because *it is a duty*, and, eventually, in all probability frustrating the real object of the voyage.

But let an officer gain the affections of his men (which can be easily done, neither by too much familiarity nor by too much reserve), and he may lead them anywhere. I make bold to say to him, "Whatever be your wish, whatever be your dangerous mission, it matters not; they care not for it; *you*, you lead them on; they know *you*; you have shared their labours hand to hand; you were pleased when they were pleased; looked to their wants when ailing; encouraged them by manly voice and cheerful word when fatigued yourself, as well as they, and they ask not now, *what you may do*, but what you *want* done, and one and all will follow you." Such are the kind of officers who should lead expeditions employed on such services as the present. Sir Edward Parry was one of these, and I have no doubt I might name the whole of the Arctic officers; but his voyage in particular I recall to mind as illustrating this truth.

In the present instance I found a proof of my views being sound in practice as well as theory. I had walked again to the beach, the glass still in my hand; but, though the fog was beginning to lift a little, I could see nothing of the ship. It was nine o'clock, and I proceeded on to our boat to examine if she was hauled up high enough, as the tide was evidently on the turn, and soon afterwards came in with great force, bringing large masses of ice into the harbour at a rapid rate. The boat was safe, and I then turned to view the upper part of the basin. It was filled with ice closely packed, and apparently of last year's growth. I now returned to the house, and found some of the men stirring. Their first inquiry of one another was about the ship; and, upon being told that she could not be seen, with the careless indifference of sailors, they replied, "she might keep away entirely if she liked." Hearing the remark, I asked them what they would do, supposing by any accident she could not get near us, or

we to her again, and all of us have to be detained on shore to winter as we were.

"We've got a good house here, Sir," said Anderson, "and we shan't starve for two years, any how, while there's all those *bullee* tins and meat casks there," pointing to the pile of provisions. In this remark all in more or less words coincided, and indeed seemed, if anything, anxious that the vessel should not come to take us off; expressing themselves willing to remain there for a twelve-month with pleasure.

Now all these men were not mere youths, but grown-up persons near the middle age of life, and long accustomed to the whale fishery and its adventurous scenes, as well as acquainted with the severity of the climate. They spoke therefore with a perfect knowledge of what would have to be endured, and when, afterwards, at noon, upon my still not seeing the vessel, and observing the harbour blocked with ice, I put the affair before them all in sober and impressive language, they kept to the same mind, and began to look about for what would have to be done towards their mutual comfort. If I had to winter, they would willingly do so too, and "go to work next spring to try and find Sir John."

That we should have to sleep there that night I had made up my mind to, under any circumstances, for I saw no chance of our being able to get outside in the boat, even if the ship had been in sight, and therefore looked about to prepare accordingly. At one p.m., the fog had cleared from the land, and I could see our little vessel far off on the horizon, apparently near her position of the night before. I proclaimed the news, and it was received by the men with anything but satisfaction. They wished she had left them altogether; they were quite happy, etc., etc., and though I was not blind to the fact that all this was probably the mere effervescence of the moment, yet I saw and felt enough to be convinced that, could I have obtained my desire to remain behind, and procured what I wanted, they would, one and all, have readily remained with me.

Before this, however, I had been employing myself in rambling about. In one place I found, singularly enough, a bit of "Punch," showing that even to this, the very farthest and most lonely spot of the earth, has our facetious and ever witty friend found his way.

I then anxiously sought for the place where poor Mr. Matthias had been buried; but I

found nothing, except a heap of stones of an oblong form, which we at first took for a cairn. Whether this was the spot or not I have no idea; but, at all events, I there paid that devotional tribute to his remains and memory which I meant to have offered at his grave. Had I been certain of the place I would have seen that it was still in order, and replaced any damage that it might have sustained.

I ascended towards the flag-staff, which was on the hill about Cape Clarence; but it was then too foggy on the summit for me to see far, and I therefore gave it up when half-way. Towards noon it became a most lovely day, and even quite warm. I had to throw off both my over-coats, and could well have dispensed with my heavy boots and hose, had I had any others to replace them.

I had kept myself on the alert since we landed, and I now began to feel heavy and tired. But the moment I saw the ship at one P.M. I had no longer an excuse for not making some very strenuous efforts to get out of the harbour. As she was coming down towards us, as near as the ice would permit, I determined to wait until she had got within a short distance, taking care, however, to watch the state of our icy barrier, to take advantage of the slightest opening that might be presented. About two o'clock I thought the ice slackened a little, and soon I perceived it take a turn, and leave a slight opening through which we could pass. All hands of us were, in a short time, at the boat, having carefully put away all the cooking-utensils, etc., that we had been using. In a few moments the gutta percha was once more launched, and we were gliding rapidly out of the harbour, as we bade adieu to "Refuge Camp." I took a long look at Whaler Point, and the various things deposited there, and most earnestly hoped that, should it yet be necessary, the place might be found as comfortable to those who needed it as we had found it.

I now turned my attention to the barrier that was across the mouth of the harbour, but found that very little trouble was required to get through it, the whole having slackened so much as to have, *at that moment*, admitted our vessel with ease. As soon as we got clear and into comparatively open water, I felt myself giving way to sleep. I was literally overpowered, and dropping with fatigue. Since seven of the previous morning I had been busily engaged, and, of course, had not

for an instant closed my eyes. I now dropped my head upon the gunwale of the boat, and should, perhaps, have slept, but the sun was shining fiercely upon me. I therefore roused myself up, and, as we neared our little craft, called upon the men to give their boat song, to show that we were all awake. They responded to it with good will, and "over the wide waters away and away" did the sound fly to the now distant shore, returning its echoes faintly as each cadence died away. The song effectually roused me; it was a cheerful strain, albeit not very refined; and the bold chorus might have been heard afar off for miles. Lustily was it vociferated by each man, until the boat rounding to ended the strain as we came alongside our ship.

#### CHAPTER XXII.

Plan of Future Proceedings for the Vessel.—Observe a Brigantine entering the Inlet.—The American Discovery Ship "Advance."—Pay her a Visit.—Noble Generosity of Henry Grinnell, Esq., of New York.—Lieut. De Haven, Commander of the Expedition.—Dr. Kane.—Brief Account of their Voyage.—Their Bold and Daring Character evinced, while passing through Heavy Ice.—Size, Strength, and Equipment of the "Advance."—The "Prince Albert" Fairly Tested, and Proved Equal to the Trial.

I GAVE in my report to the captain, and then gladly went to my cabin for the purposes of ablution and a change of dress. I might have been tempted to lie down, and should have done so, but there was work yet to do. The men who had been with me in the boat were sent below to rest, but matters of more consequence than sleep had to be discussed abaft.

I was informed by Captain Forsyth, that, after we had left him on the previous evening, the current had set him in a calm so far down towards his morning's position, that it prevented his following me close up; he had, however, burnt blue-lights, sent up sky-rockets, and fired several signal-guns, as well for the shore as for us, none of which we had heard or seen. The whole of the present morning he had been becalmed in a fog, and only got a light breeze to help him about noon. I mentioned to him the state of the harbour exactly as I had left it on coming out; but he told me he had fully made up his mind what to do, and requested me to give him a written opinion upon the subject. I again suggested the advisability of our examining Capes Walker, Hotham, and Riley, as *there* we might get some information to take

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home when we returned; but the first difficulty that presented itself was, our going upon ground occupied by Her Majesty's ships. In considering this question, and urging it, I had no wish to trench upon their province, nor to take away from them any merit they might be entitled to by searching particular places according to their instructions. On the contrary, had I any one feeling more than another, in reference to the national ships of my own beloved country, it was, that *they* might be successful, that *they* might win the glory and the honour, so that some good return might thus be made to the nation for its noble generosity in sending forth these expeditions. I would rather that the government ships found those whom we were all so anxious to have found, providing they could do it *before* others. I wished *all* and *every vessel*, American or English, success; for I had no other desire nor rivalry than that some of us might very speedily obtain good tidings. And, as for encroaching upon the peculiar ground of other ships, it was not, I thought, worth a moment's consideration. I then asked permission to have the gutta percha boat, whose admirable qualities in the ice, and on such dangerous services, I had so fully and so satisfactorily proved, and to take her, equipped, manned, and provisioned as I might wish, for a week or fortnight, away to search in those quarters, or to try and fall in with those ships that had searched. Captain Forsyth, however, deeming it too great a hazard for any boat to encounter, decided upon visiting Cape Riley in the ship.

At Captain Forsyth's request, I promised to write him a letter which should embrace my view of the question; but as I felt myself unequal to the task at that moment, from excessive fatigue, I stated what would be the substance of it, and retired to my own cabin. (1) But sleep, as yet, I soon found was out of the question. On passing Leopold Harbour, the entrance was sufficiently clear for the hour, but a heavy stream of ice, reaching, in a half circle, from Cape Clarence and the island to nearly midway across Prince Regent's Inlet, proved that it would not long be as we now saw it. Large pieces of ice were floating about, and setting rapidly up

the inlet. We had to stand away for some distance, to round the edge of this stream, and, as we approached the far end, we perceived that a vessel, which we had some time before seen, was apparently standing right in towards us. At first, we took her to be Sir John Ross's schooner, the "Felix," but a few moments more settled the point, by her size and rig being different, and her colours being displayed, which proved her to be one of the "Americans!" All idea of sleep was now instantly banished from me. The American vessels already up here, when we had fancied them still in Melville Bay, not far from where we had left them on the 6th instant! Much as I knew of the enterprising and daring spirit of our transatlantic brethren, I could not help being astonished. They must have had either some extraordinary luck, or else the ice had suddenly and most effectually broken up to admit of their exit, unaided by steam or other help, in so short a time. I felt, however, a pleasure in thus finding my repeated observations concerning them so thoroughly verified, and I was not sorry for themselves that they were here. All exclusive nationality was done away with. We were all engaged in the same noble cause; we were all striving forward in the same animating and exciting race, and none should envy the other his advance therein. We showed our colours to him, and Captain Forsyth immediately determined to go on board of him, and see whether the same plan of search for him was laid out as for us. The boat was lowered, and in a short time we were standing on the deck of the "Advance," Lieutenant De Haven, of the American Navy, and most cordially received, with their accustomed hospitality, by our transatlantic friends.

The "Advance" was one of two vessels (the other being the "Rescue"—a smaller craft) that had been bought and fitted out in the most noble and generous manner, solely by one individual, Henry Grinnell, Esq., a merchant of New York. This truly great and good man had long felt his heart yearn towards the lost ones, whom we were now seeking, and their friends, and desiring to redeem the partial pledge given by the government of the United States to Lady Franklin, he yielded to the strong impulses awakened by some of her private letters, which he had had the opportunity of reading, and being blest with an ample fortune, he determined to employ no small portion of it in sending out at his own expense an expedition to this

(1) The opinion given in to Captain Forsyth I still maintain, being convinced we could never have done any good or real service by remaining there during the winter. My reasons for such a conviction—erroneous, perhaps—are private, and need not be mentioned.

quarter of the world, to aid in the search that England was making this year after her gallant children. It required, however, not a trifling sum to accomplish this, and I well know with what distrust and doubt of its fulfilment the first notice of his intentions was received in New York and elsewhere, when publicly made known. But he was not a man, it has appeared, to promise what he means not, or cannot perform. At a very heavy outlay he purchased two vessels, one of, I believe, 125 tons, and the other of 95 tons, and had them strengthened and prepared in a most efficient manner for the service they were to enter upon. Applying to the Congress of his nation, then assembled, he got these ships received into the naval force, and brought under naval authority. Officers and crews were appointed by the Board of Administration for Maritime Affairs, and the government, moreover, agreed to pay them as if in regular service; making an additional allowance on each pay, of a grade in rank above. This having been accomplished, and all things in readiness, on the 24th of May, 1850, this excellent man had the satisfaction of seeing his two ships and their brave crews depart from New York on their generous mission. He accompanied them himself for some distance, and finally bade them farewell, on the 26th, returning in his yacht to the city, where, as he has often declared, he can sit down now in peace, and be ready to lay his head at rest for ever; knowing that he has done his duty, and striven to perform the part of a faithful steward with the wealth which he enjoys.

The "Advance" was manned by sixteen persons, officers included. Her commander, Lieutenant De Haven, a young man of about twenty-six years of age, had served in the United States exploring expedition, under Commodore Wilkes, in the Antarctic Seas. He seemed as fine a specimen of a seaman, and a rough and ready officer, as I had ever seen. Nor was he at all deficient in the characteristics of a true gentleman, although the cognomen is so often misapplied and ill-understood. With a sharp quick eye, a countenance bronzed and apparently inured to all weathers, his voice gave unmistakable signs of energy, promptitude, and decision. There was no mistaking the man. He was undoubtedly well fitted to lead such an expedition, and I felt charmed to see it.

His second in command (for they were very differently organized from us) was still

younger and more slim, but withal of equally determined and sailorlike appearance. Next to him was a junior officer, of whom I saw but little; but that little was enough to tell me that the Executives under Capt. De Haven would be efficient auxiliaries to him. Last of all, though not least among them, was one of whom I must be excused for saying more than a casual word or two. It was Dr. Kane, the surgeon, naturalist, journalist, etc., of the expedition. Of an exceedingly slim and apparently fragile form and make, and with features to all appearance far more suited to a genial climate, and to the comforts of a pleasant home, than to the roughness and hardships of an arctic voyage, he was yet a very old traveller both by sea and land. His rank as a surgeon in the American navy, and his appointment, at three days' notice, to this service, were sufficient proof of his abilities, and of his being considered capable of enduring all that would have to be gone through. While our captain was talking to the American commander, Dr. Kane turned his attention to me, and a congeniality of sentiment and feeling soon brought us deep into pleasant conversation. I found he had been in many parts of the world, by sea and land, that I myself had visited, and in many other parts that I could only long to visit. Old scenes and delightful recollections were speedily revived. Our talk ran wild; and *there*, in that cold, inhospitable, dreary region of everlasting ice and snow, did we again, in fancy, gallop over miles and miles of lands far distant, and far more joyous. Ever-smiling Italy, and its softening life; sturdy Switzerland, and its hardy sons; the Alps, the Apennines, France, Germany, and elsewhere were rapidly wandered over. India, Africa, and Southern America were brought before us in swift succession. Then came Spain and Portugal, and my own England; next appeared Egypt, Syria, and the Desert; with all of these was he personally familiar, in all had he been a traveller, and in all could I join him, too, except the latter. Rich in anecdote and full of pleasing talk, time flew rapidly as I conversed with him, and partook of the hospitality offered me. Delighted at the knowledge that I had been residing for some time in New York, he tried all he could to make me enjoy the moment. Champagne was added to the beverages already on the table, and the whole night might have been spent in one continued scene of enjoyment. To me it was a true feast

for the mind, and I revelled in it to my heart's content. But nature's claims were strong upon me. I was obliged to explain how worn out I was, in order, at last, to excuse my apparent listlessness, as it drew on towards midnight; and I had to decline the invitation to accept more of their hospitality. I carefully put away the letters given to me for their friends in America, and promised to send them by the earliest opportunity. We had not told them we were returning, but they thought we should have a better chance to forward dispatches home than they would at Melville Island.

If I had ever before doubted the daring and enterprising character of the American, what I saw and heard on board of the "Advance" would have removed such doubt; but these peculiar features in the children of the Stars and Stripes were always apparent to me, and admirably acknowledged. I was given a brief history of their voyage to the present time, as also an outline of their future plans.

As I have stated, they left New York on the 24th of May; they called at Whalefish Islands, and on the 7th July they were beset in the Pack, as seen by the "Truelove;" there they continued, making only twenty-one miles in twenty-one days. A heavy south-westerly gale gave them northern "leads," which induced them to change their run, and make nothing. Finding, however, no "leads" in the direction of *Cape Dudley Digges*, they worked in shore, and there continued pushing on till the 15th August, when, off Cape Melville, they got into clearer water. For two days they were there becalmed, and afterwards, determining to get to the westward, bore through some heavy streams of ice. On the 18th a strong easterly breeze opened a passage for them, and brought them to Admiralty Inlet, from whence they worked up, in light winds and calms, to their present position. On the 19th they had spoken Captain Penny, standing in for Lancaster Sound; and on the 21st they fell in with Sir John Ross off Admiralty Inlet, who soon afterwards stood away to the northward. They were now intending to have gone into Port Leopold, to see if the "North Star" was there, to send dispatches by her; but on our giving them the information we had gained of her having gone from thence, they renewed their original plan of going on to Wellington Channel, where their consort had preceded them, and was to await their arrival. They intended to push on wherever they could, this

way or that way, as might be found best, in the direction of Melville Island, and parts adjacent, especially Banks's Land; and they meant to winter wherever they might chance to be, in the Pack or out of the Pack. As long as they could be moving or making any progress, in any direction that might assist in the object for which they had come, they meant still to be going on, and, with the true characteristic of the American, cared for no obstacles or impediments that might arise in their way. Neither fears, nor the necessary caution which might easily be alleged as an excuse for hesitation or delay, at periods when any thing like fancied danger appeared, was to deter them. Happy fellows! thought I; no fair winds nor opening prospects will be lost with you; no dissension or incompetency among your executive officers exist to stay their progress. Bent upon one errand alone, your minds set upon that before you embarked, no trifles nor common danger will prevent you daring every thing for the carrying out of your mission. Go on, then, brave sons of America, and may at least some share of prosperity and success attend your noble exertions!

If ever a vessel and her officers were capable of going through an undertaking in which more than ordinary difficulties had to be encountered, I had no doubt it would be the American; and this was evinced to me, even while we were on board, by the apparently reckless way in which they dashed through the streams of heavy ice running off from Leopold Island. I happened to go on deck when they were thus engaged, and was delighted to witness how gallantly they put aside every impediment in their way. An officer was standing on the heel of the bowsprit, conning the ship and issuing his orders to the man at the wheel in that short, decisive, yet *clear* manner, which the helmsman at once well understood and promptly obeyed. There was not a rag of canvass taken in, nor a moment's hesitation. The way was before them, the stream of ice had to be either gone through boldly or a long *détour* made; and, despite the heaviness of the stream, they pushed the vessel through in her proper course. Two or three shocks, as she came in contact with some large pieces, were unheeded; and the moment the last block was past the bow, the officer sung out, "So, steady as she goes on her course;" and came aft as if nothing more than ordinary sailing had been going on. I observed our

own little bark nobly following in the American's wake; and, as I afterwards learned, she got through it pretty well, though not without much doubt of the propriety of keeping on in such procedure after the "mad Yankee," as he was called by the mate.

The "Advance" was most extraordinarily fortified to resist any pressure of the ice, and to enable her to force her way against such impediments as those she encountered this evening. Her bow was one solid mass of timber—I believe I am right in saying, from the foremast. Her timbers were increased in size and number, so that she might well be said to have been doubled inside as well as out. Her deck was also doubled, then felled, and again lined inside, while her cabin had, in addition, a sheathing of cork. The after-part of the vessel was remarkably strong, and a movable bulk-head, which ran across the fore-part of the cabin, could at any time be unshipped to afford a free communication fore and aft when needed. The crew, if I remember rightly, lived in a strongly-built "round-house" on deck, amidships, one end of which was converted into a cook-house, called a "galley," and another the "pantry." Ten men formed the number of the working seamen; there were no "ice-masters," nor regular "ice-men;" but most of the sailors were long accustomed to the ice. A steward and a cook completed the full complement of the ship.

The officers lived in a truly republican manner. The whole cabin was thrown into one spacious room, in which captain, mates, and surgeon lived together. Their sleeping-berths were built around it, and appeared to possess every accommodation to make them comfortable. But to my fancy, and according to my habits, I should have preferred some little crib to myself, to which I could have retired when I wished to be alone. In this respect only did I think the "Prince Albert" superior; for on board of her I had, at least, a small cabin to myself, where I could quietly read, or write, and study as I chose.

It was past midnight again before we parted from our hospitable friends, whose hearty and honest seamanlike shake of the hand, as I bade each farewell, I shall not forget. Three cheers were given and responded to when we got on board, and, though still bound the same way, to Wellington Channel, yet the "Advance" being so deep in the water, made us soon pass ahead and distance her astern.

Upon leaving our little craft when we first

boarded the American, I could not help noticing, with a feeling of that pride which every sailor possesses for his own vessel, especially if she proves such a one as ours, that she really looked a pretty yacht-like thing. Small she undoubtedly was, and her smallness of size was more than ever conspicuous to the eye this evening, when contrasted with the Yankee brig and the aspect of all around her; but she had proved herself eminently adapted for this service; she was a vessel any one might be proud of. With the fine open season now before us, able from her size and build, if checked in one place, to try in many other places,—drawing but nine feet water, possessing admirable sailing qualities, and always capable of being kept under command, she might have gone almost anywhere, and was, most assuredly, the best adapted of all the vessels up there for minute examination of a coast, and that particular search for which we had, as I thought, been destined. And I was not alone in this feeling; for the whole of the men, one and all, were ready to have gone the world all round in her, and to have dared anything.

At half past twelve I managed to throw myself on my bed, literally done up, having been more than forty-one hours without once closing my eyes, and all the while most actively engaged; and I slept so soundly that not even the repeated shocks the vessel received while going through heavy ice in the night, once aroused me.

#### CHAPTER XXIII.

Appearance of the Ice.—Barrow's Straits.—Cape Hurd.—Outsail the American.—Wellington Channel.—H.M. Ships "Assistance" and "Intrepid."—Penny's two Vessels.—The American Brig "Rescue."—Cape Spencer.—New Land Observed.—Position of the Discovery Ships when last seen.—State of the Ice.—Stopped by Heavy Floes.—Beechey Island.—The "Advance."—Flag-Staff on Cape Riley.—Examine the Point.—Important Notice left there by Captain Ommanney.—Search made.—Traces of an Encampment found.—Return on Board.—Bear up for P. R. Inlet.

*Saturday, 24th* — I HAVE often noticed when at sea the singular habit men have of awakening themselves at their accustomed hours. Let the noise be ever so great above their heads on deck, the watch below will yet sleep soundly; but the moment eight-bells has struck, they have a sort of intuitive knowledge that their turn for duty has come, and their eyes are instantly opened. Thus it was with me. I awoke next morning at the usual hour, and, somewhat refreshed by my six and

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a half hours' nap, speedily dressed myself and went on deck. I found we were standing across to Cape Hurd on the north shore of Barrow's Straits. The breeze was moderate, and the sky was clear. Moreover, there appeared to be no large body of ice to intercept us on our way to Wellington Channel. A heavy pack, however, was observed from the "crow's nest," extending all along the coast of North Somerset, from outside of Leopold Island on the east, to about Cape Rennell, where it appeared to enlarge and take a curvilinear direction towards Cape Hotham. But this, at present, we could not well determine. Two vessels, which were perceived to be Penny's brigs, were to windward of us, working up along shore about Radstock Bay. The American brigantine was still astern of us, and we evidently sailed, on a wind, better than she did, though this was, no doubt, occasioned by her heavier draught of water, and being so deeply laden. Later in the day, three more vessels were observed at the mouth of the Wellington Channel.

About noon, we were close in with Cape Hurd; and on this as well as on every part of the coast thence to Cape Ricketts, where we arrived about dusk, as close an examination was made as could be effected *from the ship*. Several valleys and bays, with prominent features attached to them, were conspicuous; and on these I bent an anxious gaze, until night again prevented my seeing any more. The wind continued blowing steadily, in a moderate breeze, from the north-west (true), and it was, consequently, all working to windward with us. Our vessel, as usual, showed her excellent qualities, and lost no way whenever she tacked; which was done, in long and short boards, about every half-hour or hour, as was deemed requisite. It was a dead "beat" right to windward; yet, by the next morning, Sunday, 25th August, I found, upon going on deck, that we were at the entrance of Wellington Channel, and that our companion, the American, was hull down to leeward of us. The wind was precisely the same, but the ice was now clearly seen extending right across Barrow's Straits into Wellington Channel, which it, apparently, blocked at a short distance from where we then were. Our correct position at this time was for a moment or two doubtful. A remarkable bluff cape was seen to the south-east of us, which might have been a cape not named, and the high steep land abreast of us, the intervening coast between Gascoyne Inlet

and Cape Riley; but upon reading Sir Edward Parry's clear description of the coast, and looking at the views given by him, I myself felt convinced that the bluff headland was Cape Riley, and the land abeam of us, Beechey Island. Commander Forsyth thought so too, and as the ice yet permitted us to stand on some distance farther, we made short tacks in quick succession. When off Cape Spencer, about eleven A.M., it was seen that to go on without intending to push forward and winter somewhere would be a folly. The ice now extended, in a circular form, to near Point Innes, where it left a small channel of water, and, sharply turning off to the westward, formed itself into a few lanes and leads, through which the vessels to windward of us had evidently passed. It was therefore determined by the commander to go no further after twelve o'clock; for should we get round the extreme point of the ice nearest the land, it might, with the wind in its present position, at any moment set down upon the shore, and thus cut us off. Accordingly, a little before noon, I ascended to the mast-head, to take exact notice of all I saw at the moment of our bearing up. Our true position at that hour was about midway between Cape Spencer and Point Innes, having the ice within a mile of us, and ourselves about a mile from the shore. Looking to the westward, I could faintly perceive Cape Hotham, enveloped in a thick haze; and the "Assistance," distinguished by her gaff-topsail—apparently in a small "hole" of water, or else a "lead," some distance to the north-eastward of it, endeavouring to get there. Not far from the "Assistance," and either standing in the same direction, or trying to make way through the channel, was Penny himself, in the "Lady Franklin;" her position was probably about mid-channel. Astern of him at some distance, in an easterly direction, was the "Sophia," also under all plying sail. Nearer in to the eastern shore was the "Rescue," with the American colours flying—apparently, as our ice-master affirmed, "beset." All the vessels were among heavy ice; and the whole of Wellington Channel, as far as my eye could reach, appeared to be filled with one solid pack, excepting here and there a small lane of water. Turning towards Cape Bowden, I could perceive beyond it, and apparently treading to the north-westward, some high land, but the haze and distance was too great to enable me to determine with accuracy. Land, however, was there, but its

continuance I could not make out, nor yet the entire connection of the coast between Point Innes and Cape Bowden; for it must be borne in mind that, even at the very truck in our vessel, I was perhaps no higher than the lower mast-head of a large ship, like the "Assistance."

I now moved myself round, and looked towards the south-west. It presented the same appearance as I have already mentioned. The ice in one heavy pack presented an apparently impenetrable barrier in that direction. The only clear water visible was that in our immediate vicinity and in the direction we had come. I could see nothing of the "Advance," and concluded that she was behind one of the points of land. I ought, however, to have mentioned that the "Intrepid" was also reported by the second mate to have been seen by him on the previous evening and this morning, and, as he possesses a quick eye, I have no doubt of it; though as I did not observe her from aloft I could not rightly give her position.

It was a little after twelve that we bore up and stood close in under Cape Spencer. Here we hove to, and the commander sent the boat ashore to fill some breakers or small casks from a cascade that was observed trickling down the sides of the mountain. Coming down from aloft, I turned my attention to the shore. It presented the same barren and dreary aspect as the coast of North Somerset, though of a far less wild and rugged appearance. I thought it possible that some scanty vegetation might be upon it, and I afterwards found my supposition correct. While off Cape Spencer, and during the morning, several white whales, with their young, the latter always known by their being black, were observed not far from us. They presented a curious and novel appearance, and our men said they were very rare. One feature about them struck me with peculiar force, and was pleasing to witness. It was the care taken of the young by their dams. The latter were seen guarding their offspring with jealous watchfulness, and keeping as steadily between the ship and them, at each movement made, as though they had possessed the knowledge and instinct of man.

I took one more glance at the noble little fleet and their brave crews, forcing their way through the ice, and then turned my back to look no more.

In about half an hour the boat returned, and we stood on our course. The bay, if so

it could be called, between Beechey Island and Cape Spencer, was one that it struck me might suit for an anchorage in the event of an easterly gale occurring at any time, similar to the one we experienced when first making for Port Leopold. The water shoaled gradually; and the high land on either side gave it a good protection from any thing but westerly winds. As we again passed Beechey Island with its perpendicular rocky cliffs, I noticed more signs of vegetation than I had latterly seen, although it was still but scanty. The rocks looked as if tinged with yellow ochre or tarnished gold; and in some places they bore a marked resemblance to the "Crimson Cliffs" about Cape York, on the other side of Baffin's Bay. Directly we had opened out Cape Riley we discovered the "Advance" apparently fast to an iceberg close in shore. At this moment a signal post was discovered on the point, and, forgetting all but that one fact, I eagerly called Captain Forsyth's attention to it. He observed it, and gave orders to have the boat in readiness for me to go and ascertain what news was there. We, of course, concluded that either Captain Ommanney or some of the other vessels had erected it, and my orders were to deposit a notice of our own arrival, and to bring off such information as I might find. I was also expressly ordered not to go on board of the American, and to be speedy, as we could not lose the fair wind we then possessed. Accordingly, when sufficiently near, the ship was hove to outside the point; and, having already put on my heavy "examination dress," as I called the rough sea boots and apparel I wore on such duty, in a short time I was under the American's stern. I perceived that he was not fast to a berg as we had supposed, but that he had got too far in shore. As I was passing with merely a hearty salutation, which I could not fail to give, Captain De Haven earnestly invited me to come on board. I begged to be excused, stating that I was in haste to examine the point and be off again. He then quickly informed me that he had been there, and added something which I did not rightly understand about "traces having been found." Startled at this, I deemed it my duty instantly to get some further explanation, and, running the boat alongside for a moment, jumped aboard. I found them all very busy; for by some accident they had got the ship aground, though they expected in a short time to heave her off again. I ventured at once to offer him any assistance

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in our power; but he thanked me, and declined aid, as not being required. I begged of him to hail our vessel if he found it needful, and I felt sure that any help would be rendered him. I then got from him, in a few words, that the "traces" he spoke of were some that Captain Ommanney had found, and that mention was made of them in the despatches I should find at the signal-post. They all pressed me eagerly to go below and partake their hospitality once more, but both my duty and my feelings alike urged me to be off. I thanked them, and with another hearty farewell went to the gangway. The boat's crew, however, sailor-like, had gone to lend their brother tars a hand at the windlass, but at my cry of "Albert's there, away!" they instantly responded, and in another moment we were shoving off. Just as I was doing so Dr. Kane handed me a note for Mr. Grinnell, begging me to forward it by the earliest opportunity, which I promised to do, and started for the shore. What my feelings were at this moment I cannot describe. The boat could hardly be pulled fast enough for me. Several small icebergs were aground here, and we had to steer in and out between them. I was feverishly impatient. Traces of some kind or other, then, had at last been found; and, at this place, I should have a knowledge of what they were. Numerous conjectures filled my brain. Was it here? or, where? I looked at the bold bluff headland with its low tongue and point running out into the sea before me. It was the same dreary-looking place as the others I had visited, although not quite so bad as some of them. As the boat touched the shelving rocks I hastily sprang out into the water, leaving the men to secure her; and ran to the signal-post about fifty yards off. I was there in a moment, with Grate close at my heels. A few paces off I observed another and a rougher post erected, but this one had a small flag flying, and was evidently the principal. I really cannot tell whether the cylinder handed to me in the course of a second or two had been *buried* or merely *tied* to the post, so intent was I upon conjecturing what news I should receive. My hands trembled with eagerness, and I could hardly read the paper. It was as follows:—

*"Her Majesty's Arctic Searching Expedition.*

"This is to certify that Captain Ommanney, with the officers of her Majesty's ships 'As-

sistance' and 'Intrepid,' landed at Cape Riley on the 23rd of August, 1850, where he found traces of an encampment, and collected the remains of materials which evidently prove that some party belonging to her Majesty's ships have been detained on this spot. Beechey Island was also examined, where traces were found of the same party.

"This is also to give notice that a supply of provisions and fuel is at Port Leopold. Her Majesty's ships 'Assistance' and 'Intrepid' were detached from the squadron under Captain Austin, off Wolstenholme, on the 15th inst., since when they have examined the north shores of Lancaster Sound and Barrow's Straits, without meeting any other traces. Captain Ommanney proceeds to Cape Hotham and Cape Walker in search for further traces of Sir John Franklin's expedition.

"Dated on board her Majesty's ship 'Assistance,' off Cape Riley, Aug. 23. 1850.

"ERASMUS OMMANNEY."

Upon the perusal of this document, which I copied as hurriedly as I could, I felt grateful beyond measure to think we had called here. That we had visited Cape Riley was by my advice, when asked in Regent's Inlet for an opinion as to our Expedition returning home. I had earnestly entreated Captain Forsyth to allow me, in the gutta percha boat, if he would not take the vessel, to make an inspection of this very place, secretly hoping that something might be found to repay us for so doing; and, moreover, as I fervently desired, lead us to pursue our researches still further. Grateful indeed was I then, when I found that I had not advised unwisely; and most anxiously did I hope, at the time, we should communicate with the "Assistance," to get from her increased information. (†)

As we did not communicate with Captain Ommanney, the news here gleaned was all that we could gather; and, however vague and unsatisfactory such information of the missing ones might be, still it was something, in the great chain of events that must be soon linked together, towards the eluci-

(†) Lieut. De Haven had also left a notice here, of which the following is a copy:—

"United States Expedition in search of Sir John Franklin:—E. J. De Haven, Esq., commanding.

"The brig 'Advance' touched on the morning of the 25th, to examine a cairn. She proceeds to Cape Hotham, where she hopes to meet her consort the 'Rescue.'

"All's well."

dation of that mysterious fate which appeared to environ those whom we sought; and has, doubtless, tended to set many minds at rest in regard to the too readily received opinion, which had of late gained ground, that the ships had foundered in Baffin's Bay. I gave instant orders to institute a rigid search everywhere around, to see if there were yet any tokens left behind undiscovered by Captain Ommanney, that might lead to further explanation; and in this search I also joined. the moment I had concluded my transcript of the news, and deposited our own notice.

This notice I may as well here observe was merely a paper, stating that we had called at this place in search of Sir John Franklin, having been sent out by Lady Franklin for that purpose; that we had been to such and such places; that depots of provisions were to be found at Leopold Harbour, etc., and that we were now "going to Cape York to be there guided by circumstances." I had a lingering desire that all the notices should omit any mention of our return until it was beyond all doubt; and rejoiced, therefore, that, in allusion to our intention to return home, these, merely named, according to orders, the place where we intended to steer for next. This paper was always read and signed by the commander, who altered or amended it as he thought necessary.

After the other signal-post had been examined, and a notice of the American's brought me therefrom, I made a careful observation of everything around me, and commenced as close an investigation as the hurried nature of my visit, according to my orders, permitted me. The men had also, previously to my telling them, and with an alacrity that did them credit, commenced a most prying search. One in a short time brought me about an inch and a half square piece of canvass well bleached; another (the second mate) more fortunate, discovered a piece of rope, as I supposed a rattlin, and which was found to contain the Chatham Dock-yard Navy mark; (1) a third found a piece of bone with two holes bored in it. Beef bones, and other unmistakable marks of the place having

been used within some very few years by a party of Europeans, for some purpose or other, were discovered. The ground presented very much the appearance of having been turned into an encampment, for certain stones were so placed as to lead to the inference that tents (2) had been erected within some of their enclosures, and in others a fire might have been made, but no marks of fire were visible. Four of these circular parcels of stones I counted, and observed another which might or might not have been a fifth. It was clear that a party, as Captain Ommanney stated, belonging to some of her Majesty's ships had been there; and as there was no one from any vessel who had landed there since the time when Sir Edward Parry sent an officer on shore to make observations in 1819, it could not but reasonably be inferred that it was Sir John Franklin's expedition that had encamped here and on Beechey Island. The mere thought that this was really the case gave to the otherwise barren spot new interest in my eyes. I surveyed it narrowly. It was, as I have before observed, a high bluff headland, with a low projecting tongue and point of land running from it into the sea, almost at right angles to the base of the under cliff. This tongue was sufficiently broad to have accommodated a tolerably large party, but it afforded very poor shelter from the winds or sea coming from any quarter but that of the N.E. The high rock which formed the back ground of this patch of land was gradually reached halfway by moderately steep terraces, from which grew some scanty vegetation. There was, however, more verdure here, if I can so call the small supply of grass I observed, than I had seen anywhere on this side of Baffin's Bay. Being unfortunately no botanist, I could only refer afterwards to Parry's first voyage, and there found my own observations substantially correct. In one place I noticed some mud which would have done credit to not a few of the streets of London after a shower. In another part there was a finer and a better sort of sand, though the hard stony rock was everywhere perceptible.

(1) Navy ropes have certain threads of red or yellow, etc., laid in along with the yarns.

(2) The men particularly drew my attention to these circular mounds of stones. I did not at first notice them, as they were not so extraordinarily prominent. I have, since my communication to Sir E. Parry and Sir J. Richardson, placed stones in a similar sort of circle, and measured the diameter of such circle. From this I find that I made a mistake

in saying, as I supposed at the time, that the diameter was twelve feet and more. It could not, I now think, have been over seven feet.

The admirable Report of Sir Edward Parry and Sir John Richardson, with some remarks of Colonel Sabine's, together with the Report of Captain Superintendent Richards on the articles, etc., found at Cape Riley, have been published in all the daily journals.

I could have lingered there for some time longer to continue my search, and I ardently desired to have examined Beechey Island, and indeed the whole adjacent parts, but I was warned by my watch that I had stayed as long as I could according to my orders, having been absent three quarters of an hour; and having now some sort of news to communicate, and some results to show for our visit, I deemed it best to return on board, much to my regret at not being able to make further examination. I gave in my report, stating simply what I had found, and what was contained in the despatches of Captain Ommanney. At the request of Captain Forsyth, I afterwards gave him an outline plan of what I remembered of the position of the stones and appearance of the ground; and I have endeavoured since to portray for myself more clearly.

As may be imagined, the news I brought on board created a great ferment amongst us all.

When I reflected upon it I could not help considering how important it would be to us at that moment to fall in with Captain Austin, who had gone to Pond's Bay, and could not fail to be on his way to the rendezvous in these parts. However, we were not, as the result proved, destined to fall in with him. As the "Assistance" had examined the northern coast of Lancaster Sound and Barrow's Straits, it was considered of no use our tracing it over again; yet I could not help wishing that I could do as I pleased for about a month, and go where I might desire. The half information I had gleaned at Cape Riley gave an additional zest to my personal inclination for further search. A short time before, that is, after we had commenced our return, I was becoming indifferent as to what we did. However, the ship was running rapidly back on her way to Cape York; but as the night set in, the wind gradually abated, and our speed was considerably lessened.

#### CHAPTER XXIV.

Entrance of P. B. Inlet again.—Thick Foggy Weather.—Heavy Fall of Snow.—Little Wind.—Land to Examine a Cairn on the Summit of a Hill.—Nothing found.—Return on Board.—Cape York.—Currents.—The "Prince Albert" Drifting In Shore.—Dangerous Position.—A Heavy Gale.—Dark Night.—Clearer Day.—Land seen on both sides of Lancaster Sound.—Enter Admiralty Inlet.—Cape Lady Jane.—Remarkably Clear Season.

Monday, 26th.—In the early part of the following morning we passed the extreme

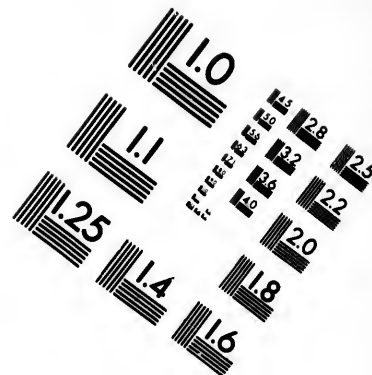
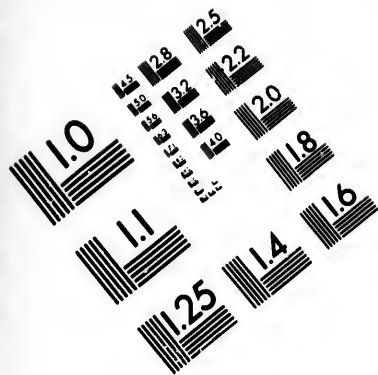
points of the ice that run out from Leopold Island, and it was reported at daylight that more ice could be seen extending far out, right across Port Leopold, and also the entire inlet. When I was called on deck, however, at six A.M. to look at the land, I found it too foggy and thick to see hardly a mile ahead. It was a most miserable morning, with very little wind, and occasional small rain, snow, and sleet mixed together, and so very thick and foggy that it was out of the question to determine accurately any of the points of land that we occasionally observed peeping out through the dense vapour that enshrouded them. About seven o'clock the fog lifted for a moment or two on our starboard bow, and I could see a rather remarkable cape, or hilly projection, with a conical mount above it. I at once took this to be the "peaked hill" mentioned by Parry, and accordingly when Captain Forsyth came on deck at eight, I mentioned to him what I thought was our position. As we had been steering direct for Cape York, or a little inside of it, in the early part of the night, and as, afterwards, we had unavoidably to run more on the outside of that course to avoid the ice, it was evident that if we were in the place I fancied, either a strong *sea* had carried us into the inlet, or some error (which was extremely probable) lay with our compasses. (1) Hitherto, however, we had found them to act, upon the whole, very well. They had never ceased traversing once since coming from the other side of Baffin's Bay, and indeed the only place where we fancied them most sluggish was in Davis's Straits, off Disco.

Agreeing with me as to our presumed position, the commander gave orders to keep the ship away along the land as close as we could go. The wind, however, fell light, then calm, and ultimately sprang up again in faint airs and occasional light winds from the N.E., the direction we wished to take. We were, therefore, all day engaged in tacking ship, on and off shore, at a convenient distance. Whenever opportunity presented, a careful inspection was made of the land, but the weather was too thick to observe much. In the afternoon it began to snow, though only, at first, slightly. One or two points of land, valleys, and, lastly, a deep ravine, were passed sufficiently near to distinguish them plainly. About six P.M. we were all on deck, looking at a fine opening the vessel was ap-

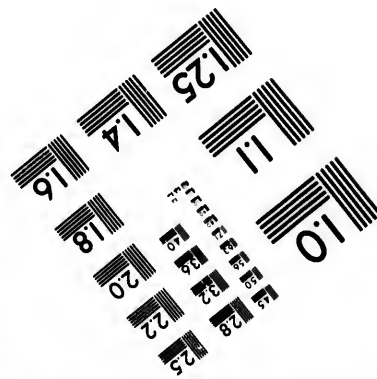
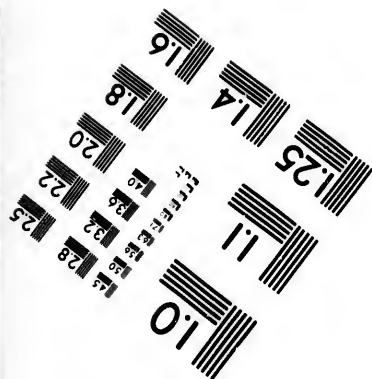
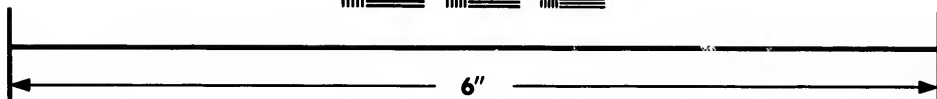
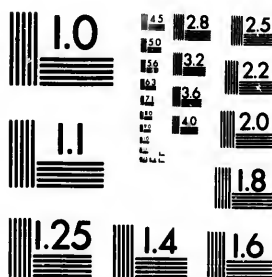
(1) See Parry's Remarks on his First Voyage, p. 37.

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proaching, as she slowly stood in under all sail towards the shore. It appeared a low swampy beach, having for the back-ground a moderately high conical hill, behind which loftier mountains rose to double its height. I thought for the moment, from its appearance, that this might have been one of the places on which Sir Edward Parry had landed to make observations, (1) and where he had left a notice of his visit. I accordingly looked eagerly for any marks that would distinguish it, at the same time searching for any of those tokens which might give us hope of finding further information. In a few moments, I fancied I saw something on the high hill before us; and hastily snatched the glass from the second-mate's hands. I was not deceived. There, upon the summit of the conical mount, I clearly observed a cairn of stones, evidently erected by civilised hands. It was enough; Captain Forsyth's attention being instantly drawn to it, he gave immediate orders for the boat to be lowered, and the vessel hove to. Hastily donning my heavy boots and boat-jacket, and taking with me my old companion, the stout walking-stick, which was now found useful in aiding me to ascend the rocky heights, I put a cylinder and notice in my pocket, and was speedily ready for the shore. I received my orders, which were, as usual, with all speed to examine the cairn, deposit our notice, and to leave two cases of pemmican in some conspicuous place. The pemmican was put into the boat, and in another minute we were pulling rapidly for the shore, which was evidently a low shingly beach.

It was the worst kind of weather I had yet had for making an examination. It snowed very heavily, and the weather was so thick and gloomy as to put the ship out of sight in very little time. But yet it was a change to me. Well lined, inside and out, so as to be almost impervious to the cold or wet, I cared nothing for it; on the contrary, it was something new, and therefore not ill-relished, and though all of us soon became like pillars of snow, it was no more cared for than if there had been none at all. Directly the boat touched the beach I gave orders for her to be hauled well up, and one hand to remain with her; the rest, bringing the spade and crowbar, were to follow me to the top of the hill. I found the beach to consist of sand and stones; and, at a short distance from it, a

small stream, of no great depth, ran from between two high mountains, over a perfect swamp, towards the sea, in a transverse direction. Altogether, the resemblance of the place was exact to that given by Messrs. Beechey, Hoppner, and Sabine, to Captain Parry. I thought therefore it must be the same spot. As I had got the start, and was an old hand at pedestrianism, I succeeded by the aid of my faithful staff in soon mounting to the summit of the hill, which, in itself, was neither difficult nor steep perhaps at any other time, but which was made somewhat of a task by the pelting of the snow in one's face, and the heaviness of the atmosphere. I speedily knocked aside with my stick all the loose stones placed for a cairn, and finding no cylinder visible above the earth determined to look for it below. Accordingly, as soon as the men arrived, they were set to work, with pick and shovel, to clear a hole below the cairn; the ground having previously at some time or other evidently been turned up for such purpose. Three or four feet in depth and width was, after much exertion, cleared away; but to my great vexation nothing was found. I had hoped that, even if we could not obtain anything here which might give us the news we most sought for, an old paper or memorial of Sir Edward Parry's would be found, and which would no doubt have afforded him much pleasure to have received on our return. But I soon perceived it was useless working any deeper, as the hard rocky substance that now met us convinced all that we had got as low down as had been dug before. We therefore concluded that either some one else had been here and taken away such paper, if there was one, without themselves leaving any notice of their visit, or that the cairn had been erected without any particular object by some of the whalers in their chance visits to so distant a part. The hole was, therefore, filled up again, and the cairn re-erected; the cylinder and notice I had brought with me being placed within the body of stones, visible on moving a few, but yet free from exposure to the weather.

It was still snowing very heavily, and before we descended I tried to pierce the thickness around, in order to make out anything else that might be near; but I could barely see a hundred yards. All was one white moving mist, and even the path of our descent was hardly visible. We returned by another way to that we had come; but in so doing we came suddenly upon a small glacier, which

(1) See Parry's Remarks on his Third Voyage.

skirted the side of the hill to some distance. It was not so great an obstacle as to make any of us turn from our direct path, and consequently each man made over it without hesitation. Wilson went sliding down almost erect upon his feet, with an impetus that might have done him harm had he not been able to check himself; Harry Anderson squatted in a true Alpine manner, following his crowbar, that he had thrown before him, as swiftly as it had gone itself; Duguid, sending the spade ahead of him, took the slide, and got down as prettily as if on a mill-pond, and Mac Cullum, more careful, took it gently on all fours. I watched them for other purpose than the mere amusement of it. Frequently it is in these apparently trifling things that an officer may know what his men are really made of, far better than by years of common-place observation, if he will but treasure in his mind the little characteristics that come under his notice when a man is following the bent of his own *hardy*, or, as the case may be, *timid* mind. For myself, I took the old Swiss fashion, and, with my staff for an "Alpenstock," had a speedy arrival at the bottom. When we got on the low plain again, I observed several pools of water, besides the stream I have mentioned, which, upon tasting, I found to be very sweet. The soil was composed of a muddy clay and sand, and I directly thought of the many good mud-huts it might make, if a strong sunny day would only harden them after being built. We waded through the pools, and, occasionally sinking into the soil, got to the sea-side, at some distance from our boat, but near a most remarkable large *black* rock, consisting of one solid piece of what I should call *iron-stone*. Having about me what I always carried with my note-books, namely, a measuring-tape, I took the dimensions of this singular block. It was  $7\frac{1}{4}$  feet high, 40 feet in circumference at the bottom, and  $31\frac{1}{4}$  at the top. The stone itself was so evenly smooth on its round surface, and presented such a curious speckled appearance, that I could almost fancy it would serve on sunny days as a mirror for the natives, similar to what the Egyptian women in the olden times possessed. I could not climb to the top of it unassisted, as there was not a single projection to lay hold off; so, calling one of the men, he gave me a back, and I was soon able to spring on the tabular summit. This, with the exception of one or two small holes, in which were a few pebbles, evidently denoting

that the sea came occasionally above it, or that the tides here rose more than  $7\frac{1}{4}$  feet, was as even as could be desired by any one for a table, and I only wished that a few of my friends at home, or any of you, my kind readers, if agreeable to yourselves, were there with me at that moment, to have partaken of a collation I could speedily have had brought up from the boat.

I merely examined the top from curiosity, and, taking away a few pebbles, jumped to the ground. I chipped off a piece of the block, and then made my way towards a small hummocky piece of ground, on which I had given directions for the pemmican to be placed in such manner, that, in itself, it would constitute a "mark." Along the beach, we found the ribs, etc., of a small whale, that had evidently been there some years. Two or three small pieces of the bone I picked up to take to England with me, and then, hastily collecting a few geological specimens, proceeded to the boat, after having seen the pemmican duly fixed in its place. With the pemmican I left a pencil notice inside the boards that covered it, with a request that none but those absolutely in want would use the provisions here placed solely for the relief of Sir John Franklin and his party, and directing attention to the cairn on the left for further information. The boat was launched, and we then pulled rapidly along shore in the direction our ship had taken. Of course she could not be seen in such weather, for it was still snowing as heavily as it probably ever did; but we heard the "gong" sounded for the "half-hour" when we were on the hill, and we now heard it again for the termination of, as I found by my watch, another hour since then. In a short time we saw the "little Prince" looming through the thick atmosphere, and presenting what, to some, would be the most dismal aspect she had yet shown. Every part of her, above and on deck, was white with snow; her sails were hanging heavily against the masts; her ropes all loose and disorderly, and every thing denoting that state of affairs in the weather so much disliked by seamen, a foul-weather calm. There was not a breath of wind as we dashed the boat alongside; but it was evident the tide or current was sweeping our little craft fast upon the south shore of Barrow's Straits, at the eastern entrance of Prince Regent's inlet. We were now, it appeared, off some low point, encircled with land ice and one or two small bergs; beyond it was

another tongue-like point, from which abruptly rose a high and frowning bluff headland. These two places we could make out through the thickness of the weather; but what else was in their vicinity it was impossible to say. We were drifting fast in shore, without power to help ourselves by the usual means of sails and steering. A heavy swell was rolling round the second point, and every thing gave premonitory symptoms of a gale. The snow suddenly ceased; but the atmosphere was still as thick and dense as ever. Directly I had reported myself, the boat, with fresh hands in her, was sent to tow the ship off the land. This was a labour of great difficulty, for the *set* was strong against them. Now and then, a faint eddy of wind would come from opposite quarters of the compass, and produce incessant trimming of the sails, to try and catch the fickle air. But it was of no use. It came but to play for a second upon the rising swell, and then vanished. *Scoops* were got out to assist, and all hands, to the cook and steward, were actively employed. I had gone below to get my tea, and when I went on deck immediately afterwards, I found we were as close to the shore as we need wish to be in that quarter, with a dark gloomy night coming on, and threatening weather. Should the gale, which we foresaw would inevitably arise in a short time, come from the north-west, we might well wish ourselves in any other place. Our little craft, in such case, could hardly hope to escape contact with the ice and rocks. It was a moment of great anxiety, though, as usual with seamen, not a single thought of danger apparently entered their minds. Seeing all hands busily engaged, I took the helm, which had been lashed amidships, and kept her edging off the shore in the direction the boat was pulling.

The boat was pulling heavily, and the men bent to their oars with spirit, but the ship barely moved. One thing, however, was satisfactory; it was apparent that she did not drift any nearer, and that her progress towards the shore was checked. But hardly had we congratulated ourselves on this, when a "flaw" of wind, dead on to the land, took us aback, and lost us instantly what we had gained. The yards were speedily braced round to meet it, as her head swung off towards the beach. For a second or two we thought we had got the breeze; darker and darker grew the atmosphere, and there was a sense of more than usual unpleasantness

in the whole scene. The heavy swell rolled in with increased motion; our vessel lifted to it uneasily, as if in dread of the tempest, of which this was the undoubted harbinger. She began to feel the helm under the light air that had come upon us, and she speedily moved in an angular direction along the coast, nearing considerably the second point. Here a valley or opening apparently intervened, and, as she came abreast of it, the faithless breeze died away as suddenly as it had come; the sails flapped heavily against the masts, and the vessel plunged deeper and deeper at each moment. The boat, which had prepared to come alongside when the north-west air had given us a hope of some wind, was again ordered to the tow-rope; but hardly had she got hold of the line, when all at once, as if by magic, we felt the vessel move in a different current; the dense atmosphere was pierced by a body of light resembling the glare of noon, and from the spot where it was thus so singularly rent in twain, a rushing sound was heard, and the next instant we felt the breeze coming strongly on us directly off the cape. It was fortunate! Had it been a point or two the other side, or so as to give us a lee shore, we could never have weathered it in such a gale as now speedily came on. The boat was instantly called in and hoisted on deck, and in half an hour, before the entire strength of the gale was upon us, the "Albert" was under close-reefed mizen, double-reefed mainsail, storm jib, bowsprit housed, and topsail furled; while ever and anon, like a mad courser under fierce restraint, she plunged with her bows nearly buried into the tremendous rolling seas that came upon her, as if she would laugh them to scorn. And right gallantly, as usual, did she bear herself. Tossing aside each furious sea that threatened to engulf her, she rose buoyantly at every bound, and forged ahead without impediment.

The gale which we had thus suddenly encountered blew, like the one we had had in coming past here a few days previous, from the eastward; thus fortunately giving us plenty of sea room to leeward, and enough to stand away off the coast for several hours. About eleven p.m., however, it increased to a perfect hurricane, with a very high sea, and it was therefore deemed most prudent to heave to. Accordingly, the necessary sail was reduced for the purpose, and at midnight, when I turned in, she was in as safe

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a position and as comfortable as I soon found myself to be. My "lullaby" that night was the howling of the gale through the rigging, which could be very plainly heard below in the cabin, though my door was well closed, and I was as nicely rocked to sleep as ever infant was by its watchful and tender mother.

*Tuesday, 27th.*—The following morning was somewhat more moderate, and we were able to set sail; under which we were struggling to get on to windward, tacking and wearing alternately. The weather remained nearly as thick as ever, and no land could be anywhere distinguished. It was a disagreeable day altogether, for we could do nothing but patiently try and work against the gale. By night time it had moderated still more, and increased canvass was put upon the vessel. Thus it continued through the next ten or twelve hours, and when I got up on the ensuing morning, Wednesday, 28th, I found that the gale had died away into a light zephyr-like breeze, which only fanned our cheeks sufficiently to let us know it lived. The weather, too, had cleared, and we could now see land on both sides as we looked down the Sound. That on the north shore appeared in high patches, like so many islands; while the southern coast presented the same bold hard features that I have already mentioned. A calm about noon followed the faint breeze we had been indulged with in the morning, and we now found ourselves lazily resting upon the water, as if no earthly purpose were in view. We perceived, by the appearance of the land on both sides the Sound, that we were between Croker Bay on the one coast, and Admiralty Inlet on the other. This latter place has a bluff headland at its western extremity, which was named among the places appointed for depots of provisions, and as worthy of examination. It was evident, by our present position so far to the eastward from Cape York, that we had received considerable help from the strong current which is so much spoken of as running to the southward along this shore; but I am inclined to think that neither current nor tide can be regularly determined on such a coast as that which we were examining. It is probable that the general tendency of the current is to run out of the Sound, from what may be called its right commencement off Cape York; but in all the bays, inlets, and channels it has a direction according to the prevalence of the winds.

During the afternoon a breeze again sprang up, and this time from the north-west; con-

sequently, fair. It was gentle, and the weather kept fine and clear. We accordingly ran well into Admiralty Inlet, passing, as I believe, Cape Craufurd, and reaching close up to a long low point, some distance up this noble arm of the sea. I do not know if any name has been applied to this spot, but it is about opposite to Cape Franklin, and I believe Captain Forsyth meant to have called it Cape Lady Franklin, if it has not already received a title. As the evening was remarkably clear, I ascended to the mast-head to note what might be seen further up this fine sheet of water. I could make out another cape on the western side, not far from our present position, and then the land appeared to trend suddenly round Cape Lady Franklin, out of sight. Beyond it, immediately up the inlet, I could faintly distinguish high land, which I judged to be "Humphrey's Land;" but there then came a break on either side, exactly as represented in the charts, and it appeared to me extremely probable that there might be some extensive channel of communication existing, not only between this place and Prince Regent's Inlet, but also to the eastward.

#### CHAPTER XXV.

Pass Cape Liverpool.—Off Possession Bay.—Land there.—Calm.—Fall in with the "North Star."—Getting Stores from the Hold.—Fresh breeze and a Fog.

AFTER examining the western arm of the inlet, we stretched across towards Cape Charles York, and as we passed Elwyn Bay the breeze began to freshen up to a half gale, which carried us on with great rapidity. A mist gradually settled down upon the hills, hiding their snowy peaks from our sight; but the land about Cape York, which here becomes much lower than any other part of the coast in this neighbourhood, was clearly visible. Several large and small bergs were observed in the inlet, many of them aground, but not a particle of field ice could be seen there.

During the night it blew hard again, so much so as to cause the mate some alarm lest the "Prince Albert" should run up against a berg or floe. But he need not have alarmed himself, as there certainly was very small danger of that, with the excessive care always taken about it by him to the contrary.

*Thursday, 29th.*—However, about two A.M. in his watch, he reported to the Commander that the gale was increasing and blowing very hard; and, consequently, he received orders

to take in sail; which he did most rigorously, by reducing the whole canvass on the ship's mast to about as much as would, with the same wind, have lessened her speed one half. As if thanking him for his pains, and in mockery for the unnecessary trouble he had given, and the loss of so many miles in distance which the fair wind would have placed on our log, he had no sooner accomplished his task than it fell almost *calm*! Perhaps this, however, which has often been satirically called the "Irishman's hurricane," was the increased *gale* he saw, and which no one on the deck saw or felt with him. But there it was, and the issue of it proved that we had most unnecessarily lost a good three hours' run, making somewhere about twenty-four miles. Thus the *over caution* which was ever in operation upon us, again, as it had frequently done before, caused our being unnecessarily retarded in our progress.

When I came on deck in the morning I found that the second mate had been undoing all that the first mate had done, and that his whole watch had been employed in making that sail which was taken in the preceding four hours. The wind was so light that a cambric handkerchief might have been set as a skysail and received no rent in it. Occasionally, about nine o'clock as we came under the lofty Byam Martin mountains, the wind would rush down the valleys and ravines in squalls, but not with sufficient violence to produce any decrease of the sail set at eight A.M. At noon we were off Cape Liverpool again, and I could not but view it with mingled feelings of vexation and regret. A short ten days only had passed since we were there on our way to the destination marked out for us. I was then looking at it with prying eyes and anxious hope; full of life and animation at the idea that we had actually entered upon the field of those labours in which I had embarked, and in which I felt such delight. Now we were on our way back; but, let me stop; it is enough to say that I was miserably depressed, so much so as to feel quite ill in consequence. But there we were; Cape Liverpool and its singular coloured water exactly as it was on the morning of the 19th; only the ship's head at that time and the present was in opposite directions.

In the afternoon the wind became foul and we made but little progress. The day, however, was exceedingly fine and beautiful, and perfectly warm. Several icebergs were in sight around us and afar off, and numerous

flocks of birds, with large parties of the eider duck on the wing and upon the water, diversified the scene. Now and then a seal would pop up his head to inhale some fresh air, and the *mollemokes*, as usual, flocked round us in their usual numbers. We slowly stood by Cape Fanshawe, and then opened out Possession Bay, from which we were distant at eight P.M. about seven miles. It was then calm, and as there was no prospect of going ashore there this evening I turned in at ten o'clock, desiring one of the mates to call me, if Captain Forsyth meant to examine this place, at three A.M.

*Friday, 30th.*—Accordingly, at that hour, I was informed that the boat was ordered, and the Commander ready to go on shore. No objection being made to my also going, I was soon ready. The morning was exceedingly calm and the water very smooth, so that it seemed more like pulling across a pleasure lake than upon a sea within the Arctic circle. The air, however, felt unusually cold; and, altogether, it was a very different affair to any previous landing I had made by myself. Hardly a syllable was uttered during the whole hour or more that passed before we got to the beach; and a sort of gloom rested upon all of those who heretofore at any examination were always full of life and spirits. Possession Bay, if indeed the mere roadstead, it seemed to me, can be rightly called a bay, is well described in Parry's first voyage, and need not, therefore, occupy any space here.

We found a great deal of surf on the beach, and it required much caution to prevent the boat being sunk under the heavy rollers that came in. The moment her bow touched the ground, we jumped out up to our knees in water, to drag her up high and dry. As I had no official duty, this time, to perform, I merely sauntered along, examining the place for my own pleasure, and looking for those marks which I was ever most anxious to find, whether on duty or not. Two hands were left in charge of the boat, and to get up a fire for boiling some water for our breakfast; and the rest, with crowbar and shovel, followed us along the beach. At a short distance off, on a rise of the ground, a cairn was discovered. Thither we proceeded, following some footsteps that were plainly to be seen on the hard ground, and denoting that some one with boots or shoes had not long before us been there. The nature of the ground and soil, I observed, was far superior to any I

had yet seen. Indeed, it was quite a change; and signs of vegetation, however scanty in comparison to more southern parts, were abundant. Some feeble roots of young trees I found, and several samples of wild flowers; and, as we walked on, a flowing rivulet met us descending from the mountains, and rushing towards the S. E. part of the bay in a curvilinear direction, but with frozen banks on either side. We waded across this at its mouth, and in a short time got to the cairn. The mode of leaving a notice, as ordered in the general instructions on this subject, had been here adopted. From the cairn a line of stones had been placed bearing south from it, about ten feet. It then terminated where a fire had evidently been made; and it was at this place the men had to dig for intelligence. Accordingly the "crow" and shovel were set to work, and, after a little labour, a box was found about three feet from the surface of the ground. This being speedily opened, a cylinder was extracted from it, and in the cylinder a written notice purporting to be from Her Majesty's ship "Resolute," which vessel had called there on the 18th instant, Captain Austin in the "Pioneer" having gone to Pond's Bay the previous evening. The paper was signed by the senior lieutenant, and contained no further information. While the men were busy filling up the hole again, I started off to a higher position, where, upon something like a hilly mount, I observed a large stone, apparently placed there conspicuously by civilised hands. I soon reached it, and found myself on the brink of a steep descent on the other side to a narrow valley, through which the small river wound. About the stone itself, which I minutely examined, I found nothing to denote where any information could be gained, though I could not but fancy some one—perhaps Sir James Ross's party last year—had been there, and shot a poor little bird, which I picked up close to the stone. Sundry chips and cuttings of wood, too, made me stronger in the belief of the place having been before visited later back than a month, and I was scrutinising the block to see if I could make out any words or letters upon it, when I heard the hail for my return, and, hastily writing our vessel's name and the date in pencil upon the smooth surface, I retraced my steps. One or two pieces of whalebone I picked up on my return, and, as usual, filled my pockets with geological specimens.

When I reached the boat, I found orders

had been given to get off at once, and not to mind the fire. Accordingly, everything was put into her that had been taken out, and then with some difficulty we launched her through the surf, all of us, the Commander too, getting well soaked and wetted, from our soles half upwards and more.

While in the boat I had fancied I could see a vessel in the north-east quarter, and this was confirmed soon after we got on deck by the report that one was clearly to be distinguished there. Various conjectures were instantly set afloat as to what ship it could be. Hopes of falling in with the "Resolute," now, had gradually left me, as I hardly thought she would still be here after so many days; and, as we had not met her coming along the coast, I concluded that she had passed us either in the thick weather off Cape York, or had on the preceding day gone to Port Leopold while we were at Wellington Channel. I had always been in some sort of expectation, however slight, that we should have made one more examination of the Inlet and Whaler Point, if possible, in order to get the latest news from there; but, this not having been accomplished, I had been turned more strongly to the chance of falling in with Captain Austin in our progress down, or hearing of him at Pond's Bay. That the present strange sail was he I had not a thought, unless it was that he had, from some important cause or other, gone up to examine Jones's Sound, and was now returning. It was more likely to be some whaler who had got round Melville Bay at a late period; but as the day advanced, and she gradually approached us, the wind apparently not failing them, as it had done us, we came to the conclusion that it was the "North Star;" and in this we were not deceived. That she was there, instead of being, as we all had expected, a long way ahead of us, was a matter of great surprise; until I began to recollect that a part of her original instructions was to examine Jones's Sound if she had time. This gave an elucidation, as I thought, of the cause of her being there.

The remainder of the day was calm and fine. We drifted along and off the coast some few miles, but nothing to speak of, and our time was employed in trying to fill up our fresh water from the ice procured at a neighbouring berg. This work is attended with a great deal of tedious labour, as the ice has to be melted, or rather *boiled*, to turn it into water, and consequently is not much liked.

When I went on deck the next morning I



found that the strange vessel had come sufficiently near for us to assure ourselves that it was the "North Star." The weather was still pleasant, and it had been calm or nearly so all the night. About a quarter past seven, I believe, a boat was observed to put off from the "North Star" and approach us. At a quarter to eight it arrived alongside, and an officer came on board. A few common-place questions were barely asked by him and answered by me, when Captain Forsyth, having been duly notified, came on deck, while I went below to hastily prepare a note I had begun to my wife, and also one to another friend, announcing our unexpected return. I found, however, by the time I had concluded my epistles that the boat had left, after only a momentary stay, and taking our commander to the other vessel. After some little time it again returned with him, and I made sure of the opportunity thus presented; and, with the letters we had brought for the "North Star," handed in my own, requesting they might be posted on arrival, should she, as was extremely probable, reach home before us. I should most assuredly have written to Lady Franklin, but I did not wish to take such duty out of the hands of my superior, especially as he told me that the "North Star" would receive despatches for England from us, and that he should send an account of our proceedings to her Ladyship. This, however, as will be seen, we lost the opportunity of doing, much to my vexation.

During the forenoon all hands were busily engaged in breaking out the main hold to get up such stores and provisions as we should require on the homeward voyage. Before this was completed a breeze sprung up from the southward, and I felt extremely anxious to get the hatches on again. Captain Forsyth was still below busy with his despatches for the Admiralty and Lady Franklin, I having copied the former for him, and as I glanced around I perceived a thick fog coming on which would soon obscure the land. I knew there were no bearings taken by the mate to fix our position, and, as this was important, I took a rough guess before it was too late. The fog came on; the "North Star" was last seen on the larboard tack stretching in towards the land, and upon our weather quarter at some little distance off. At this moment Captain Forsyth came on deck, and instantly, with much vexation that the mate had not done it before, gave orders to put the ship about after the "North Star." But we did

not see her again during the day. The hatches were battened down and all made snug by the afternoon, when it began to blow rather fresh.

## CHAPTER XXVI.

Information from the "North Star."—Very Thick Weather.—Close in with the Land.—Fertile Valley.—Esquimaux Huts.—Pond's Bay.—Night-Time.—Very Dark and Gloomy.—Proceed in the Boat to Examine four Prominent Points of Land.—Midnight again.—Rockets and Blue Lights.—Esquimaux Encampment.—No other Traces found.—Erect a Cairn and Leave a Notice.—Return to the Ship.

THE information which we gathered respecting the "North Star" I will merely glance at. After leaving Port Leopold, where she had had great difficulty in getting the boat off which she had sent on shore there, having to employ three more boats to get her through the ice, she went towards Port Bowen, which was found to be entirely blocked with ice. From Port Bowen she stretched across out of the inlet, and spoke Captain Penny, and afterwards Sir John Ross. From these parties they had learned all the great news which made this year memorable as regarded the Arctic seas. They next proceeded to Navy Board Inlet, and there, on the main land, behind Wollaston Island, they landed their extra provisions and fuel. A gale coming on obliged them to loose an anchor and cable, and finally they ran out, mid channel, through Lancaster Sound, where we first saw them. During their winter sojourn they had lost four men from causes not attributable to the climate, and a native who had gone on board with his feet frost-bitten also died. They had been put on two-thirds allowance of provisions, and had found a great deal of the preserved meats furnished them from England very indifferent.

The result of this news was in many respects gratifying as regarded our little vessel. There never was perhaps a clearer proof of the great advantage that a small vessel like ours has, when on such a service as that in which the "North Star" was employed, minus the carrying provisions. The morning was very thick and foggy, with a light foul wind. Captain Forsyth was still very anxious about our position, and I told him where I had put it down when the breeze came on; and that, calculating the courses and distances we had run since then, I concluded we were close in with Cape Graham Moore at about ten o'clock. The weather still continued such that it was impossible to see any

distance, and the light air which blew, or, rather, that *current of air which the fog propelled towards us*, gave us very little help. Suddenly we perceived, through the heavy darkness around, a still darker object loom out grimly. It was a high and almost perpendicular rock, soon showing itself to be a prominent headland. This I felt was either the cape, or close to it; but no one well could say so positively, on account of the manner in which it only half exposed itself to us. It was so close that we could hear the dash of the sea upon its base, and we fancied the vessel was being set in upon it; accordingly, the boats were ordered out to tow. At this work nearly the whole of the day was passed. Occasionally a faint air would help us on for half a mile, but it would then die away and leave us quite becalmed, and with nothing to look at but the dense atmosphere around. Once or twice it cleared enough for us to see our way, and to make out two or three angular capes or high rocky points on our bow. These, we thought, were the mere projections of indentations in the coast between Cape Graham Moore and the cape inside the entrance of Pond's Bay. One of the clearer intervals suddenly opened out to us a low oval-like valley, presenting every appearance of great verdure and fertility. Upon it I fancied I could make out some Esquimaux huts, but no signs of animal life were visible. The sudden manner in which the curtain was drawn aside from this valley gave to it a far superior aspect to what perhaps it really merited; but I could not help for the moment assimilating it, however great the difference might really be, to the far-famed Val d'Ossola first seen from the Simplon Pass in Italy. This arctic vale certainly gave as bright and pleasing relief at that moment, and among those wild and rugged scenes, as the other could in its own neighbourhood.

It was eight in the evening when a fresh breeze again sprang up, and this time from the north-east. At the same moment it cleared away in that quarter of the horizon, and, for a short time, also ahead. *We then saw the "North Star" far away to seaward*, having, apparently, stood well out during the preceding night, and being kept there by the day's calm. Trimming our sails to the breeze, we gently glided through several icebergs along the lofty iron-bound rocks on our starboard hand as we stood in to Pond's Bay, looking out for the long low north point on which it was said notices would be placed. It was still

thick weather, and was getting dark, so that we could only judge that the bay was unusually clear of ice. It is very rare to find it clear altogether; but, save the bergs which we passed, nothing like ice presented itself. About ten o'clock we gradually neared two points of land, which in the dim light, or rather early darkness, presented something like the appearance we were in search of. Accordingly preparations were made for the boat to go on shore and examine, and I was glad when Captain Forsyth gave me the duty to perform.

It was something new to me to make a *night search*, with the night dark in this wild and rocky region. I soon prepared myself, and at eleven o'clock, when sufficiently near, the ship was hove to, and the boat lowered. I was directed to search *three* points of land, that were dimly visible on the bold coast before us; and, beginning with the extreme eastern one, turn back upon the others if I found it necessary. When I left one point to go to another, I was to burn a "blue light;" and, when I was coming off to the ship, to ignite a "long light," as a signal for the vessel to pick us up. On board, in the mean time, they would burn "blue lights," and send up "rockets" occasionally, that I might know their position.

Putting a canister of provisions, etc., in the boat with the "lights," crowbar, shovel, and other materials, besides a good lantern and the usual notice, I started from the ship a little past eleven. The night was not particularly cold; but it was dark around, though somewhat clearer overhead. A *star*, the first I had noticed for a long time, was observable in the heavens above, to the north-west; and, as I saw the scud flying past it, I was forcibly reminded of home, to which alone such an apparent stranger in this region seemed to belong. The wind was freshening up to a moderate breeze, and sent the spray over the boat as we crossed it to reach the easternmost point, by this time a little nearer the entrance of the bay, in consequence of the ship having slightly shot ahead of it. A short but a vigorous pull soon brought us near enough for me to see that this place was not the one we wanted. Lest, however, there should be anything upon it, I ordered the boat to be pulled close in, with an intention, if possible, of landing. But this, I found, was not possible without too much endangering the boat. A craggy high projecting piece of rocky shore was what presented it-

self; and the sea dashed around and upon it in such a manner as to prevent too near an approach. I went right round the three sides of it in the boat, so as to bring its whole outlines into view between myself and the clearest light afforded by the sky; but nothing was observed by any of us. Accordingly I here burned my first "blue light," and stood away for the second point. This was very similar to the other; and, in like manner, nothing could be seen upon it. We now looked forward to the third, which was evidently a long low point of table land. To make sure that we passed nothing on the way, I kept close in to the shore; indeed, so close, that once I had to stand off again, on account of some small rocks under water, which grazed the boat. Two or three ravines and a stream were passed; and then, getting sufficiently near to a good beach, I had the boat run aground in a secure place, where a bight of a small bay centred, and sprang ashore with the lantern in my hand. Though the point had appeared very low at a distance, we did not find it actually so on reaching it. An ascent up a loose stony bank soon brought me to a spot which, in comparison with any I had yet visited, was perfectly refreshing to see. A species of grass covered the whole soil, and my boots were wet; not, as usual, with salt water, or a river flood, but with the moisture from the vegetation, which grew up to my ankle in height. I took one hasty glance around, as I recovered my breath, and amid the darkness of the night (now about twelve o'clock,) and the strangeness of my position, I could not help looking with something like solemnity upon a scene which had many impressive features attached to it, alike wild and wonderful. Another Sunday was just passing away, and I felt myself none the worse for ending that Sunday with a humble and spontaneous prayer to Him who had so oft befriended and upheld us. I knelt down upon the first stone I met; and, as I stood again erect, new life seemed to enter into me, as the time denoted that a new day and a new week had again commenced. Upon ascending to the level of the land I was going to examine, a rocket was fired from the ship, suddenly cutting through the darkness of the night, and darting upward, until it burst at a great height into numerous glittering fragments, that appeared like so many bright and glorious stars descending from heaven.

I walked at once to the extreme point, holding my lantern close down to the ground

that nothing might escape me. Everywhere the grass grew luxuriously, save in certain places, where numerous small circles of stones and vacant enclosures denoted that a large encampment of natives had, not long since, been there. Seal-bones, bits of whalebone, and other sundry remnants proved, as the men who now came up observed, that the "Yacks" had been there, probably to the number of about fifty, only a short time back. Perhaps, thought I, they may be here now, and have retreated upon seeing us and our lights approach. I looked into the dark space which formed the back ground of this low promontory. High mountains ascended on either side, and at the root of the tongue on which we stood. Grim in their solemn colour, we could barely observe their outline, much less if any living thing, man or beast, were there. I continued my search. Nothing, however, denoting a cairn, or place of concealment, could be found. It was very likely that some other point of land might have been selected by Captain Austin, and fancying I saw one a little further up the bay, I determined to go to it. We therefore descended again to the boat, and, first of all giving the men a little refreshment, launched her into the water, and pulled away in the direction I had noticed, firing another blue light as a signal. A rocket was the reply, and in the course of fifteen minutes more we were close to the point I had observed. We here found it more difficult for the boat to be hauled up; so ordering two hands to remain in her, to keep her off the rocks, I landed with my lantern, the rest of the men bringing crowbar and shovel.

The ascent here was steeper and more difficult than the previous one. Large stones were scattered about in every direction, and, to all appearance, the *débris* of some convulsive movement in nature lay upon our path. I soon found that instead of being on a point of land, as it seemed at a distance, we were merely mounting to the summit of one of those angular projections which a high coast frequently presents clearer to the view in thick or foggy weather than any other part of it. To reach the extreme top, I speedily ascertained, would be not only a labour of difficulty, but uselessly occupying more time than the position of our ship at night, in an unknown bay, would warrant. I therefore took a triangular peak that jutted out from the main rock, about two-thirds of the way up the high mountain-like cliff, and which

stood at a good height from the sea, as the spot on which to erect our cairn and leave the notice; giving up as hopeless, owing to the darkness of the night, the discovery of the place where Captain Austin might have left despatches. Accordingly we set to work, and the cairn was erected upon the edge of the peak on its nearest point to the sea.

It was a curious sight to see us thus engaged, in so wild and lonely a place, at that solemn hour, when the gloomy shades of Erebus seemed to roll in greater density than ever around us. A stranger looking suddenly upon the scene would have found it a novel one. Standing erect upon this rocky projection more than half way up a mountainous cliff unknown to any of us, and not capable of observing aught beyond a stone's throw on either side, I held the square lantern, with the solitary light it contained, shining upon the two men; who, busily engaged, were loosening the stones for our purpose. All three of us, apparently alone in that dismal place, and as if engaged in some mysterious occupation that would not brook the light of day, might well have given a feeling of surprise to any one that beheld us; and I almost smiled to myself as I thought, that if the natives were to come upon us while so engaged, they might be awed and checked in any bad purpose by the fancy that we were occupied in some superstitious rite.

Directly the task was completed we descended to the beach, and, hailing the boat, were speedily pulling away towards the ship. A "long light" was burned as I left the shore, and holding this in my hand we shot across the waters by its glare, like Charon and his boat crossing the Styx in the realms of Tartarus. It was half-past one when we got on board, and, having given in my report to Captain Forsyth, I retired to rest.

#### CHAPTER XXVII.

Homeward Bound.—Extraordinary Clearance of Ice.—Steady Fair Breezes.—Remarkable Run from Wellington Channel.—Last of the Ice-Bergs.—Send the Crow's Nest down, and put away the "Ice-Gear."—Cape Farewell once more.—Usual Greenland Gale.—Splendid Breezes again.—See a Smack and two other Vessels.—Near the Faroe Islands.—Another Furious Gale.

*Monday, 2nd.*—The following morning I found we were in something like a mess.

(1) I believe it was the intention of Mr. Saunders to have given us the advantage of his company for the remainder of the passage through the ice, as we supposed it then to exist; but it will here be seen

The ship had drifted far up the bay, a very thick fog hid all the land from view, excepting now and then portions which resembled none we had seen last night or on the previous evening, and the breeze had changed right in upon us. All we could do therefore was to tack and tack in short boards, and with an anxious eye look out for any hidden danger. Whether we were on the inland side of that western opening at the end of the bay through which and beyond which it is supposed another sea might be found, or on the eastern side of it, we could not tell. And, truth to say, for myself I would have been as well pleased as not to have found myself there under any other circumstances than the present, my time not being my own, nor possessing power to attempt anything new or requiring energy in the execution. I had long had a wish to enter upon those unknown inland seas and traverse their length and breadth to their termination; and never could there have been a finer opportunity than the present for it. But now our every effort was needed to get us out of the bay, while we might have the means, before any heavy gale came on, or the current set us too far up. Accordingly the whole day was employed in actively beating to windward; and when, in the afternoon, it cleared up a little, we discovered that we were not far off the south shore of the bay, somewhat in the meridian of Cape Graham Moore. The evening set in with light airs and thick weather. Just before dark we once again discovered the "North Star" to the northward of us, at some distance, apparently trying to get into Pond's Bay; and, about ten p.m., we fired two rockets and burned a blue light as a signal to her, Captain Forsyth being most anxious to speak her. Our lights were, probably, not observed, as no return to the signal was made, and we saw the "North Star" no more during the passage. (1)

*Tuesday, 3d.*—This day is but a repetition of the past one, there being little wind, with gloomy weather, and inclined to cold. We made but very poor progress, and that principally to the eastward.

*Wednesday, 4th.*—The next twenty-four hours presented no change until about five p.m., when a breeze sprang up from the southward, dispelling the thick gloom, and

how this did not take place owing to the fog. It was not, however, owing to any *bad sailing* or fault of the "Prince Albert," for we actually got into Pond's Bay twenty-eight hours before the "North Star."

enabling us to keep the ship steady on a wind easterly.

**Thursday, 5th.**—Throughout this day we had moderate breezes from the southward with cold grey-looking weather. There was very little ice in sight except *bergs*, which were sprinkled about in their usual numbers. We perceived the land to the westward covered with snow, and distant about twenty-five miles, Cape Bowen bearing W.  $\frac{1}{2}$  S.

**Friday, 6th.**—Nothing of note occurred on the following day, except that the weather was more mild, and that there was a thick fog. We were standing away to the east, thinking it probable, if the wind continued the same for another day, that we should have to cross Davis's Straits in that latitude. Towards evening, however, the breeze seemed inclined to favour us more, and the next morning (Saturday, 7th), we tacked, and stood away to the south-west, nearly in the course we wished to go. Several icebergs were in sight, and the weather was very thick and gloomy; but as the barometer stood high, we hoped soon for a favourable change and a northerly wind. This came in the afternoon, and we were again able to set our larboard studding sails. About ten P.M. the weather cleared, and the heavens appeared in all that lovely beauty which the starry firmament presents on a cold and frosty night at home. The polar star shone conspicuous, though not so bright as many others; but it was the star I had often looked at when at sea, and now it most caught my attention.

**Sunday, 8th.**—This day commenced with a splendid breeze from the northward, which sent us on at seven or eight knots an hour. The weather was thick and gloomy, and numerous *bergs* were observed, but no field or stream ice. At eight P.M. it was at first thought advisable to heave to, but ultimately Captain Forsyth decided upon going on, and keeping the advantage of so fair a wind. During the night, which was very dark, we rapidly passed many icebergs, but a bright look-out was kept, and there was consequently no fear.

**Monday, 9th.**—The next morning and throughout the day we had the same strong steady breeze, with alternately thick and clear weather. It was surprising to us that we saw no ice, and our hopes began to rise that we should not meet with any. At noon we were in lat. 67 deg. 42 min. and long. 55 deg. 42 min., which placed us very near the east coast of Davis Straits, and well down

them; and therefore, if the breeze continued like this another day, we should, in all probability, be clear of the usual vicinity of ice, and once more at sea. In the evening, sail was shortened to an increasing breeze, and at midnight ten knots an hour was entered in the log.

**Tuesday, 10th.**—Another day similar to the last, though much finer and more clear. We were certainly making a famous run of it down the straits, and our position at noon bade us soon look out for the land about Nikasop on the Greenland coast. Very few *bergs* showed themselves, and not a vestige of other ice was to be seen. I could now, I thought, safely put away the clothes, etc., which I had packed in a bag, in case of need, six weeks before, and which I had all along inconveniently retained in my narrow cabin close to my berth. All the boats, too, were got on board and stowed on deck, and the ice-gear unshipped and sent below.

**Wednesday, 11th.**—This day was but a continuance of the past one as to wind and the splendid sailing we enjoyed. The weather was hazy and thick, but our reckoning at noon made us distant from Cape Comfort only ninety miles, our position in the evening being much about the same as it was at noon the 6th of July last.

The crow's nest was now got down, and every thing prepared for a passage across the Northern Ocean.

**Thursday, 12th.**—The following day, at noon, we were beginning to round the south part of Greenland, and gradually bear up for England. We still enjoyed the same steady favourable breeze, which continued for five days and a half without interruption. It was remarkable. Indeed the whole of our passage from Wellington Channel, and, I may say, from the time we left the ice in Melville Bay, was perfectly surprising. I do not think there is another instance on record of a vessel coming direct from Barrow's Straits to Cape Farewell without once being stopped by ice, or even seeing any in her way. It is unparalleled in the present annals of arctic navigation, and will remain a most notable instance of the extraordinarily clear season in those regions this year. That it was performed by so small a vessel, though a matter of gratulation to those concerned in it, had nothing to do with the fact itself, and I have mentioned it only as a most remarkable instance of the clearness of the sea in parts where it is rare to find one week's free sailing



**Friday, 13th.**—Towards evening the wind at last died away, and the next morning it came foul from the eastward and south-east. The weather was cloudy with rain, but very warm, at least to us who had been used to a colder temperature. As the night again came round, symptoms of a breeze presented themselves, and the ensuing morning (Saturday, 14th) the usual gale of wind off or about Cape Farewell came on. I say *usual*, for there is not one vessel out of ten that escapes a good blow and heavy sea here. Like Cape Horn in the Southern Ocean, it must always be guarded against, and though I have twice doubled that redoubtable headland (in one vessel with top-gallant studsails set) without experiencing, in its immediate neighbourhood, aught but light winds, yet it was found, and has been found by many, that the breeze was blowing somewhere not very far off. And so with Cape Farewell. Which ever way a vessel is bound, I am told, she is always sure to meet with a heavy gale.

This time we had it from the eastward, a complete hard and dead-on-end blow. But we could not grumble; so, making ourselves easy, all sail was taken in, but what was enough to steady her, and we allowed the sea, which was of its usual height, to break about at its pleasure.

In the afternoon a most unpleasant altercation took place between the two mates, to which I shall not allude further than to state that it was necessary for Captain Forsyth to interfere officially.

**Sunday, 15th.**—There was less wind this day, but with a vile cross sea, foggy weather, and rain. We could make no progress on our proper course, and therefore merely set what sail was necessary to keep her moving to the southward. We had again more disputes on deck to-day, between those who ought to have avoided them; but, after all, every blue jacket will grant that a foul wind, head sea, and thick murky weather are a sore chafe on the temper. At all events I will make this excuse, and hope that it may pass.

As night came on the wind decreased to a calm, but the sea continued most unaccountably agitated. The ship rolled and pitched enough to knock every stick out of her, and we expected every moment to see our long foremast go by the board.

**Monday, 16th.**—The next morning brought no cessation to this restless agitation. The weather was gloomy and most disagreeable,

while two seas were running against each other at right angles, producing a commotion in the water like the *Race of Alderney*, only of a more majestic and wilder character.

In the afternoon a breeze sprang up from the N.E., changing towards evening to N.W., and blowing hard, so as to oblige us to reef and shorten sail.

**Tuesday, 17th.**—Throughout the whole of this day and the following (Wednesday, 18th) we had a steady breeze in our favour from the N.W., with alternately clear and cloudy weather. On Thursday, 19th, a *smack* was observed to the northward of us, and standing the same way as ourselves, but evidently not sailing so well. The same evening (Friday, 20th), it lightened from the S.W., accompanied with rain and squalls; but the wind continued steady from the westward, and consequently *fair*, until Saturday morning, when it changed to the N.E., and barely enabled us to lay our course.

**Saturday, 21st.**—This day brought us within 400 miles from the Butt of Lewis, and we began, all of us, to think of home. I was no doubt glad that we were likely to be soon there; but I should have been a great deal more pleased had it been our good fortune to have remained out in the way I had hoped for. But this was not to be, and therefore the quicker we got home the better.

**Sunday, 22d.**—Throughout this day we had fine clear weather, with light north-easterly winds. Lat. 58 deg. 12 min., long. 18 deg. 4 min. Butt of Lewis, 346 miles.

**Monday, 23d.**—In the evening it was calm, but next morning the wind sprang up from the southward, and continued so all day. A barque standing to the S.W. was passed, and our friends the *Mollemokes*, which had kept us company the last three months, now bade us adieu. All departed except a solitary couple, and they left us on the following day.

**Tuesday, 24th.**—The next forty-eight hours we had a foul wind from the S.E., with fine clear weather. Occasionally it blew in heavy squalls; and, on Thursday, 26th, it freshened up to a gale, and obliged us to shorten sail accordingly.

On Wednesday we had found ourselves too far towards the Faroe Islands, and at two P.M. tacked to the S.W. Thursday and Friday we kept on in the same direction, the weather alternating between fine and cloudy, and the sea rather high.

**Saturday, 28th.**—The past evening had indicated, by the barometer, a great and



sudden change, and during the early part of the night the wind was veering about in the S.W. quarter, first to the westward and then to the southward, accompanied by heavy torrents of rain. The heavens were as black as I had ever seen them, and the sea presented that grim look which is the sure attendant of a gale in such weather. At midnight a most furious squall suddenly came up from the W.N.W., blowing for the time fearfully heavy. It had been the second mate's watch, and he had well prepared for the occasion, evincing that good though rough seamanship for which he was always conspicuous. Every stitch of canvass but that which was necessary to lay her to, if needed, was taken in, and away she scudded under bare poles, when it was found that the wind kept aft. At daylight a topmast studding sail was hoisted as a temporary sort of foresail to run her under, and with that mere bit of canvass only we made five miles an hour. As the morning advanced, however, and the weather cleared, more sail was set, and we soon increased our speed to eight and nine miles an hour.

## CHAPTER XXVIII.

Difficulty of taking a Lunar Observation in a Gale.—Sight Rona and Barra Islands.—Blowing very hard.—High Sea.—Make Cape Wrath Light.—Danger of the "Nun Rock."—Heave to for the Night.—Next Morning run through the Pentland Frith.—Lovely Day and Refreshing Scenery.—Changeable Weather.—Moray Firth.—Another hard Blow.—A Lee Shore.—Admirable Qualities of the "Prince Albert."—Arrival at Aberdeen.

It was now necessary to determine our position as accurately as we possibly could; for, by our usual and daily reckoning, we made ourselves, at eight A.M., not above fifty or sixty miles from the nearest land, which would be the Island of Barra.

I had, on the previous day, taken a *lunar* under difficult circumstances, owing to the motion of the ship, and this motion was considerably increased now; but the sky was, though with occasional light clouds, sufficiently clear for the purpose, and the moon was within excellent distance. As I had done before, so now, I determined to take the entire set of observations myself, and work up the altitudes in the usual way.

As this is all mere nautical detail, I will only observe, that it is mentioned to show what difficulties there are in the way of a seaman who has to navigate any ship on the ocean, and also to prove how highly essential and useful lunar observations are at sea.

Now we had been in great doubt about our chronometers for some time past, and had given them a different *rate* three times; the last was off Possession Bay. Still we were, from many causes, uncertain as to their accuracy; and consequently it was advisable, if possible, to test them by other means. The only means by which we could do this were those similar to my present attempt of finding the longitude from an observed distance between the sun and moon. On Friday, the result of the observation I then made tended to show that we were some twenty miles to the *eastward* of our reckoning, either by chronometer or daily log. Now this was most important, for, being to the *eastward* of our reckoning, necessarily made us nearer the land than we imagined; and in thick weather, or such a gale as now blowing, was far from safe. Accordingly, at seven A.M., I determined to make another trial; but I never took a lunar under such difficulties before. The sea was washing over our decks, the wind was blowing furiously, and the vessel rolled and tossed about like a bladder. (1) I thought there would be little hope of dependence on any observations which might be taken; but, first steadying myself firmly in a part of the rigging, I got the altitudes of the sun and moon, noting the time by a common watch. To measure the distance, I was obliged to wedge myself between the bulwarks, and recline my back full length on the water-cask lashed thereto; and in this position I remained several minutes, till I succeeded in getting three pretty fair distances, and such as I thought I could trust to. I next hastily took another set of altitudes of the *moon* and *sun* in due rotation, and then gladly relaxed myself from my irksome position.

Captain Forsyth afterwards took sights for the chronometer, and during the morning we respectively worked our own observations. At noon a good latitude was obtained, and thus I could compute my longitude to a nicety. I had compared the common watch with the chronometer, and was, consequently, enabled to work up the *sights* I had taken of the sun. By these, I made the longitude 7 deg. 18 min. 45 sec. W., Captain Forsyth's observations

(1) I may add, for the nautical reader, the hint that, as it was *morning*, the moon *west* of the sun, I had the extra fatigue of being obliged to *turn* the sextant, and hold it *suspended* from my hand. Those who have tried this for half an hour, well know the additional labour caused thereby.

making it nearly the same; and, by my lunar, I made it 7 deg. 6 min. 15 sec., still to the eastward. By further calculation it was soon ascertained that our distance from Barra was, in the first case, 34 miles, and, in the latter, 28 miles. "We ought therefore," we said, "very soon to see land;" and hardly had the remark been made, and the results of our observations entered in the log, when "Land ho!" was sung out from the mast-head, and, running up to the topsail-yard, I perceived the Island of Barra right ahead; and, judging by the time we afterwards were in getting up to it, at about the distance off we had calculated by the lunar.

I have mentioned this account of taking a lunar for a twofold purpose, independently of that which I have already named. It may be that some young men, just entering upon their naval career, will read this journal; and it is to stimulate them to renewed exertions in every branch of that career, scientific and nautical, that I have introduced it; to bid them persevere, to take every opportunity of practising all the beautiful, yet occasionally difficult, problems of astronomy, mathematics, navigation, etc. If they fail once, or twice, or thrice, try it a fourth, or a fifth, or a hundredth time, till it is effectually mastered. How many are there who say, "It is impossible to do this or that," and give it up even without a trial. But that is not the way, my young friend, to creep aft if you have entered at the *hawse-holes*, or ever to mount the highest station on the quarter-deck if you are in the cockpit. You *must* try, and try again. Never mind if your hands are in the tar-bucket now, a little grease will soon render them clean enough to handle the sextant and the book; and, by-and-by, you may be able to keep them clean altogether, though a *working* officer can't *always* even do that. Brush away all hesitation, and in *gales of wind*, with sea no matter how high, as well as in calms, in daylight or nightlight, constantly persevere, and *perfect* yourself in that which is so necessary to a good seaman. It *can* be done; do *you*, with an earnest will, say, "What *can* be done *shall* (God willing) be done by me."

The other purpose I had in mentioning this subject is to point out to many merchant seamen, who think slightly of lunar and other scientific observations, their great service; and I trust the general reader will excuse my having so much digressed upon it, in consideration of the importance such a

subject must always have in the minds of any who, like myself, have followed or still follow the sea.

At half-past three we passed Barra, and in another hour Rona Island. It was now blowing very hard, with a high sea and heavy squalls. At first Captain Forsyth was doubtful about running for the Pentland Frith; but as our position was so well determined, and the wind was so favourable, he finally decided upon standing right on, instead of going round by the Shetland Islands, which course was considerably out of our direct way. Towards evening, thick clouds arose over the Highlands of Scotland, and from thence came several flashes of lightning, showers of rain occasionally pouring down upon us, the wind however continuing the same.

Two dangers now presented themselves before us; the one, the *Nun Rock*, about fifteen miles off Cape Wrath, and the other some rocks close in to the cape itself. Of the latter we had little fear, because, before we could be upon it, the *light* and even the bluff land about the cape would be clearly visible, and warn us not to approach nearer. With respect to the former, however, it was different. Hid from sight, and only known by the sea that breaks furiously upon it, it would be impossible to make it clearly out in such a night as the present. Indeed I must confess that, once or twice, I thought the sea quite high enough; for, on it came, in towering mountains, abruptly topping over our stern, and threatening to descend upon us with terrific force. Lifting us up, however, in a more perpendicular direction than I had ever before witnessed, each sea passed under our keel, and gave place to the next one, which in like manner, or perchance with less rage, followed close upon it.

To avoid the danger of the *Nun Rock*, it was only necessary to keep close in with Cape Wrath; but, until we could perceive the light upon it, we could hardly determine how to do so to a nicety. At seven p.m., however, it was descried, shining amidst the darkness around like a beautiful star of the night, set in the bleak heavens to guide the weary mariner home to his haven of rest—emblem of that more glorious star, which points to the burdened and sin-laden voyager on life's stormy seas that peaceful harbour where neither the rocks of error nor the shoals of adversity exist, to endanger the worn-out bark that has trustingly taken shelter there.

Never did I look upon beacon light with such pleasure as I did upon this one at Cape Wrath. Ominous name! Wrathful enough, no doubt, dost thou occasionally prove to the ill-fated bark which chances to get thee under her lee, instead of politely paying thee her obeisance at a distance. But, wrathful or not, the light displayed upon its high cape came doubly welcome on this night. It was the first token of regular civilisation we had seen on shore since leaving that part of the world four months previously; and it was also the mark whereby we could guide ourselves through the night, free from all the dangers that might be said to surround us.

We found that we were at some distance off; that is, *away* to the N.W. of the light, and, consequently, in too close proximity to the Nun Rock. Accordingly the ship was hauled up more to the wind, and with reduced sail stood right in for the cape. At nine o'clock we got near enough, and then again bore up on our course towards the Frith. At two A.M. the light on Dunnet Head was seen, and shortly afterwards the vessel was *hove-to* to await daybreak and the flood-tide.

The next day, Sunday, broke in all the beautiful splendour of an autumnal morning, not a cloud obscured the sky, and the sun rose majestically clear and brilliant. The hills of Scotland on the one side, and the Orkney Isles on the other, appeared delightfully refreshing. Houses, farms, pasturage, cattle, and presently the town of *Thurso*, with its ancient-looking church, could all be clearly discerned through the glass, and even made out with the naked eye. Sail was made upon the ship, and at nine A.M. we slowly passed close under Dunnet Head, and then, with the tide, run swiftly through the Frith, which, with its eddies, its whirlpools, and rocky reefs, presents no very great temptation to enter in heavy weather. We took the inner passage by the Men of Mey, and at eleven A.M. rounded Duncansby Head once more. Here we had to haul upon a wind, and for the rest of the day could make but little progress beyond Noss Head, in consequence of the breeze coming more against us off the land. Several pretty places were passed; and among other noticeable marks along the coast I particularly observed John o'Goat's house, a mere ruin, yet a standing memorial of ages past.

*Monday, 30th.*—During the night we had calms and light foul winds, and the next day

brought thick weather with rain. Little or no progress was made until the evening, when, our position being well in the Moray Firth, a heavy gale from the S.E. sprang up, and continued raging fiercely through the night, accompanied by a short jerking sea and thick misty weather.

It appeared that we were to try the "Prince Albert" on all tacks and under all circumstances, for we had now to see what she could do in beating off a lee-shore; and, as usual, the bonnie little vessel performed her work well. Staggering under a press of canvass, she plunged headlong into the seas like a young whale sportively playing with the waters around her. At every dip she took, her bowsprit went nearly right under; and, as she rose again, it fairly quivered with the rebound. All night were the lights about Banff and the other places in the neighbourhood seen flickering through the darkness, and at two A.M. the beacon light on Kinnaid's Head was discovered.

*Tuesday, Oct. 1st.*—When daylight broke it was feared, as the wind then stood, that we should not be able to weather Kinnaid and Rattray Heads. Already she staggered under the press of canvass upon her, more than she had ever had before in such a breeze, and it was with some anxiety that we all looked at her sticks whenever she lifted heavily to the sea and suddenly descended again. But they all stood firm, though the plunges and lurches were anything but easy for a vessel's masts to bear. Once I was in her fore-rigging, near the mast-head, looking out for the extreme point of land on our lee-bow, when she gave a tremendous pitch, and almost at the same moment lurched heavily to windward. I looked hard at the foremast as I held on to the rigging, fully expecting to see it snap right off somewhere; but it remained firm, and, save a slight oscillation, betrayed no movement denoting any danger of its giving way. It was a wonder to me, however, that it did not; for, considering it being so *taut*, the little hold it had in the body of the ship, and the poor support the rigging gave it, I could not well see what sustained it, except that it was in itself a splendid spar, as was also the bowsprit.

At seven A.M. the wind veered round a point or two in our favour, and at eight, with a flowing sheet, we passed Kinnaid's Head, next Rattray Head, and at eleven, with a strong breeze and at a rapid rate, Peter-

head. At half-past one P.M. we shortened sail three miles to windward of Aberdeen, hoisted our ship's number, and displayed the *Union Jack* at the fore for a pilot. It was not high water however at that hour, and consequently we stood off and on until dusk, when we ran down close to the mouth of the harbour, and sending up a couple of rockets, besides burning a long light as signals, we soon got a steamer out to us, which speedily gave us a tow-rope, and took us across the bar; thus arriving in Aberdeen without having once cast anchor since leaving the Orkneys on the 10th of last June! As it was quite dark, few witnessed our arrival, and I was not sorry for it. Had we returned fortunate, it would have been different; as it was, why the night was, I thought, better suited to our condition.

The moment I could get a word with any one, I made inquiry respecting that which was uppermost in my mind; but it was as I feared, though praying to the contrary. Nothing fresh had been heard of those gallant men whom we had gone out four months before to seek. I could, therefore, only hope and trust that the exertions now making by those brave spirits whom we had left behind would be speedily, or, at least, eventually, crowned with success.

In a short time we were near the quay, and, after seeing everything safe, Captain Forsyth and myself went ashore, and were soon partaking of the hospitalities of the same kind family who had showered them upon us before our departure.

We now heard that the "*North Star*" had arrived three days before us, and had spread the news of our being on our way home. I was thankful that I had sent a note by her; and I now obtained news of those dear to me, which immediately gave a natural relief to my mind, and allowed me that night to lift my heart in humble gratitude to Him who had so mercifully preserved me and mine, and whose powerful hand had upheld us all in health and safety, during the whole voyage.

Since our arrival much has been said and written concerning our voyage and the re-

sults or non-results of it. On this subject I have no wish to enter. But there is one point, touching the qualities and properties of the little vessel to which I had the honour and pleasure of belonging, on which I beg to say a few words in conclusion. According to one report I have read, she is represented to be a slow sailer; and by another account unable to do this or to effect that. Now any one who has taken the pains to follow me through this narrative must have seen that the "*Prince Albert*" has been, from beginning to end, a most excellent sea-boat, a good sailer, a most handy and admirable craft in the ice, a fine vessel for working close in shore, and a pretty weatherly ship when beating off a lee and dangerous coast; also that she was light and easily managed; that her two large boats, the gutta percha especially, for service among ice, were excellent; that her spars were good; her foremast crew a fine and suitable set of men; and that she was in herself everything one could wish, must, I think, be clear, if what I have stated be truth; and that it is strictly true there can be no doubt. Hence those who would wish to decry the bonnie little craft do her gross injustice; and I therefore take upon myself to say, that for the service she was intended to be engaged in there could not have been a better or a more suitable vessel. By a reference to the commencement of the book it will be seen what that service especially was; and I can only add, that should the reader ever make a voyage similar to that of which I have here given an account, I only hope that it may be in so good and so excellent a little craft as the "*Prince Albert*."

It is understood that, if Lady Franklin's funds admit of such an undertaking, the "*Prince Albert*" will be despatched again next spring, to renew the search which we unhappily failed in effecting. If so, I hope I have so far gained the good will of my readers, that they will join in my earnest desire that I may again have the happiness of finding myself on board of her, and be able to write a better book than this, at the close of a happy and successful voyage.

## APPENDIX.

### EXPLANATION OF TERMS

#### USED IN THE FOREGOING NARRATIVE.

(Extracted from Dr. Scoresby's excellent description of the Arctic Regions.)

**Iceberg.** A large mass of solid ice, generally of great height, breadth, and thickness.

**Field-ice,** or a *field* of ice, "is a sheet of ice so extensive that its limits cannot be discerned from the masthead of the ship."

A *floe* is similar to a field, but smaller, inasmuch as its extent can be seen.

**Sconce** pieces are broken floes of a diameter less than half a mile; and, occasionally, not above a hundred, or a few hundred feet.

**Drift-ice** consists of pieces less than floes, of various shapes and magnitudes.

**Brash-ice** is still smaller than drift-ice, and may be considered as the wreck of other kinds of ice.

**Bay-ice,** or *young ice*, is that which is newly formed on the sea, and consists of two kinds, common bay-ice and *pancake* ice; the former occurring in smooth extensive sheets, and the latter in small circular pieces, with raised edges.

**Sludge** consists of a stratum of detached ice crystals, or of snow, or of the smaller fragments of brash-ice, floating on the surface of the sea.

A **hummock** is a protuberance raised upon any plane of ice above the common level. It is frequently produced by pressure, where one piece is squeezed upon another, often set upon its edge, and in that position cemented by the frost. Hummocks are likewise formed by pieces of ice mutually crushing each other, the wreck being heaped upon one or both of them. To hummocks, principally, the ice is indebted for its variety of fanciful shapes, and its picturesque appearance. They occur in great numbers in heavy packs, on the edges, and occasionally in the middle of fields and floes, where they often attain the height of thirty feet and upwards.

A **calf** is a portion of ice which has been depressed by the same means as a hummock is elevated. It is kept down by some larger mass, from beneath which it shows itself on one side.

A **tongue** is a point of ice projecting nearly

horizontally from a part that is under water. Ships have sometimes run aground upon tongues of ice.

A **pack** is a body of drift-ice, of such magnitude that its extent is not discernible. A pack is *open* when the pieces of ice, though very near to each other, do not generally touch, or *close* when the pieces are in complete contact.

A **patch** is a collection of drift or bay-ice, of a circular or polygonal form. In point of magnitude, a pack corresponds with a field, and a patch with a floe.

A **stream** is an oblong collection of drift or bay-ice, the pieces of which are continuous. It is called a *sea-stream* when it is exposed on one side to the ocean, and affords shelter from the sea to whatever is within it.

**Open-ice,** or *sailing-ice*, is where the pieces are so separate as to admit of a ship sailing conveniently among them.

**Heavy** and **light** are terms attached to ice distinguishable of its thickness.

**Land-ice** consists of drift-ice attached to the shore; or drift-ice which, by being covered with mud or gravel, appears to have recently been in contact with the shore; or the flat ice resting on the land, not having the appearance or elevation of icebergs.

A **bight** is a bay in the outline of the ice.

A **lune** or **vein** is a narrow channel of water in packs or other large collections of ice.

A **lead** is an opening, large or small, through the ice, in which a vessel can be able to make some progress either by sailing, tracking, or towing.

*The following appeared in the "Times," and other papers, at the period the "Prince Albert" was fitting out; and, as it affords an explanation of the particular object of her voyage, I give it here at length, having referred to it at page 6.*

"SEARCH FOR SIR JOHN FRANKLIN, BY REGENT INLET AND THE PASSAGES CONNECTING IT WITH THE WESTERN ARCTIC SEA.—The necessity of this supplementary expedition in aid of the liberal measures adopted by the Government, for the rescue of our missing countrymen, is founded upon the conviction which exists in the minds of its originators, that Sir John Franklin would earnestly

endeavour to follow his instructions, and would, therefore, in the first instance, after attaining the longitude of Cape Walker, or 98 deg. W. in the parallel of about 74 deg. N., diverge to the South and West, sparing no efforts to advance in that direction; also, upon the probability that in the event of his meeting with insuperable impediments in this unexplored part of the Arctic Sea, he might, even for successive seasons of great severity, be unable to extricate his ships, and would at last be compelled to abandon them. In such a case, it is presumed that the course he would take in order to get back to Lancaster Sound, from which quarter he would naturally look for assistance, would be mainly influenced by the means he could anticipate of supporting life during a long and painful passage, and during the unknown period of delay which might succeed it. The only resources on which he could rely were the provisions deposited from the wreck of the 'Fury,' on the West shore of Regent Inlet, and the most promising track which he could follow, in order to attain this point, would seem to him to be the so-called Strait of James Ross, which, in Sir John Franklin's charts, was laid down as an open passage into Regent Inlet, through a region which he was aware was not destitute of the resources of animal life.

"It is in especial reference to the probably exhausted and disabled condition of the fugitive party before attaining Fury Beach, that the present expedition is planned. The opinions of the Arctic officers, and other competent authorities, as to the importance of search in this direction, are to be found under various dates in the Parliamentary returns of 1848, 1849, and 1850. At this moment, the recent intelligence from Captain Pullen and Mr. Rae tends to give it additional interest, by proving that up to the autumn of last year, no traces of the missing party had been found W. of the Coppermine,—a fact which narrows the field of search to the region E. of that river. It may be added that Captain Austin and Captain Penny take a more northern and a more western direction; so that the search now pleaded for, unless accomplished by the means proposed, remains without provision.

"It is earnestly hoped that the funds required for this auxiliary expedition will not be withheld by those who feel a deep interest in the fate of their lost countrymen. The search, even if unsuccessful, will assist in the

settlement of a painfully important question, and remove all occasion for after and unavailing regret; and no explanation can be wanted to prove that whatever is done must be done at once.

"In anticipation of the generous co-operation of the public in aid of private means, the 'Prince Albert' ketch has been purchased, and is now fitting out at Aberdeen for the conveyance of two exploring boat parties into Regent Inlet. The vessel will be completely strengthened and provisioned for two years, and will be commanded by Captain Forsyth, R.N., who, having obtained leave from the Admiralty, has generously volunteered his gratuitous services.

"The cost of this expedition is calculated at not less than 4,000*l.* Subscriptions are received at Messrs. Drummond's, Charing-cross, and other London bankers."

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15	0	0	H. Footman, Esq. . . . .	1	4	0
16	0	0	—Trens, Esq. . . . .	1	0	0
17	0	0	A life-boat, value sol., presented by Messrs. White, of Cowes.			
18	0	0	A large Gutta Percha Boat, presented by Messrs. Searle, of Lambeth.			

## OFFICIAL REPORTS ON THE ARTICLES FOUND AT CAPE RILEY.

The following are the admirable reports of Sir Edward Parry and Sir John Richardson, referred to at p. 86, with some excellent remarks of Colonel Sabine. I have introduced them here on account of their very great value.

"Haslar Hospital, Oct. 11, 1850,

"Sir,—On receiving your letter of the 7th instant, and the box containing bones, canvass, rope, and wood recently found at Cape Riley, upon which their Lordships desire a report from Sir John Richardson and myself, I considered the best way of complying with their Lordships' wishes would be to refer the bones and wood for examination to Sir John Richardson, whose skill and experience in such matters are greatly superior to mine, and to give my own attention more particularly to the pieces of rope and canvass.

"I have now the honour to enclose Sir John Richardson's report, and to offer the following suggestions of my own :—

"The only questions of any material interest are two—

"1. Were the articles left at Cape Riley by any of Sir John Franklin's people?

"2. If so, about what period?

"Independently of Sir John Franklin's expedition, there are, *prima facie*, only three possible ways of accounting for the rope and canvass being found at Cape Riley :—

"1. They might have been left by the parties under the command of Lieutenants Beechey and Hoppner, whom I sent to examine the coast on our first discovery of it, on the 22d of August, 1819.

"2. If the rope and canvass belonged to the 'Fury' when we lost her in Prince Regent's Inlet in 1825 (having landed all her stores on the beach for heaving the ship down), it is possible that these articles may have been discovered by the Esquimaux, appropriated to their own use, and carried to Cape Riley in the course of their peregrinations.

"3. The articles might have been conveyed by one of Sir James Ross's travelling parties detached from his ships in Port Leopold in the spring of the year 1849.

"In dealing with these possibilities, we may, I think, arrive at the following conclusions :

"1. It is quite certain that no encampment was formed at Cape Riley by Lieutenants Beechey and Hoppner; the parties were on shore only a few minutes, having been recalled in consequence of a fair wind springing up. Nor could the piece of rope have been left by them, since the yellow worsted thread is pronounced by the officers of Chatham-yard to fix, beyond all doubt, the date of its manufacture 'subsequent to the year 1824, as the order assigning different coloured worsteds to each yard bears date April 28, of that year.'

"2. The order just referred to was issued exactly three weeks before I left England with the 'Hecla' and 'Fury,' on that voyage in which the latter vessel was lost in Prince Regent's Inlet—that is, I left the Nore on the 19th of May, of the same year (1824), having quitted Deptford on the 8th. These dates coincide so nearly with that of the order above quoted, that I deemed it advisable to write to Capt. Richards, Superintendent of Chatham Dockyard, to inquire whether he thought it possible that the new regulation of inserting the yellow worsted may, as a special case, have been anticipated in furnishing rope to the 'Hecla' and 'Fury.'

"Captain Richards's very clear and satisfactory reply (of which I enclose a copy) proves, beyond all doubt, that the rope was not supplied to the 'Fury;' while the circumstance of its having been made of Hungarian hemp shows that it was not manufactured prior to 1841.

"3. The third and last question is merely one of fact; and it has, I understand, been ascertained from Sir James Ross that the party he sent out to the northward from Port Leopold did not land quite so far westward as Cape Hurd, so that they never approached Cape Riley within thirty miles.

"The above facts appear to me to lead to

the inevitable conclusion that the rope was left at Cape Riley by Sir John Franklin's expedition, and in all probability the canvass likewise, as that also bears the Queen's mark.

"With respect to the period at which this occurred, which can only be conjectured by the state and appearance of the several articles picked up, their Lordships will observe from Sir John Richardson's very interesting report that, so far as the question admits of solution, there is at least a strong probability of their having been left at Cape Riley about the year 1845.

"I would therefore, submit to their Lordships what appears to me the most probable conclusion—namely, that Sir John Franklin's ships having reached this neighbourhood on their way out in 1845, and being stopped there for a time by the state of the ice (as I was, and as we know the present searching expeditions have been), a couple of boats may have been detached from each ship to land at Cape Riley to make the usual observations, collect specimens, and examine the coast—a common occurrence in all such expeditions. If detained for a night, each boat's crew may have pitched its own tent, and one for the officers, making five in all. The only circumstance which I cannot explain (supposing the encampment to have been formed by Sir John Franklin's people) is, the large size of their tents, which Mr. Snow has just described to us as 12 feet in diameter and upwards, (1) and which is certainly very large for tents generally used on such occasions. This may, in part, perhaps be explained by the stones being thrown from the centre, and the circle thus considerably enlarged when striking the tents.

"At the commencement of their enterprise (which, looking to former discoveries, the entrance to Wellington Inlet may fairly be considered), a party from the 'Erebus' and 'Terror' might not think it of any importance to leave a notice of their visit, though it is much to be wished that they had; and I should hope that at some more advanced position Captain Ommanney and the other officers will have succeeded in discovering some such notice, affording positive information of the missing ships, and of the route they are likely to have pursued.

"On the other hand I feel confident, that if the expedition, or any portion of the people, had landed at Cape Riley at a more advanced

period, when success began to be doubtful, and especially if in distress, or with a view to effect their escape from the ice, some distinct notice of the facts would have been left at a point so prominent and so likely to be visited as Cape Riley. I may add that under such circumstances it is very highly improbable that provisions so heavy and bulky as salt beef and pork would have formed a part of their supply; and mutton would, of course, have been wholly out of the question.

"We have received from Commander Forsyth and Mr. Snow (who, according to their Lordships' directions, arrived here this morning) all the information they possess relating to our present inquiry.

"The box containing the several articles found at Cape Riley will be returned to your address by railway this evening.

"I have the honour to be, Sir,

"Your most obedient servant,

"WILLIAM EDWARD PARRY.

"Captain, R. N.

"To the Secretary to the Admiralty, etc."

*"Report on certain Substances found on Cape Riley, in August last, and brought to England by Captain Forsyth, of the 'Prince Albert,' by John Richardson, Medical Inspector of Haslar Hospital.*

"Royal Hospital, Haslar, 40th October, 1850.

"Sir,—In compliance with the instructions conveyed by the memorandum of the Secretary of the Admiralty, of the 7th inst., addressed to you, I proceed to report on the following articles, stated to have been picked up on Cape Riley, by Mr. Snow, of the 'Prince Albert.'

"No. 1. A piece of bone four and a half inches long, being the head and part of the shaft of the fourth rib of the left side of an ox. This has been chopped from the other end by the blow of an axe.

"No. 2. Six inches and a half of the upper end of the seventh rib of the right side of an ox. The lower end of the rib has been sawed off, and the head broken off. A large part of the surface of this bone is corroded, as if from the action of salt. This is the rib of a larger animal than that to which No. 1. belonged, and the head has been broken off recently—that is, subsequently to the alterations of the rest of the surface by exposure, etc.

"No. 3. Part of the seventh dorsal vertebra of an ox, being the piece that articulates with the head of the rib.

(1) See note, page 86.

"No. 4. is the lower articular process of the left shoulder-bone of a small hog.

"No. 5. is the upper end of the right thigh-bone of a sheep, probably of the Orkney or Highland breed, and rather old. The bone is of a hard compact texture, which excited a suspicion in my mind of its being part of the thigh-bone of a small northern reindeer; but having no corresponding bone of that animal for comparison, this is a mere suspicion, and it corresponds closely with the bone of a small sheep, to which, therefore, I am inclined to refer it. It has been notched by the corner of a hatchet, or other sharp cutting instrument.

"These five pieces of bone are all that bear on the present inquiry. They have lost little of their original weight; and indurated animal matter, showing large nucleated and common fat globules under the microscope, is contained in the cancellated structure of Nos. 1. and 2. There is a quantity of animal fat in the bottom of the shaft of No. 5. A few granular and simple fat cells, analogous to those existing in marrow, can still be perceived in this fat when examined with the microscope: but probably, from exposure to cold, this marrow, which I conclude it to be, has undergone considerable deterioration.

"All the five bones have been much worn or rounded by attrition; most probably by rolling among gravel in a water-course, or on the beach within the wash of the sea. The sharp edges of the sawn and notched pieces are smoothed off, and the softer ends of the bones rubbed down. The head of rib No. 2. alone has been broken since the rest of the bone was exposed to friction. Taking the climate into consideration, and particularly the shortness of each season to which the bones can have been exposed to atmospheric influences, or to the action of water, they being, of course, covered with snow for ten months in each year, I should say that they cannot have been reduced to their present state in less than four or five years since the flesh was removed from them; and that they are not much older than that time. A small dipterous insect had taken shelter in one of the cells of No. 2., and died there.

"The other bones—viz., No. 6., a portion of the right shin-bone of a young walrus; No. 7., the lumbar vertebra of a reindeer; No. 8., the left shoulder-bone of a young seal; No. 9., a portion of the rib of a walrus—are of very old date, have lost much of their animal matter, are more or less disintegrated,

are partially clothed with ancient lichens, and have been most probably exposed to the weather for a half or a whole century, or even longer. They appear to have been imbedded in soil partially or wholly, or lying amongst moist grass, and not on clean gravel, where I conclude, from their condition, the others were found.

"None of the bones bear the mark of a tooth, as they would unquestionably have done had the place been visited by Esquimaux with dogs since they were deposited there.

"The other articles picked up at the same place, and sent to be reported on, are—

"No. 10. A piece of  $1\frac{1}{4}$ -inch rope, now measuring 44 inches in length, and having an eye spliced at one end, but which is said to have been when found a foot longer, with an eye at both ends. It is bleached on the surface, but is fresh within, so that in some places there remains enough of tar to soil the finger. This rope has been fully reported upon from Chatham, and the date of its manufacture fixed as subsequent to 1841.

"No. 11. A piece of old canvass, with Queen's mark, seemingly part of a boat's swab, the length corresponding, and the nail-hole to which it has been fastened to the handle remaining.

"No. 12. A chip of drift-timber, the surface of a knot, which has been exposed for very many years to the action of the atmosphere, so as to break down greatly the connexions of its woody fibres. Subsequent to this exposure, and recently, it has been cut from the piece of drift-timber to which it belonged by an axe, or other sharp cutting instrument—not a stone hatchet. It has all the external character of wood grown in an Arctic climate. On being examined under the microscope, its structure was found to differ essentially from that of a coniferous tree, or of any other tree that grows on the banks of the American rivers flowing into the Arctic Sea—from pines and firs in the absence of glandular discs, and from the others in the size and form of the ducts and their markings. It corresponds most closely with the wood of the ash; and from the amount of intra-cellular deposit in the specimen, it is inferred to have belonged to a tree of considerable age. It has most probably drifted from the Asiatic coast, and its being found at Cape Riley bears on the currents and passages of the Arctic Sea. The mark of the axe which it bears indicates the visit of Europeans to the spot where it was

found, as it does not appear to have been long exposed since the cut was made—that is, not very many years.

“As the recent bones have all been rolled and worn down, there is a possibility of their having been cast ashore by the ice. Had they been left at the time of Captain Beechey's visit to the same place, on the 22nd of August, 1819, I do not think that the oily matter in their cavities would have been found so fresh. But we have no certain observations on the effects of so rigorous a climate in preserving animal matter; and it is to be observed, that while the interval between the thawing and freezing of the bones again does not exceed six weeks in each year, thirty-one years' exposure would be equivalent to only two or three years in the temperate climate of England.

“The beef-bones, almost without doubt, belong to the ordinary pieces of salt beef supplied to the navy, as their length, and the way in which they have been chopped and sawed, correspond closely with bones from a beef-cask which I examined at Clarence-yard. No. 4. I am inclined, with as little doubt, to consider as the remains of a piece of pork. No. 5. may be the relic of an officer's dinner on mutton. The whole evidence to be derived from their condition points to their deposit subsequent to Captain Beechey's visit, and prior to Sir James Ross's wintering at Cape Leopold, and therefore indicates that they were left by parties from Sir John Franklin's ships in the first year of his voyage, when the ships probably were detained, waiting for an opening in the ice, and officers had landed from them to make observations.

“Since the above report was drawn up, I have had the advantage of an interview with Captain Forsyth and Mr. Snow, in the presence of Sir Edward Parry, and have not found it necessary to modify the conclusions I had previously come to.

“From Mr. Snow I learnt that the crescentic spit or low point which runs out from the bluff headland of Cape Riley has a convex surface, rising in the middle and towards the foot of the cliff, twelve or fourteen feet above the water. The cliff formed in that part of the earth, mixed with fragments of the adjacent and underlying limestone, is ascended by successive terraces, and on the first, six feet above the spit, or twenty feet above the water, the piece of rope was found. It had escaped the notice of Captain Ommanney,

who on the preceding day collected and carried away the evidences that he found of the visit of Sir John Franklin's people, for such is the tenor of the note which he left.

“The bones were picked up by the seamen of Mr. Snow's boat, around certain rings of stones on the spit, while that gentleman was busy transcribing Captain Ommanney's note of the 24th, with Lieutenant De Haven's of the 25th, and adding to the originals a notice of his own visit. Captain Forsyth, on interrogating the seamen, learnt that they left behind many birds' bones, and brought away only the beef bones and such as looked most like the relics of ship's provisions.

“The tide rises there from three to four feet, and Captain Beechey found the rocks worn smooth and hollowed out by the action of the waves and ice to the height of thirteen feet. The influences of these agents, with the effects of the strong rills emanating from melting snow, and pouring down the sides of the cliff, will account fully for the bones having been so rolled since they were left.

“The rings of stones, five in number, vary, Mr. Snow says, from twelve feet in diameter to twice as much. (1) They did not strike his eye on landing, but his attention was called to them by the men, who also observed two or three stones placed so as to rest a kettle on. Captain Beechey says that had circular stones been on the spit when he landed, he would have noticed them. Their subsequent formation points to the visit of Sir John Franklin's party. On the other hand, if that party made fires either of coal or wood, the remains of the fires, if sought for, would certainly be found. The Esquimaux use oil lamps, which produce much smoke, for cooking, and place stones for the support of their stone kettles, so that unless the encampments had been examined with reference to these points, and to the indications given by the surfaces of the stones as to whether they had been turned within a few years, no very certain deductions can be made, especially as the rings were not so conspicuous as to strike the eye at once. But there is nothing to invalidate the opinion formed on other grounds of the spot affording traces of the discovery ships.

“In the examination of the wood and animal matters, I have availed myself of the experience of my assistant, Dr. Clark, in the

(1) See note, page 86.

use of the microscope, and beg to inclose a note of some of his observations.

"I have the honour to be, Sir, etc.,

"JOHN RICHARDSON.

"Captain Superintendent Sir W. E. Parry, R.N."

*"Observations by Colonel Sabine.*

"Perhaps it may throw some light on the fact of there being five tents that the magnetical instruments supplied to Sir John Franklin's expedition would require more tents than any previous or subsequent expedition.

"There were three magnetical instruments, each of which would require a separate tent, and these three tents would only be entered at stated periods for observation.

"Besides these three, there would be required a fourth for miscellaneous observations, and a fifth for the protection of observers.

"I was, therefore, always prepared to expect that whenever the traces of a winter station of the 'Erebus' and 'Terror' should be found there would be some appearance discovered of five tents in the locality where the instruments of the 'Erebus' should be placed, and five for the 'Terror.'

"I think it probable that the two ships would establish their observatories at some little distance apart from each other, because it would contribute to convey a character of independence to each. I think it far more probable that the traces which have been discovered are those of a winter station, than of a station occupied for a few days during the season of navigation, from the quantity of the remains of provisions which I understand to have been found, and which are much more than are likely to have been consumed by an observing party during the very short time that the instruments would have been put up at a temporary station. It is quite possible, however, to suppose that the ships may have been stopped during the season of navigation, and without any immediate prospect of getting on, about the time of the monthly term days, (1) and the tents may have been established and the instruments landed for observation on the term day—that is to say, they may have all been in order for commencing about twelve hours before, and the observa-

tions continued for twenty-four hours. But at the close of the term day they would without doubt have been embarked with all convenient despatch."

SCIENTIFIC AND GENERAL REMARKS.

THE curious observer may, if he chooses, find much pleasant employment in examining the state of the winds and weather, as experienced by the "Prince Albert" on her voyage, and noted in the subjoined meteorological journal. The scientific inquirer, also, may, possibly, meet with somewhat to interest him. It will be seen by an analysis that, in each month, we had the winds as follows:—

	June.	July.	Aug.	Sept.	Total.
	Days.	Days.	Days.	Days.	Days.
Southerly	1½	4½	4	1½	8½
South Easterly	2½	2½	5½	12½	22½
Easterly	4½	2½	3½	2	9
North Easterly	2½	6	4½	2	14½
Northerly	4½	4½	2½	4½	18½
North Westerly	2½	4½	3	3½	10½
Westerly	9½	3	1½	3	16
South Westerly	3½	9	4½	¾	15
Calms	¾	½	8½	¾	10

We here see that south-easterly winds predominated, and, principally in the month of September, when we were between the parallels of 73 deg. and 57 deg. latitude. They were, generally, moderate and light; not blowing two days throughout the whole time sufficiently strong to make it noticeable as such. With them almost always came, after our leaving the vicinity of England, unsettled weather, fogs, and rain; the fogs, especially, when we had got into the higher latitudes.

The westerly winds were next most prevalent; predominating greatly in the month of June, and rarely blowing otherwise than very strong. With them we always experienced heavy weather, rain, and, when near the Greenland coast, snow-storms. It was on our passage out that we encountered these gales, and, consequently, had them always heavy against us.

The next most prevalent winds were from the S.W., though belonging almost entirely to the month of July. They were, therefore, fair for us, when we could make use of them; our passage at that period being principally towards and among the ice. Thick weather, and rain, with moderately strong breezes, always attended them; but it was somewhat remarkable that, in August and September, the latter especially (it being the equinoctial month), we had only 2½ days wind from that

(1) "A term day is one day in the month on which it was pre-arranged that simultaneous magnetic observations should be made in all parts of the world; these days were known to Sir John Franklin, and they were the only days on which during the season of navigation those magnetic instruments requiring the tents above alluded to would be employed."



quarter, and not even one full day out of that little time belonging to September!

*Northerly, N. Easterly, and N. Westerly* winds existed nearly an equal number of days, each, throughout the four months, the former being most frequent. With one or two exceptions, they were generally light and moderate; alternately fine and cloudy weather accompanied them. The exceptions were in the lower latitude of our passage across the Northern Ocean.

*Southerly and Easterly* winds we had not so much of. They blew occasionally light and fresh; with variable weather; sometimes very fine, and at other times, unsettled.

We had only a day and a half calm anywhere, except when among ice, especially in Melville Bay; where, throughout the month of August, we were eight and a half days without any wind. It did not always bring fine weather; nor was it a sign of the contrary. The nights when calm and fine were remarkably so; the days being also pleasant, but not so peculiarly beautiful. In calms, attended by fogs, we found the ice generally more inclined to open and become slack.

In the ice, the *winds* were almost always light, in comparison to any we experienced elsewhere. During the passage out, when we had got half way across the ocean, they were strong and foul. In Lancaster Sound, Prince Regent's Inlet, Barrow's Straits, etc., I noticed they generally blew *right up or right down* whatever large opening we were in, and rarely failing, after a breeze one way, to blow quite as strong soon afterwards in the opposite direction. We were hove to during our voyage from badness of weather about seventy hours.

In the month of *JUNE* we had, of *fair winds*, 9 days; *foul winds*, 16 days; *strong breezes*, 10 days; *moderate breezes*, 5 days; *light breezes*, 10 days; *fogs*, 2 days; *snow*, 2 days; *sleet*, 1 day; *rain*, 9 days; *clear weather*, 6 days; *thick hazy weather*, 5 days.

In the month of *JULY* we had, of *fair winds*, 14 days; *foul winds*, 17 days; *strong breezes*, 7 days; *moderate*, 4 days; *light*, 19 days; *fog*, 7 days; *snow*, 2 days; *sleet*, 1 day; *rain*, 8 days; *clear weather*, 14 days; *thick hazy weather*, 9 days.

In the month of *AUGUST* we had, of *fair winds*, 14 days; *foul winds*, 8 days; *strong breezes*, 2 days; *moderate*, 5 days; *light*, 15 days; *calms*, 9 days; *fog*, 11 days; *snow*, 2 days; *sleet*, none; *rain*, 10 days; *clear weather*, 18 days; *thick hazy weather*, 7 days.

In the month of *SEPTEMBER* we had, of *fair winds*, 14½ days; *foul winds*, 15½ days; *strong breezes*, 12½ days; *moderate*, 8 days; *light*, 9½ days; *fog*, 6 days; *snow*, none; *sleet*, none; *rain*, 10 days; *clear weather*, 11½ days; *thick hazy weather*, 5 days.

**SUMMARY of the FOUR MONTHS:**—*fair winds*, 53½ days, or 7½ weeks; *foul winds*, 56½ days, or 8 weeks.

Thus, it is seen, the winds were as often favourable as they were adverse. But, as a drawback to any advantage we might reap therefrom, a great part of the time they were fair was during August, when we were in the ice, and could not avail ourselves of them.

*Strong breezes*, 31½ days; *moderate*, 22 days; *light*, 53½ days. The *lightest* breezes were experienced when we were in or about the ice; the *strongest* off *Cape Farewell*, *Disco*, and in *Lancaster Sound*.

*Fog*, 26 days, principally about the ice. It was often so very dense that not a ship's length could be seen ahead. Frequently it would hang upon the horizon for hours, while the sun was shining brightly above it, and full upon us.

*Snow*, 6 days. It fell only when we were in the neighbourhood of, and not actually enclosed by, ice. The heaviest fall of snow was when we were off *Cape York*, in *Regent's Inlet*.

*Sleet*, 4 days. We had no *hail*, and only *sleet* previous to entering the great body of ice.

*Rain*, 27 days. From the moment of our first entering the ice to that of our finally clearing it, a period of 52 days, we had not a drop of rain. The heaviest rain was in September, when we were on the ocean, returning.

We had 49½ days *clear weather*; that is, weather that gave us a clear view of the horizon, as well as of the firmament above, so as to enable us to take our scientific observations accurately, and with ease. It was, for the longest period, clearest in the ice; and, at such times, it was remarkably clear. Of *thick hazy weather*, namely, weather that was not exactly fog, or rain, or snow, we had 26 days, and during it we could rarely get an observation of the sun. A chance opportunity would sometimes present itself, although but seldom.

*Lightning* was only seen in the month of September on our return, and then only on two occasions. *Thunder* was, I believe, only heard once during the same month.

The *Aurora Borealis* was witnessed much less frequently than we expected. Three or

four times in the lower latitudes, only, was it observed; once very brilliant, but the other times faintly.

With reference to our thermometers (and we had five), I noticed that the mercury frequently rose to an Easterly and Northerly wind without any sensible degree of corresponding increase in the temperature; on the contrary, these winds always brought colder though finer weather.

To the barometers I paid particular attention. On several occasions after our getting in the higher latitudes, neither the marine nor the aneroid barometer appeared to act with their usual uniform regularity. The Aneroid seemed the most sensitive, though far from always indicating truly. The scientific inquirer may find amusement in turning his attention to this; and, by comparing the entries in the meteorological table with the account of the ship's position, etc., at the particular date in the narrative, be enabled, possibly, to discover if there are any, and what, local causes producing this change from the customary regularity and sensitiveness of the mercury. Once or twice, under apparently the same circumstances of position, and contiguity to ice, did the marine barometer well denote a coming change in the weather; as, for instance, on the 10th to the 12th of July, when it gradually fell from 29.62 to 28.80. But, again, in almost a similar position, on the 18th and 19th of August, it indicated no change, but remained stationary for fair at 30.40, when a heavy gale came on. And almost the same, on the 26th of August in another strong breeze.

The lowest register of the thermometer on deck was 29 deg. at 10 P.M. on the 2nd of August, at midnight it being 23 deg., though I find I have not entered it. We were then beset in the ice; but I can well believe that, at times, it was much lower, for the cold occasionally was felt more strongly than that would denote.

The greatest height of the thermometer on deck after leaving the vicinity of England was 61 deg. at 8 P.M. on the 12th of June, and during the time we were in the ice its highest register was 35 deg. at 8 P.M. on the 23rd of July.

The temperature of the water was occasionally as high as 53 deg. in the main ocean, and 34 deg. and 35 deg. in the body of the ice, and it was never lower than 30 deg. It was often warmer than the air, and very rarely much colder.

There is a peculiarity in the winds which blow in the Arctic Seas which I have no doubt has often struck every previous voyager. It is, that they do not always come with those premonitory symptoms which forewarn the mariner in other parts of the world. For instance, every appearance in the swell of the ocean, the wild and fiery sky, the atmospheric pressure, the indescribable something which tells to a seaman that the winds are not asleep, seem to denote the approach of a gale, and yet the gale comes not. This was strongly the case with us on the 15th of September off Cape Farewell, when, for an entire day, the sky and ocean presented all the appearance of a perfect hurricane sweeping through the air with terrific force. The restless motion of the water troubled with two cross seas was such on that day that our vessel was knocked about more than at any other period. On another occasion we experienced a similar inconsistency when proceeding towards Cape Farewell. From a fine and gentle day, without any of the usual prognostications, a gale suddenly and heavily came on, and in a short time we were hove to.

The chief cause assigned for this peculiarity is, I believe, the prevalence of *local storms*, that is, storms occurring at a short distance off without approaching the ship, and I should imagine this to be the actual case, bearing out the theory of Colonel Reid's "Law of Storms." But I cannot do better than refer the reader to a very interesting chapter on the subject in a work I have already much quoted, Dr. Scoresby's "Arctic Regions," a perusal of which will solve many difficulties on this subject.

Of our CHRONOMETERS it will be sufficient here to say that we had three; one of French's, No. 975, an eight-day watch, and which we made our standard; one of Carter's, No. 146, which was seldom used, and a pocket watch, No. 825, of Earnshaw's. An elaborately drawn-up table of their comparisons and rate of movement, to which I have paid some attention both at sea and since my return, would only serve possibly to perplex the general reader; and I will, therefore, merely observe, that their rates increased considerably, immediately after our getting fairly to sea, and that while we were in the ice the two latter were very irregular.

Our compasses, of which we possessed several, acted better than we expected, two of them never once ceasing to traverse during the whole time.

KEPT ON BOARD THE PRINCE ALBERT DURING A VOYAGE IN THE ARCTIC SEAS, 1850

(1) Tuesday, 2nd July. Passed the first iceberg at 3 a.m.

KEPT ON BOARD THE PRINCE ALBERT DURING A VOYAGE IN THE ARCTIC SEAS, 1880.

## METEOROLOGICAL JOURNAL.

Date.	Latitude.		Longitude.		Prevailing Winds.	Thermometer at 8 P.M.		Barometer.	
	D.R.	Obs.	D.R.	Chron.		Cabin.	Deck.	8 P.M.	Anemoid Noon.
Fr. 12	68 48 00	70 00 00	33 33 00	0 0 00	W.S.W.; hard gale; hove to	39	0	28.80	29.46
Sat. 13	69 24 00	71 00 00	33 53 00	0 0 00	S.W.; W.; N.; light	35	35	29.37	29.62
Sun. 14	70 47 00	72 00 00	33 53 00	0 0 00	S.W.; light	48	40	29.57	29.77
M. 15			33 58 00	0 0 00	South; West; light	50	36	29.77	29.92
W. 16			Off Black Head	0 0 00	N.; N.E.; E.; light, etc.	52	36	29.77	29.92
Tu. 17			Off Dark Head	0 0 00	N.E.; moderate	56	35	29.53	29.53
W. 18				0 0 00	N.E.; light			29.53	29.53
Th. 19				0 0 00	East; S.W.; light	48	38	29.58	29.58
Fr. 20			37 30 00	0 0 00	S.W.; light	46	37	29.58	29.58
Sat. 21				0 0 00	S.E.; light	48	36	30.10	30.10
Sun. 22				0 0 00	S.E.; S. N.E.; do			30.10	30.10
M. 23				0 0 00	Northerly; do	44	31	30.08	30.08
W. 24			39 9 00	0 0 00	N.E.; do	45	35	29.87	29.87
Tu. 25			39 33 45	0 0 00	N.E.; N.W.; do	49	30	29.89	29.89
W. 26				0 0 00	Nthly; light and calm	30	31	29.70	29.70
Fr. 27				0 0 00	N. Eastly; do. do.	38	32	29.85	29.85
Sat. 28			60 42 00	0 0 00	Calm; Nthly; light	54	32	29.57	29.57
Sun. 29				0 0 00	N.E.; S.W.; light; strong	55	33	29.78	29.78
M. 30			60 30 00	0 0 00	S.W.; strong	48	33	29.42	29.42
Tu. 31			60 32 00	0 0 00	S.W.; E.; N.; moderate light	48	34	29.55	29.55
W. 32				0 0 00	N.; N.W.; light	48	34	29.54	29.54
Aug. 1				0 0 00	Calm	48	34	29.60	29.60
Th. 2			60 29 30	0 0 00	Do	48	34	29.70	29.70
Fr. 3				0 0 00	Southerly; light	46	33	29.83	29.83
Sat. 4			60 31 00	0 0 00	Calm	48	33	29.80	29.80
Sun. 5			60 31 00	0 0 00	Do	45	33	29.80	29.80
M. 6			60 36 00	0 0 00	N.E.; S.E.; light	49	33	29.82	29.82
W. 7			60 37 00	0 0 00	S.E.; light; calm	49	33	29.86	29.86
Th. 8			60 37 00	0 0 00	Do. do.	47	32	29.90	29.90
Fr. 9				0 0 00	South and S.E.; do.	47	31	29.77	29.77
Sat. 10				0 0 00	S.W.; light	47	34	29.82	29.82
Sun. 11				0 0 00	S.W.; S.E.; do	45	33	29.95	29.95
M. 12			62 53 15	0 0 00	Southerly; Eastly; do.	47	34	29.96	29.96
W. 13				0 0 00	Calm and light airs	47	34	29.87	29.87
Th. 14				0 0 00	Nthly; S. Eastly; light	44	33	30.09	30.09
Fr. 15				0 0 00	N.E.; calm; West; calm, etc.	44	33	30.09	30.09
Sat. 16			70 49 30	0 0 00	Calm; Eastly; S.E.; light	44	33	30.00	30.00
Sun. 17			74 35 00	0 0 00	S.E.; S.W.; W.S.W.; light	44	33	30.00	30.00
M. 18				0 0 00	S.E.; do.	44	33	30.00	30.00
W. 19				0 0 00	S.E.; do.	44	33	30.00	30.00
Th. 20				0 0 00	S.E.; do.	44	33	30.00	30.00
Fr. 21				0 0 00	S.E.; do.	44	33	30.00	30.00
Sat. 22				0 0 00	S.E.; do.	44	33	30.00	30.00
Sun. 23				0 0 00	S.E.; do.	44	33	30.00	30.00
M. 24				0 0 00	S.E.; do.	44	33	30.00	30.00
W. 25				0 0 00	S.E.; do.	44	33	30.00	30.00
Th. 26				0 0 00	S.E.; do.	44	33	30.00	30.00
Fr. 27				0 0 00	S.E.; do.	44	33	30.00	30.00
Sat. 28				0 0 00	S.E.; do.	44	33	30.00	30.00
Sun. 29				0 0 00	S.E.; do.	44	33	30.00	30.00
M. 30				0 0 00	S.E.; do.	44	33	30.00	30.00
Tu. 31				0 0 00	S.E.; do.	44	33	30.00	30.00
W. 32				0 0 00	S.E.; do.	44	33	30.00	30.00
Aug. 1				0 0 00	S.E.; do.	44	33	30.00	30.00
Th. 2				0 0 00	S.E.; do.	44	33	30.00	30.00
Fr. 3				0 0 00	S.E.; do.	44	33	30.00	30.00
Sat. 4				0 0 00	S.E.; do.	44	33	30.00	30.00
Sun. 5				0 0 00	S.E.; do.	44	33	30.00	30.00
M. 6				0 0 00	S.E.; do.	44	33	30.00	30.00
W. 7				0 0 00	S.E.; do.	44	33	30.00	30.00
Th. 8				0 0 00	S.E.; do.	44	33	30.00	30.00
Fr. 9				0 0 00	S.E.; do.	44	33	30.00	30.00
Sat. 10				0 0 00	S.E.; do.	44	33	30.00	30.00
Sun. 11				0 0 00	S.E.; do.	44	33	30.00	30.00
M. 12				0 0 00	S.E.; do.	44	33	30.00	30.00
W. 13				0 0 00	S.E.; do.	44	33	30.00	30.00
Th. 14				0 0 00	S.E.; do.	44	33	30.00	30.00
Fr. 15				0 0 00	S.E.; do.	44	33	30.00	30.00
Sat. 16				0 0 00	S.E.; do.	44	33	30.00	30.00
Sun. 17				0 0 00	S.E.; do.	44	33	30.00	30.00
M. 18				0 0 00	S.E.; do.	44	33	30.00	30.00
W. 19				0 0 00	S.E.; do.	44	33	30.00	30.00
Th. 20				0 0 00	S.E.; do.	44	33	30.00	30.00
Fr. 21				0 0 00	S.E.; do.	44	33	30.00	30.00
Sat. 22				0 0 00	S.E.; do.	44	33	30.00	30.00
Sun. 23				0 0 00	S.E.; do.	44	33	30.00	30.00
M. 24				0 0 00	S.E.; do.	44	33	30.00	30.00
W. 25				0 0 00	S.E.; do.	44	33	30.00	30.00
Th. 26				0 0 00	S.E.; do.	44	33	30.00	30.00
Fr. 27				0 0 00	S.E.; do.	44	33	30.00	30.00
Sat. 28				0 0 00	S.E.; do.	44	33	30.00	30.00
Sun. 29				0 0 00	S.E.; do.	44	33	30.00	30.00
M. 30				0 0 00	S.E.; do.	44	33	30.00	30.00
Tu. 31				0 0 00	S.E.; do.	44	33	30.00	30.00
W. 32				0 0 00	S.E.; do.	44	33	30.00	30.00
Aug. 1				0 0 00	S.E.; do.	44	33	30.00	30.00
Th. 2				0 0 00	S.E.; do.	44	33	30.00	30.00
Fr. 3				0 0 00	S.E.; do.	44	33	30.00	30.00
Sat. 4				0 0 00	S.E.; do.	44	33	30.00	30.00
Sun. 5				0 0 00	S.E.; do.	44	33	30.00	30.00
M. 6				0 0 00	S.E.; do.	44	33	30.00	30.00
W. 7				0 0 00	S.E.; do.	44	33	30.00	30.00
Th. 8				0 0 00	S.E.; do.	44	33	30.00	30.00
Fr. 9				0 0 00	S.E.; do.	44	33	30.00	30.00
Sat. 10				0 0 00	S.E.; do.	44	33	30.00	30.00
Sun. 11				0 0 00	S.E.; do.	44	33	30.00	30.00
M. 12				0 0 00	S.E.; do.	44	33	30.00	30.00
W. 13				0 0 00	S.E.; do.	44	33	30.00	30.00
Th. 14				0 0 00	S.E.; do.	44	33	30.00	30.00
Fr. 15				0 0 00	S.E.; do.	44	33	30.00	30.00
Sat. 16				0 0 00	S.E.; do.	44	33	30.00	30.00
Sun. 17				0 0 00	S.E.; do.	44	33	30.00	30.00
M. 18				0 0 00	S.E.; do.	44	33	30.00	30.00
W. 19				0 0 00	S.E.; do.	44	33	30.00	30.00
Th. 20				0 0 00	S.E.; do.	44	33	30.00	30.00
Fr. 21				0 0 00	S.E.; do.	44	33	30.00	30.00
Sat. 22				0 0 00	S.E.; do.	44	33	30.00	30.00
Sun. 23				0 0 00	S.E.; do.	44	33	30.00	30.00
M. 24				0 0 00	S.E.; do.	44	33	30.00	30.00
W. 25				0 0 00	S.E.; do.	44	33	30.00	30.00
Th. 26				0 0 00	S.E.; do.	44	33	30.00	30.00
Fr. 27				0 0 00	S.E.; do.	44	33	30.00	30.00
Sat. 28				0 0 00	S.E.; do.	44	33	30.00	30.00
Sun. 29				0 0 00	S.E.; do.	44	33	30.00	30.00
M. 30				0 0 00	S.E.; do.	44	33	30.00	30.00
Tu. 31				0 0 00	S.E.; do.	44	33	30.00	30.00
W. 32				0 0 00	S.E.; do.	44	33	30.00	30.00
Aug. 1				0 0 00	S.E.; do.	44	33	30.00	30.00
Th. 2				0 0 00	S.E.; do.	44	33	30.00	30.00
Fr. 3				0 0 00	S.E.; do.	44	33	30.00	30.00
Sat. 4				0 0 00	S.E.; do.	44	33	30.00	30.00
Sun. 5				0 0 00	S.E.; do.	44	33	30.00	30.00
M. 6				0 0 00	S.E.; do.	44	33	30.00	30.00
W. 7				0 0 00	S.E.; do.	44	33	30.00	30.00
Th. 8				0 0 00	S.E.; do.	44	33	30.00	30.00
Fr. 9				0 0 00	S.E.; do.	44	33	30.00	30.00
Sat. 10				0 0 00	S.E.; do.	44	33	30.00	30.00
Sun. 11				0 0 00	S.E.; do.	44	33	30.00	30.00
M. 12				0 0 00	S.E.; do.	44	33	30.00	30.00
W. 13				0 0 00	S.E.; do.	44	33	30.00	30.00
Th. 14				0 0 00	S.E.; do.	44	33	30.00	30.00
Fr. 15				0 0 00	S.E.; do.	44	33	30.00	30.00
Sat. 16				0 0 00	S.E.; do.	44	33	30.00	30.00
Sun. 17				0 0 00	S.E.; do.	44	33	30.00	30.00
M. 18				0 0 00	S.E.; do.	44	33	30.00	30.00
W. 19				0 0 00	S.E.; do.	44	33	30.00	30.00
Th. 20				0 0 00	S.E.; do.	44	33	30.00	30.00
Fr. 21				0 0 00	S.E.; do.	44	33	30.00	30.00
Sat. 22				0 0 00	S.E.; do.	44	33	30.00	30.00
Sun. 23				0 0 00	S.E.; do.	44	33	30.00	30.00
M. 24				0 0 00	S.E.; do.	44	33	30.00	30.00
W. 25				0 0 00	S.E.; do.	44	33	30.00	30.00
Th. 26				0 0 00	S.E.; do.	44	33	30.00	30.00
Fr. 27				0 0 00	S.E.; do.	44	33	30.00	30.00
Sat. 28				0 0 00	S.E.; do.	44			

## VOYAGE OF THE PRINCE ALBERT.

Date.	Latitude.		Longitude.		Prevailing Winds.	Prevailing Weather.	Thermometer at 5 P. M.				Barometer.		
	D. N.	Obs.	D. R.	Circom.			Cabin.	Deck.	Water.		S. A. M.	S. P. M.	Aneroid Noen.
Aug. 22	0 1	73 33 00	0 1	73 33 00	Southerly; light	Thick; foggy	0	0	0		29.95		
Aug. 23	0 1	73 33 00	0 1	73 33 00	N. Westly; moderate	Clear and fine	40	52	33		29.98		30.03
Aug. 24	0 1	74 23 00	0 1	74 23 00	Do. do.	Do., with snow showers	41	31	33		29.92		30.01
Aug. 25	0 1	74 47 00	0 1	74 47 00	Northerly; light airs	Fogs; snowing hard	43	35	33		29.88		29.90
Aug. 26	0 1	88 00 00	0 1	88 00 00	Easterly; very strong	Thick; with sleet and snow	43	43	33		29.74		29.75
Aug. 27	0 1	86 34 30	0 1	86 34 30	Northerly; moderate	Thick; clear	43	37	37		29.65		29.64
Aug. 28	0 1	86 34 30	0 1	86 34 30	N. Westly; fresh, light	Hazy; clear	43	34	33		29.54		29.72
Aug. 29	0 1	86 34 30	0 1	86 34 30	Light airs and calms	Clear and fine	44	35	33		29.77		29.80
Aug. 30	0 1	86 34 30	0 1	86 34 30	Southerly; light; moderate	Clear; thick; foggy	48	35	34		29.86		29.92
Sept. 1	0 1	86 34 30	0 1	86 34 30	S. Easterly; light airs	Very foggy and thick	45	34	35		29.84		29.88
Sept. 2	0 1	86 34 30	0 1	86 34 30	S. Easterly; moderate	Foggy; more clear	49	35	34		29.83		29.87
Sept. 3	0 1	74 45 00	0 1	74 45 00	Do. do.	Do. do.	47	35	35		29.97		30.07
Sept. 4	0 1	72 50 00	0 1	72 50 00	Do. do.	Moderately clear	50	36	37		30.07		30.17
Sept. 5	0 1	72 50 00	0 1	72 50 00	Do. do.	Thick and foggy	50	36	37		30.21		30.32
Sept. 6	0 1	72 50 00	0 1	72 50 00	Do. do.	Do. do., and gloomy	46	33	34		30.21		30.28
Sept. 7	0 1	68 20 00	0 1	68 20 00	Easterly; N. E.; moderate; fresh	Do. do. and gloomy	44	33	33		30.22		30.30
Sept. 8	0 1	63 39 00	0 1	63 39 00	N. Easterly; fresh	Cloudy and clear	50	34	36		30.10		30.10
Sept. 9	0 1	53 42 00	0 1	53 42 00	N. Easterly; strong	Cloudy and clear	44	37	37		29.98		30.05
Sept. 10	0 1	53 42 00	0 1	53 42 00	N. Easterly; fresh	Clear; cloudy	47	37	37		29.77		29.80
Sept. 11	0 1	53 42 00	0 1	53 42 00	N. Easterly; fresh	Clear; cloudy	50	41	41		29.86		29.90
Sept. 12	0 1	53 42 00	0 1	53 42 00	N. Easterly; fresh	Clear; cloudy	55	46	45		29.98		29.99
Sept. 13	0 1	53 42 00	0 1	53 42 00	N. Easterly; fresh	Rain, and cloudy	56	47	47		29.73		29.73
Sept. 14	0 1	53 42 00	0 1	53 42 00	N. Easterly; fresh	Cloudy and rain	58	47	47		29.63		29.69
Sept. 15	0 1	53 42 00	0 1	53 42 00	N. Easterly; fresh	Thick and rain	58	47	47		29.70		29.70
Sept. 16	0 1	53 42 00	0 1	53 42 00	N. Easterly; fresh	Foggy; cloudy	54	46	45		29.70		29.85
Sept. 17	0 1	53 42 00	0 1	53 42 00	N. Easterly; fresh	Cloudy; rain; clear	62	46	48		29.60		29.70
Sept. 18	0 1	53 42 00	0 1	53 42 00	N. Easterly; fresh	Clear, cloudy, lightning, rain	60	46	48		29.60		29.70
Sept. 19	0 1	53 42 00	0 1	53 42 00	N. Easterly; fresh	Cloudy, with squalls; rain	62	46	48		29.60		29.70
Sept. 20	0 1	53 42 00	0 1	53 42 00	N. Easterly; fresh	Cloudy, and with showers	63	46	48		29.60		29.70
Sept. 21	0 1	53 42 00	0 1	53 42 00	N. Easterly; fresh	Cloudy; clear	63	46	48		29.60		29.70
Sept. 22	0 1	53 42 00	0 1	53 42 00	N. Easterly; fresh	Clear and fine	66	51	51		29.70		29.70
Sept. 23	0 1	53 42 00	0 1	53 42 00	N. Easterly; fresh	Clear and fine	66	51	51		29.70		29.70
Sept. 24	0 1	53 42 00	0 1	53 42 00	N. Easterly; fresh	Clear and fine	66	51	51		29.70		29.70
Sept. 25	0 1	53 42 00	0 1	53 42 00	N. Easterly; fresh	Clear and fine	66	51	51		29.70		29.70
Sept. 26	0 1	53 42 00	0 1	53 42 00	N. Easterly; fresh	Clear and fine	66	51	51		29.70		29.70
Sept. 27	0 1	53 42 00	0 1	53 42 00	N. Easterly; fresh	Clear and fine	66	51	51		29.70		29.70
Sept. 28	0 1	53 42 00	0 1	53 42 00	N. Easterly; fresh	Clear and fine	66	51	51		29.70		29.70
Sept. 29	0 1	53 42 00	0 1	53 42 00	N. Easterly; fresh	Clear and fine	66	51	51		29.70		29.70
Sept. 30	0 1	53 42 00	0 1	53 42 00	N. Easterly; fresh	Clear and fine	66	51	51		29.70		29.70

I subjoin a few words respecting the different animals and fishes that we encountered in this our short trip.

The monster of the seas, the *whale*, did not appear to be very numerous this year. We saw a few *right* whales, that is, the whale-proper, which is, strictly speaking, the sort most prized and sought for by whalers; and we met, occasionally, another and inferior description of whale. A species of white whale was observed when we were in Wellington Channel. There were about five of them, evidently *dams*, with their young by their side. The cubs, however, were of a blacker colour.

The *Narwhal* (*Monodon monoceros* of Linnaeus) was often to be seen in the high latitudes. This animal is styled by whalers the "sea unicorn," on account of its long tusk, not unlike a sword-fish. This tusk is sometimes nine or ten feet in length. The colour of the *narwhals*, we observed, was a dirty yellow, or approaching to that of straw. They were in great numbers in Melville Bay.

Of the *Walrus*, or sea-horse, I only saw one or two; at least they were pointed out to me as such, but at too great a distance for me to observe them accurately.

*Seals*, however, were in great numbers, indeed so numerous that a vessel of our size might have partly repaid the voyage by catching them.

The Arctic dolphin, the grampus, and porpoise, were also seen as usual in great numbers; and, besides the cod fish I have alluded to in the narrative, several other curious species were observed. I had no time, however, then, to turn my attention to them.

Of the Polar bear I have already spoken. We fell in with only three, and these were on the ice. The Americans, however, were more lucky, having killed two, and chased three or four others.

We saw nothing of the Arctic fox, nor the reindeer. The eider duck and Arctic goose, the former especially, were in great numbers, particularly in Lancaster Sound. Of the little auk or roach, and the dovecca, I have already spoken.

The fulmar or *mollemucke*, so called, with the sea swallow, the kittywake (*Larus rissa*), the Arctic gull (*Larus parasiticus*), the Burgomaster (*Larus glaucus*), and the beautiful snow bunting (*Emberiza nivalis*) were also seen, and all but the two latter in great numbers. Another description of bird we also observed to be very numerous. It ran along

the water in a slatternly manner as though it could not rise in the air until it had attained some distance. The men called it by the same name as the *dovecca*, though I imagine the two to be of different species.

The *Geology* of the Arctic regions possesses peculiar interest. I could, willingly, have devoted weeks to forming an acquaintance with it; but the short time, only, that I had any opportunity for examination prevented my doing aught but collect a few rock specimens. But I am convinced it would amply repay any one, who could do so, to take a yacht cruise to Prince Regent's Inlet, or as far in that direction as the ice might permit. In the neighbourhood of Port Leopold, and thence towards Fury Beach, the rocks rise to a tremendous height in successive terraces, and presenting all the appearance of a connected series of ancient feudal castles, of the Gothic style of architecture. This is particularly the case about Cape Seppings, where, as I passed it on the night search, I could not help being carried in fancy to the banks of the Rhine about Stolzenfels and neighbourhood, and the grandeur and beauty of finish displayed in these wild and sterile works of nature could not, I am sure, be anywhere surpassed.

Moreover, independent of the geological features of the Arctic Regions, there is much in their Geography to attract interest and curiosity. The western shores of Davis's Straits, hitherto supposed to be the sea-coast of large tracts of land, are in all probability but the eastern boundaries of islands hiding behind them vast sheets of water, in which might be found the whale and seal, and animals valued for their furs. Who that has seen Pond's Bay, as we saw it, can doubt there is some large body of water beyond the two headlands which bounded our view to the westward? Look at Home Bay, Clyde Inlet, Hogarth Inlet, the channels north of Hudson Bay, Admiralty and Navy Board Inlets too. What a field for discovery and research do they not one and all present. Then, again, though it is not *British* ground, look at the Woman Islands, where, I believe, Sir James Ross sailed for a hundred miles in the deep channels which run between them. But, further on, where would Smith's Sound carry the bold adventurer? What new and wonderful discovery would be effected by a determined search in that quarter? Greenland: what is it? A mass of islands, or a continent itself? Whence come those enormous glaciers, of miles and

Date.	Latitude.		Longitude.		Prevailing Winds.	Prevailing Weather.	Thermometer at 8 P.M.				Barometer.		
	D.R.	Obs.	D.R.	Chrom.			Cabin.	Deck.	Water.	8 A.M.	8 P.M.	Aneroid Noen.	
Augst.	0	"	0	"			0	0	0	29.95	29.95	29.95	29.95
Sept. 21	0	"	0	"			0	0	0	29.95	29.95	29.95	29.95
Sept. 22	0	"	0	"			0	0	0	29.95	29.95	29.95	29.95
Sept. 23	0	"	0	"			0	0	0	29.95	29.95	29.95	29.95
Sept. 24	0	"	0	"			0	0	0	29.95	29.95	29.95	29.95
Sept. 25	0	"	0	"			0	0	0	29.95	29.95	29.95	29.95
Sept. 26	0	"	0	"			0	0	0	29.95	29.95	29.95	29.95
Sept. 27	0	"	0	"			0	0	0	29.95	29.95	29.95	29.95
Sept. 28	0	"	0	"			0	0	0	29.95	29.95	29.95	29.95
Sept. 29	0	"	0	"			0	0	0	29.95	29.95	29.95	29.95
Sept. 30	0	"	0	"			0	0	0	29.95	29.95	29.95	29.95
Sept. 31	0	"	0	"			0	0	0	29.95	29.95	29.95	29.95



miles in extent, that cover the lofty mountains supposed to be the coast line of northern Greenland? and that have buried, as the tradition goes, ancient settlements in their frightful course, as with avalanche speed they rushed onward to the sea from some unknown and mysterious place far inland? Well, indeed, may the mind become awe-struck, and the heart almost cease to beat, as the lips exclaim "Wonderful art Thou in all Thy works! Heaven and earth are full of the Majesty of Thy glory!" on beholding these mighty and surprising works of the Great Creator. East and west, and north and south, the Arctic regions present a picture of grandeur and magnificence, nowhere to be excelled; great beyond conception; impossible to be truly portrayed. Here, man sinks into his own littleness in comparison; here, even the infidel must acknowledge the one great and sole cause, God! Jehovah! Lord! Here, the most impious must, perforce, bend in silent adoration!

If, unhappily, the fate of Sir John Franklin and his companions should not be determined before next spring, I do most sincerely hope the attempt will be renewed in some shape or other to search the part we were intended to explore. But the best, and in my humble

opinion the speediest, way to do this would be by a small vessel, accompanied by all the appurtenances of a land expedition, attempting in the first place a passage by Hudson Strait, Frobisher Strait, Cumberland Strait, or Home Bay, as occasion might be presented; and then, if failing in the one, to try the other passages still further north; ultimately proceeding by the usual route through Lancaster Sound, if no other course was found available.

That renewed efforts should be made next spring, or as early as possible in the year, to examine the localities about and leading from the Magnetic Pole I am clearly of opinion, for while there is doubt there is hope, and I am one of those who yet think there is enough of the latter to warrant every effort being made to realise it. That it may be realised, and speedily, and that the brave fellows with their gallant leader, who have now been so long missing, may be soon restored to the loved country that gave them birth, and to the home and devoted friends at present mourning for them, is a wish which to see accomplished I would willingly risk my life, and for which I, in common with hundreds, unceasingly pray.

### LIST OF THE CREW OF THE PRINCE ALBERT DISCOVERY SHIP.

CHARLES CODRINGTON FORSYTH, R.N., COMMANDER.

Name.		Age.	Pay per Month.	Character.
		Years.	£ s. d.	
William Kay . .	Chief Mate.	53	9 0 0	
William Wilson . .	Second do.	37	7 0 0	Hardy and fearless.
Charles Rae . .	Boatswain.	37	4 40 0	Very good, and capable.
Peter Mitchell . .	Carpenter.	52	5 0 0	Good, steady man.
John Smith . .	Steward.	28	4 0 0	Honest and trustworthy.
James Glenzie . .	Cook.	45	5 0 0	Good & clean, & a seaman.
Robert Brown . .	Seaman.	48	4 0 0	Good, steady man.
James Watt . .	. . .	35	4 0 0	Good, but rather timid.
A. McCullum . .	. . .	47	4 0 0	Good and steady.
William Duguid(4).	. . .	31	4 0 0	Do. do., and intelligent.
Alex. Anderson . .	. . .	23	4 0 0	Hardworking and good.
James Fox . .	. . .	26	3 9 0	Sick; discharged into H. M.S. "Resolute."
George Massie . .	. . .	34	3 9 0	Very good, and steady.
Robert Grate(4).	. . .	24	3 9 0	Do., do., and intelligent.
Henry Anderson(4)	. . .	26	3 9 0	Do., do.
Alex. Mathieson . .	. . .	29	3 9 0	Bold, fearless, and good.

WILLIAM PARKER SNOW.

(4) These three men understood navigation. The last five of the seamen had not been so much experienced as the others in the ice, and, consequently, had less pay.

## LETTERS FROM THE ARCTIC EXPEDITION.

It has been thought that the following letters and other papers connected with the expedition in search of Sir John Franklin and his brave associates would form a suitable addenda to the interesting and graphic journal of Lieutenant Snow. We prefix some observations to these letters taken from the *Morning Chronicle*, by which it would appear that, notwithstanding all the efforts made and still making to discover and aid, if mortal aid be yet available, the gallant Franklin and his companions, it is maintained in some quarters that the English government have not come forward in this work of national humanity with the generous alacrity that might have been expected.

"We wish we could persuade ourselves," says the writer in the *Morning Chronicle*, "that all available means have been set in operation for ensuring the safety, or ascertaining the fate, of the gallant Franklin and his devoted crew. We have frequent misgivings lest, when the search now pending shall be concluded, and its results made known, it may be declared incomplete and unsatisfactory; nor can we help feeling that the national character for spirit, enterprise, gratitude, and generosity, may be gravely compromised, should it appear that the semblance of a chance of saving these brave men has been forfeited, from false economy, indifference, incapacity, or faint-heartedness. To justify our known views on this subject, we have only to recur to the expedition of the 'Prince Albert,' whose speedy and unexpected return has been treated as a ground for congratulatory laudation in many quarters. It will be remembered that, when the exploring squadrons fitted out by the Admiralty had each its task allotted, a large tract of sea and land was left unapportioned, including Regent Inlet, and the passages connecting it with the Western Sea, south-west of Cape Walker. Yet this is the very quarter in which the persons best acquainted with the sense put by Sir John Franklin on his instructions, and best able to divine his probable course under difficulties, conceive him most likely to be found. The indications and reasonings on which their theory rests have been fully

developed by us in preceding articles; and we shall merely recall the fact, that Lady Franklin—a strong-minded and noble-hearted woman, who shared her husband's counsels and partook his spirit—adopted, to her everlasting honour, the decided step of equipping (with the assistance of friends) an expedition on her own private account, for the express purpose of exploring the portion of country omitted in the Admiralty programme. The command was voluntarily undertaken by Captain Forsyth, R.N., an officer of tried skill and acknowledged merit. Much, of course, was left to his own discretion; but he was advised, after placing his vessel in a safe harbour for the winter, to explore, this autumn (if possible) or next year, both the west side of Regent Inlet and the opposite coast of Boothia by means of his boats. He was furnished with two capacious boats built for the service, besides smaller ones and sledges; and his vessel was over-manned in order that he might have the required number of spare hands. She was provisioned for two years, and, in an extremity, she might have had recourse to the untouched stores upon Fury Beach, or have derived assistance from Port Leopold, which has been fitted up as an understood place of call for the general squadron with a house, steam-launch, and stores of all sorts. It was with deep regret, therefore, that we heard of the sudden return of the 'Prince Albert,' and with no little surprise that we read the Captain's despatch, ending exultingly with the allegation of her 'being the last and smallest vessel that left England, and the first that arrived in Barrow Straits.' The report of the second in command, Mr. Snow, adds that 'the 'Prince Albert' has explored regions which have seldom been reached, and has had a splendid run on her homeward passage.' Now we make no question of Captain Forsyth's zeal and capacity; we dare say he exercised a sound judgment in turning back at the most critical point, and it is understood that he had a great deal of trouble with his ice-masters. But the problem to be solved was not within how short a time a vessel of 90 tons could arrive in Barrow Straits. A 'splendid run homewards,' without waiting to communicate with Captain Ommanney, is

a barren exploit at the best; and although the 'Prince Albert' may have 'explored regions that have *seldom* been reached,' Captain Forsyth's despatch of the 1st inst. proves that no one primary or essential object of the expedition has been fulfilled. At the same time, the views of its projectors have received confirmation from Captain Ommanney's memorandum, and from the additional facts related by Captain Forsyth, as to the traces of encampments at Cape Riley and Beechey Island.

"Some of the inferences based on these remains (on which Sir John Richardson is said to have written an interesting Report) resemble the exploits of Oriental sagacity of which Voltaire has availed himself in *Zadig*. A piece of rope found at Cape Riley, on being submitted to the officers in the dockyards, was decided to have been manufactured at Chatham, between 1841 and 1849; and it seems universally agreed that no party but Sir John Franklin's could have visited Cape Riley since its discovery by Sir Edward Parry in 1819. One of the bones, being a mutton bone, is conceived to show that the party landed there in the summer of 1845, before their fresh provisions were exhausted; whilst the circumstance of their having landed there at all conclusively disposes of the absurd rumour of their having been set upon and murdered in Baffin's Bay. The probability seems now to be that they were stopped by the ice in this part of Barrow Strait, and that, during their temporary detention, boats were despatched from the ships to make observations. Such an encampment indicates no change of course from that laid down in Sir John Franklin's instructions, which were to proceed westward, without stopping to examine any of the openings north or south of Barrow Strait, till he reached the longitude of Cape Walker, when he was to steer in a south-westerly direction. Captain Ommanney has evidently arrived at the same conclusion, since (as appears from his memorandum) 'he proceeds to Cape Hotham and Cape Walker in search for further traces of Sir John Franklin's expedition.' Everything, therefore, seems still to justify Lady Franklin in attaching the deepest importance to the supplementary search entrusted to Captain Forsyth, whose ill-success (which may have arisen from the small size of his vessel, the unlucky difference between his ice-masters, or the state of the weather) proves nothing against the original concep-

tion, or the contingent renewal, of the expedition. But whatever is worth doing at all is worth doing by the Government; and it is a positive disgrace to the British name to leave the restoration of the heroic mariner, who faces the horrors of such a voyage to extend the naval glories of his country, a tax on the slender resources of his wife. Fresh intelligence may be hourly expected for some weeks; but all hope will not be over, even if this year's search were to terminate without further results. The extent of human endurance, and the possible combinations of events, are equally undefined. Barontz (a North Pole navigator of the seventeenth century) was wrecked with fifteen companions in the seventy-sixth parallel of latitude, where they passed the winter, living on foxes. Mr. Weld stated, in his 'Lecture' at the Royal Institution, that 'Mr. Rae passed a severe winter on the shores of Repulse Bay, with no fuel but the withered tufts of an herbaceous andromeda, and maintained a numerous party on the spoils of the chase.' It is quite conceivable, therefore, that a four years' stock of provisions may be made to last six years; and if, on the loss of ship and boats, the party took refuge in an island unprovided with timber, they must remain till they perish or are relieved. Can, then, any member of a civilised community, endowed with the ordinary sympathies of our common nature, hesitate for a single moment as to the duty of a British Government, in such an emergency—unless indeed they are bent on covering all their future pretensions to public spirit, humanity, philanthropy, or bare justice, with contempt?"

## OFFICIAL DESPATCHES.

The following despatches from Captain Sir John Ross and Captains Penny and Ommanney have been addressed to the secretary of the Admiralty dated August 1850:—

*Extract of a letter from Captain Sir J. Ross, R.N., to Captain W. A. B. Hamilton, R.N., secretary of the Admiralty*

"Felix discovery yacht, off Admiralty Int l, "Laneaster Sound, August 22, 1850.

"Sir, I have to acquaint you, for the information of the Lords Commissioners of the Admiralty, that the 'Felix' discovery yacht, with her tender, the 'M ry,' after obtaining an Esquimaux interpreter at Holsteinborg, and

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Admiralty Int'l,  
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calling at Whale-fish Islands, proceeded northward through the Wargatt Strait, and overtook Her Majesty's discovery ships under the command of Captain Austin on the 11th of August; and on the 12th the senior officer and the second in command having cordially communicated with me on the best mode of performing the service on which we are mutually embarked, that arrangements were made and concluded for a simultaneous examination of every part of the eastern side of a north-west passage in which it was probable that the missing ships could be found, documents to that effect were exchanged, and subsequently assented to, by Captains Forsyth and Penny. On the 13th of August natives were discovered on the ice near to Cape York, with whom it was deemed advisable to communicate. On this service Lieutenant Cator, in the 'Intrepid,' was detached on the part of Captain Austin, and on my part Commander Phillips, with our Esquimaux interpreter, in the whale boat of the 'Felix.' It was found by Lieutenant Cator that Captain Penny had left with the natives a note for Captain Austin, but only relative to the state of the navigation; however, when Commander Phillips arrived, the Esquimaux, seeing one apparently of their own nation in the whale boat, came immediately to him, when a long conversation took place, the purport of which could not be made known, as the interpreter could not explain himself to any one either in the 'Intrepid' or the whale boat (as he understands only the Danish besides his own language), until he was brought on board the 'Prince Albert,' where John Smith, the captain's steward of that vessel, who had been some years at the Hudson's Bay settlement of Churchill, and understood a little of the language, was able to give some explanation of Adam Beek's information, which was deemed of such importance that Captains Ommanney, Phillips, and Forsyth proceeded in the 'Intrepid' to the 'Resolute,' when it was decided by Captain Austin to send for the Danish interpreter of the 'Lady Franklin,' which, having been unsuccessful in an attempt at getting through the ice to the westward, was only a few miles distant. In the meantime it was known that, in addition to the first information, a ship (which could only be the 'North Star') had wintered in Wolstenholme Sound, called by the natives Ourinak, and had only left it a month ago. This proved to be true, but the interpretation of the Dane was totally at variance with the information given by

the other, who, although for obvious reasons he did not dare to contradict the Dane, subsequently maintained the truth of his statement, which induced Captain Austin to despatch the 'Intrepid' with Captains Ommanney and Phillips, taking with them both our interpreters, Adam Beek and a young native, who had been persuaded to come as one of the crew of the 'Assistance,' and examine Wolstenholme Sound. In the meantime it had been unanimously decided that no alteration should be made in our previous arrangement, it being obvious that, while there remained a chance of saving the lives of those of the missing ships who may be yet alive, a further search for those who had perished should be postponed, and accordingly the 'Resolute,' 'Pioneer,' and 'Prince Albert' parted company on the 15th. It is here unnecessary to give the official reports made to me by Commander Phillips, which are of course transmitted by me to the secretary of the Hudson's Bay Company, which, with the information written in the Esquimaux language by Adam Beek, will no doubt be sent to you for their Lordships' information and it will be manifest by these reports that Commander Phillips has performed his duty with sagacity, circumspection, and address, which does him infinite credit, although it is only such as I must have expected from so intelligent an officer, and I have much satisfaction in adding that it has been mainly owing to his zeal and activity that I was able, under disadvantageous circumstances, to overtake Her Majesty's ships, while by his scientific acquirements and accuracy in surveying he has been able to make many important corrections and valuable additions to the charts of the much-frequented eastern course of Baffin's Bay, which has been more closely observed and navigated by us than by any former expedition, and much to my satisfaction confirming the latitude and longitude of every headland I had an opportunity of laying down in the year 1818. I have only to add, that I have much satisfaction in co-operating with her Majesty's expedition. With such support and with such vessels so particularly adapted for the service, no exertion shall be wanting on my part. But I cannot conclude this letter without acknowledging my obligations to Commodore Austin and Captain Ommanney for the assistance they have afforded me, and for the cordiality and courtesy with which I have been treated by these distinguished officers, and others of the ships under

their orders. Animated as we are with an ardent and sincere desire to rescue our imperilled countrymen, I confidently trust that our united exertions and humble endeavours may, under a merciful Providence, be completely successful. I am, with truth and regard, Sir, your faithful and obedient servant,

“JOHN ROSS, Captain, R.N.”

“Her Majesty's Ship Lady Franklin,  
Lancaster Sound, August 21.”

“Sir, I beg to acquaint you, for the information of the Lords Commissioners of the Admiralty, that the vessels under my command got clear of Melville Bay on Sunday, 11th August. On the following day I landed at Cape York, and had communication with the Esquimaux. On the 18th Captain Austin's expedition came up, and next morning I was informed of a report said to be got from the same Esquimaux I had on board for several hours. It was to the effect that Sir John Franklin's ships had been lost 40 miles to the northward and the crews murdered. I immediately offered my services, together with those of my interpreter, and was happy to find that the sole foundation for the tidings was that the ‘North Star’ had wintered in the situation referred to. Immediately on the report being cleared up Captain Austin left with Sir John Ross and Captain Forsyth's schooner in tow, and we were detained by calms and bay ice, so that we did not reach Jones' Sound till midnight on the 18th. We were prevented from approaching within twenty-five miles of the sound by a chain of immense floes, and were obliged to haul out N.W. (per compass) to get clear of the ice. We entered Lancaster Sound the following night, in company with the American schooners, having strong winds from S.W. (per compass). For the last 24 hours we have been lodging in the neighbourhood of Admiralty Inlet, a heavy sea running, and very thick weather, my wish being to get intelligence of places where provisions had been landed by the ‘North Star.’ That vessel is now in sight ahead. I have prepared this despatch for their lordships, to forward by Mr. Saunders, who will be able to inform you satisfactorily of the state of Lancaster Sound. From the information I have received from Mr. Saunders it is at present my intention to put my vessels into some bight on the north shore of the Sound, allowing the ice to drive past them, and I shall then use every endea-

your to put to the westward and follow out their lordships' instructions in that quarter. Before concluding, I would beg to allude to the orders transmitted to Mr. Saunders relative to depositing his provisions on the Island of Disco. By such a course being pursued an otherwise invaluable supply is rendered perfectly useless to all the expeditions at present in this quarter, and we are deprived of what we had reckoned upon—viz., a deposit in the Sound to fall back upon in case misfortune should compel us to abandon our vessels. The report received from the Esquimaux at Cape York has proved correct to the letter, and I cannot but refer to the service my interpreter, Mr. Paterson, has rendered on this occasion by exposing a story of Sir John Ross's Esquimaux calculated to do much mischief. I have the honour to remain, Sir, your most obedient servant,  
“W. PENNY.”

Her Majesty's ship Assistance, of Lancaster Sound,  
lat. 75 deg. 46 min. north, long, 75 deg. 49 min.  
west, August 17.

“1. Sir,—I have the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that her Majesty's ship ‘Assistance,’ and her tender, her Majesty's steam vessel ‘Intrepid,’ have this day succeeded in effecting a passage across to the west water, and are now proceeding to Lancaster-Sound. Officers and crews all well, with fine clear weather and open water as far as can be seen.

“2. Agreeably with instructions received from Captain H. Austin, we parted company on the 15th inst., at 1 A.M., off Cape Dudley Diggs, as the ice was then sufficiently open to anticipate no further obstruction in effecting the north passage. He was anxious to proceed to Pond's Bay, and thence take up the examination along the south shores of Lancaster Sound, leaving me to ascertain the truth of a report obtained from the Esquimaux at Cape York respecting some ship or ships having been seen near Wolstenholme Island, after which to proceed to the north shores of Lancaster Sound and Wellington Channel.

“3. On passing Cape York (the 14th inst.) natives were seen. By the directions of Captain Austin I landed and communicated with them, when we were informed that they had seen a ship in that neighbourhood in the spring, and that she was housed in. Upon this intelligence I shipped one of the natives,

who volunteered to join us as interpreter and guide.

"4. On parting with Captain Austin, we proceeded towards Wolstenholme Island, where I left the ship and proceeded in her Majesty's steam vessel 'Intrepid' into Wolstenholme Sound, and by the guidance of the Esquimaux succeeded in finding a bay about 13 miles further in, and sheltered by a prominent headland. In the cairns erected here we found a document, stating that the 'North Star' had wintered in the bay—a copy of which I have the honour to transmit to their Lordships.

"5. Previous to searching the spot where the 'North Star' wintered, I examined the deserted Esquimaux settlement. At this spot we found evident traces of some ship having been in the neighbourhood, from empty preserved meat canisters and some clothes left near a pool of water marked with the name of a corporal belonging to the 'North Star.'

"6. Having ascertained this satisfactory information, I returned to Wolstenholme Island, where a document was deposited recording our proceedings. At 6 A.M. of the 16th inst. I rejoined the ship and proceeded in tow to the westward, and am happy to inform you that the passage across has been made without obstruction, towing through loose and straggling ice.

"7. The expedition was beset in Melville Bay, surrounded by heavy and extensive floes of ice from the 11th of July to the 9th of August, 1850, when, after great exertion, a release was effected, and we succeeded in reaching Cape York by continuing along the edge of the land ice, after which we have been favoured with plenty of water.

"8. Captain Penny's expedition was in company during the most part of the time while in Melville Bay, and up to the 14th instant, when we left him off Cape Dudley Diggs—all well.

"9. In crossing Melville Bay we fell in with Sir John Ross and Captain Forsyth's expeditions. Those Captain Austin has assisted by towing them towards their destination. The latter proceeded with him, and the former has remained with us.

"10. Having placed Sir John Ross in a fair way of reaching Lancaster Sound, with a fair wind and open water, his vessel has been cast off in this position. I shall therefore proceed with all despatch to the examination of the north shores of Lancaster Sound and Wel-

lington Channel, according to Captain Austin's directions.

"I have the honour to be, Sir, your most obedient humble servant.

"ERASMUS OMMANNEY, Captain."

The following is a copy of the paper left by Mr. J. Saunders, commanding the 'North Star,' and found by Captain Ommannney, of her Majesty's ship 'Assistance,' August 17, 1850:—

"This paper is placed here to certify that her Majesty's ship 'North Star' was beset at the east side of Melville Bay on the 29th of July last year, and gradually drifted from day to day, until, on the 26th of September, we found ourselves abreast of Wolstenholme Island, when perceiving the ice a little more loose and the Sound perfectly clear, we made all plain sail and pressed her through it—anchoring in the lower part of the Sound that evening, and arrived in this bay on the 1st of October, where she remained throughout the winter. It is my intention to leave as soon as the breaking up of the ice will permit, and prosecute my voyage in search of the Arctic ships.

"J. SAUNDERS, Master and Commander,

"North Star Bay, Wolstenholme Sound. lat. 76, 35 north, long. 69.30 west.

Enclosed in the above dispatch was a communication from Sir John Ross to the Secretary of the Hudson's Bay Company, dated August 15, on board the "Felix" off Cape Dudley Diggs, acquainting him with the story of the Esquimaux on the authority of Adam Beck interpreter, above alluded to, and fully proved to be a fabrication. We therefore omit this dispatch and proceed to another (enclosed in the last given).

"With respect to the 'Felix,' she is everything I could desire. She sails well, is an excellent sea boat, and is as strong as wood and iron can make her. We received all the apparatus for balloons; and, what I place most faith in, is four well-trained carrier pigeons, presented to me by Miss Dunlope, a young lady at Ayr—I hope they will be the bearers of good news. We have seen no vessel but a Danish government vessel (the 'Titus'), which we overtook on 15th June—out 31 days from Copenhagen. She was in company two days, but parted in a fog. We saw a good deal of ice near Cape Farewell, but very little since. I am in hopes we shall have a very favourable season. The squadron



under Captain Austin are only fourteen days and the two American schooners only four days before us, and we have no doubt of getting up with them at Opernowick. We got the coals that had been left for us by the whaler, completed our water, and sailed in twenty hours. From the appearance of wind and weather I was tempted to risk the Weigatt Straits, by which I could gain some leagues on the other vessels, and I happily succeeded, but I would not on any account run such a risk again, the navigation being both dangerous and intricate, and I am sure Captain Austin's vessels could not have accomplished it. (The dispatch concludes with a kind of journal from which we extract the following.)

"July 8.—We have since had light winds, and are within 400 miles of Lancaster Sound, where I shall lay down my pen till an opportunity offers. All well.

"July 13.—I forgot to mention that neither Captain Austin nor the Americans obtained an interpreter, and I am, therefore, the less sorry that I lost so much time at Holsteinburg, but I believe that Captain Penny got on to Opernowick. We have since fallen in with the remaining whalers, which I knew, from the heavy state of the ice, would fail in getting round to the west land until the fishing season was over.

"July 17, lat. 73 36 north; off Cape Shakleston.—On this morning we suddenly fell in with five of the whalers, who, seeing it improbable that they could get round the north end of the ice, were running to the south to try the passage to the west land in lat. 71. They reported that in the gale of the 12th the American vessel was beset off the Devil's Thumb, where they still remained, about thirty miles north of us, where we could see them, but that Captain Penny and Austin's squadron were in lat. 74 40, and bore up in the storm, and will probably reach Melville Bay, where we would find them; that all of us would no doubt get round the middle ice, but it would probably be late. We found little field ice, which was very favourable for the steamers, but a great many icebergs. I gave a short note to Captain Leuchar, of the 'True Love,' but I suppose you will receive this

first. The south-west storm of the 12th was very severe, and damaged the bulwarks of the 'Mary,' but that was of no consequence, as we had to take them away, and have now converted her into a row-galley as well as sailing vessel. She will row 10 oars, and I think will do the work better than any that has navigated the Arctic Seas.

"On the 19th of July we spoke five more whalers, all standing to the southward; and, in the evening, communicated with the 'Prince Albert,' which followed us closely, occasionally assisting each other through the intricate passages among the ice, with which we were now constantly surrounded.

"On the 23d of July we communicated with seven more of the whalers, which were running south, having given up as hopeless the idea of making the north passage in time to reach the fishing ground on the west land this season.

"On the 25th of July we discovered her Majesty's ships, commanded by Captain Austin, and also the two vessels commanded by Captain Penny. We were now in lat. 75 deg. 11 min. 10 sec. north, and long. 59 deg. 38 min. west of Brown's Islands; and, having gained the land ice, were in hopes of overtaking her Majesty's ships, which were then beset. To accomplish this we continued our labours in cutting, forcing, and tracking, and daily gaining on them; but Captain Penny gained also, and at last got out of sight.

"It was not until Saturday evening, the 11th of August, that we overtook them, and on Sunday Captain Austin came on board the 'Felix,' as also Captain Ommanney and Lieutenant Cator.

"We now proceeded in company, and the weather being calm and peculiarly favourable for the steamers, the 'Felix' was occasionally towed by the 'Pioneer' and 'Resolute,' while the 'Prince Albert' was also towed by the 'Intrepid' and 'Assistance.' In the meantime, Captain Penny, who had in vain attempted to cross the middle ice, was overtaken, and on the 13th of August the whole nine vessels were congregated in Melville Bay, off Cape York, where I shall conclude this despatch."

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# ALBERT'S TRACK TO & FROM THE ARCTIC SEAS.



