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ARCTIC EXPEDITION.

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COPIES of INSTRUCTIONS to Sir *John Franklin*, R.N. in reference to the ARCTIC EXPEDITION of 1845 and to Officers appointed on any Expedition in search of him; also, of Correspondence in reference to the Arctic Expedition, from 1845 to the present Time, with Charts illustrating the same.

(*Sir Robert Harry Inglis.*)

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Ordered, by The House of Commons, to be Printed,  
13 April 1848.

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[*Price 5s.*]

264.

*Under 16 oz.*

T.F. 190

ARCTIC EXPEDITION.

RETURN to an Address of the Honourable The House of Commons,  
dated 21 March 1848;—for,

- “ COPIES of INSTRUCTIONS to Captain Sir *John Franklin*, R. N., in reference to the ARCTIC EXPEDITION of 1845: ”
- “ To any Officer or Officers appointed by the Admiralty on any Expedition in Search of Captain Sir *John Franklin*, R. N.: ”
- “ And, COPIES or EXTRACTS of any PROCEEDINGS and CORRESPONDENCE of the ADMIRALTY in reference to ARCTIC EXPEDITIONS, from 1845 to the present Time, together with Copies of CHARTS illustrating the same.”

(*Sir Robert Harry Inglis.*)

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*Ordered, by The House of Commons, to be Printed,*  
13 April 1848.

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COPIES of INSTRUCTIONS to Captain Sir *John Franklin*, R. N., in reference to the ARCTIC EXPEDITION of 1845; to any Officer or Officers appointed by the Admiralty on any Expedition in search of Captain Sir *John Franklin*, R. N.; and COPIES of EXTRACTS of any PROCEEDINGS and CORRESPONDENCE of the ADMIRALTY, in reference to ARCTIC EXPEDITIONS, from 1845 to the present Time, together with Copies of CHARTS illustrating the same.

PART I.

COPIES of INSTRUCTIONS to Captain Sir *John Franklin*, in reference to the ARCTIC EXPEDITION of 1845; and to the Officers who have been appointed to command EXPEDITIONS in search of Sir *John Franklin*.

COPY of INSTRUCTIONS addressed to Captain Sir *John Franklin*, K. C. H., Her Majesty's Ship "Erebus," dated 5th May 1845,—

By the Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland.

1. HER Majesty's Government having deemed it expedient that a further attempt should be made for the accomplishment of a north-west passage by sea from the Atlantic to the Pacific Ocean, of which passage a small portion only remains to be completed, we have thought proper to appoint you to the command of the expedition to be fitted out for that service, consisting of Her Majesty's Ships "Erebus," and "Terror;" and you are hereby required and directed, so soon as the said ships shall be in all respects ready for sea, to proceed forthwith in the "Erebus" under your command, taking with you Her Majesty's ship "Terror," her Captain (Crozier), having been placed by us under your orders, taking also with you the "Barretto Junior" transport, which has been directed to be put at your disposal for the purpose of carrying out portions of your provisions, clothing, and other stores.

2. On putting to sea, you are to proceed, in the first place, by such a route as, from the wind and weather, you may deem to be the most suitable for despatch, to Davis' Strait, taking the transport with you to such a distance up that Strait as you may be able to proceed without impediment from ice, being careful not to risk that vessel by allowing her to be beset in the ice, or exposed to any violent contact with it; you will then avail yourself of the earliest opportunity of clearing the transport of the provisions and stores with which she is charged for the use of the expedition, and you are then to send her back to England, giving to the agent or master such directions for his guidance as may appear to you most proper, and reporting by that opportunity your proceedings to our secretary, for our information.

3. You will then proceed in the execution of your orders into Baffin's Bay, and get as soon as possible to the western side of the Strait, provided it should appear to you that the ice chiefly prevails on the eastern side, or near the middle; the object being to enter Lancaster Sound with as little delay as possible; but as no specific directions can be given, owing to the position of the ice varying from year to year, you will, of course, be guided by your own observations as to the course most eligible to be taken, in order to ensure a speedy arrival in the Sound above mentioned.

4. As, however, we have thought fit to cause each ship to be fitted with a small steam-engine and propeller, to be used only in pushing the ships through channels between masses of ice, when the wind is adverse, or in a calm, we trust the difficulty usually found in such cases will be much obviated; but as

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of 1845.

the supply of fuel to be taken in the ships is necessarily small, you will use it only in cases of difficulty.

5. Lancaster Sound, and its continuation through Barrow's Strait, having been four times navigated without any impediment by Sir Edward Parry, and since frequently by whaling ships, will probably be found without any obstacles from ice or islands; and Sir Edward Parry having also proceeded from the latter in a straight course to Melville Island, and returned without experiencing any, or very little, difficulty, it is hoped that the remaining portion of the passage, about 900 miles, to Bhering's Strait may also be found equally free from obstruction; and in proceeding to the westward, therefore, you will not stop to examine any openings either to the northward or southward in that Strait, but continue to push to the westward without loss of time, in the latitude of about  $74\frac{1}{2}^{\circ}$ , till you have reached the longitude of that portion of land on which Cape Walker is situated, or about  $98^{\circ}$  west. From that point we desire that every effort be used to endeavour to penetrate to the southward and westward in a course as direct towards Bhering's Strait as the position and extent of the ice, or the existence of land, at present unknown, may admit.

6. We direct you to this particular part of the Polar Sea as affording the best prospect of accomplishing the passage to the Pacific, in consequence of the unusual magnitude and apparently fixed state of the barrier of ice observed by the "Hecla" and "Griper," in the year 1820, off Cape Dundas, the south-western extremity of Melville Island; and we, therefore, consider that loss of time would be incurred in renewing the attempt in that direction; but should your progress in the direction before ordered be arrested by ice of a permanent appearance, and that when passing the mouth of the Strait, between Devon and Cornwallis Islands, you had observed that it was open and clear of ice; we desire that you will duly consider, with reference to the time already consumed, as well as to the symptoms of a late or early close of the season, whether that channel might not offer a more practicable outlet from the Archipelago, and a more ready access to the open sea, where there would be neither islands nor banks to arrest and fix the floating masses of ice; and if you should have advanced too far to the south-westward to render it expedient to adopt this new course before the end of the present season, and if, therefore, you should have determined to winter in that neighbourhood, it will be a matter for your mature deliberation whether in the ensuing season you would proceed by the above-mentioned Strait, or whether you would persevere to the south-westward, according to the former directions.

7. You are well aware, having yourself been one of the intelligent travellers who have traversed the American shore of the Polar Sea, that the groups of islands that stretch from that shore to the northward to a distance not yet known, do not extend to the westward further than about the 120th degree of western longitude, and that beyond this, and to Bhering's Strait, no land is visible from the American shore of the Polar Sea.

8. Should you be so fortunate as to accomplish a passage through Bhering's Strait, you are then to proceed to the Sandwich Islands, to refit the ships and refresh the crews, and if, during your stay at such place, a safe opportunity should occur of sending one of your officers or despatches to England by Panama, you are to avail yourself of such opportunity to forward to us as full a detail of your proceedings and discoveries as the nature of the conveyance may admit of, and in the event of no such opportunity offering during your stay at the Sandwich Islands, you are on quitting them to proceed with the two ships under your command off Panama, there to land an officer with such despatches, directing him to make the best of his way to England with them, in such a manner as our Consul at Panama shall advise, after which you are to lose no time in returning to England by way of Cape Horn.

9. If at any period of your voyage the season shall be so far advanced as to make it unsafe to navigate the ships, and the health of your crews, the state of the ships, and all concurrent circumstances should combine to induce you to form the resolution of wintering in those regions, you are to use your best endeavours to discover a sheltered and safe harbour, where the ships may be placed in security for the winter, taking such measures for the health and comfort of the people committed to your charge as the materials with which you are provided for housing in the ships, may enable you to do—and if you should find it expedient to resort to this measure, and you should meet with any inhabitants, either Esqui-

maux or Indians, near the place where you winter, you are to endeavour by every means in your power to cultivate a friendship with them, by making them presents of such articles as you may be supplied with, and which may be useful or agreeable to them; you will, however, take care not to suffer yourself to be surprized by them but use every precaution, and be constantly on your guard against any hostility: you will, by offering rewards, to be paid in such manner as you may think best, prevail on them to carry to any of the settlements of the Hudson's Bay Company, an account of your situation and proceedings, with an urgent request that it may be forwarded to England with the utmost possible dispatch.

10. In an undertaking of this description, much must be always left to the discretion of the commanding officer, and, as the objects of this Expedition have been fully explained to you, and you have already had much experience on service of this nature, we are convinced we cannot do better than leave it to your judgment, in the event of your not making a passage this season, either to winter on the coast, with the view of following up next season any hopes or expectations which your observations this year may lead you to entertain, or to return to England to report to us the result of such observations, always recollecting our anxiety for the health, comfort and safety of yourself, your officers and men; and you will duly weigh how far the advantage of starting next season from an advanced position may be counterbalanced by what may be suffered during the winter, and by the want of such refreshment and refitting as would be afforded by your return to England.

11. We deem it right to caution you against suffering the two vessels placed under your orders to separate, except in the event of accident or unavoidable necessity, and we desire you to keep up the most unreserved communications with the commander of the "Terror," placing in him every proper confidence, and acquainting him with the general tenor of your orders, and with your views and intentions from time to time in the execution of them, that the service may have the full benefit of your united efforts in the prosecution of such a service; and that, in the event of unavoidable separation, or of any accident to yourself, Captain Crozier may have the advantage of knowing, up to the latest practicable period, all your ideas and intentions relative to a satisfactory completion of this interesting undertaking.

12. We also recommend, that as frequent an exchange take place as conveniently may be of the observations made in the two ships; that any scientific discovery made by the one, be as quickly as possible communicated for the advantage and guidance of the other, in making their future observations, and to increase the probability of the observations of both being preserved.

13. We have caused a great variety of valuable instruments to be put on board the ships under your orders, of which you will be furnished with a list, and for the return of which you will be held responsible; among these, are instruments of the latest improvements for making a series of observations on terrestrial magnetism, which are at this time peculiarly desirable, and strongly recommended by the President and Council of the Royal Society, that the important advantage be derived from observations taken in the North Polar Sea, in co-operation with the observers who are at present carrying on an uniform system at the magnetic observatories established by England in her distant territories, and, through her influence, in other parts of the world; and the more desirable is this co-operation in the present year, when these splendid establishments, which do so much honour to the nations who have cheerfully erected them at a great expense, are to cease. The only magnetical observations that have been obtained very partially in the Arctic Regions, are now a quarter of a century old, and it is known that the phenomena are subject to considerable secular changes. It is also stated by Colonel Sabine, that the instruments and methods of observation have been so greatly improved, that the earlier observations are not to be named in point of precision with those which would now be made; and he concludes by observing, that the passage through the Polar Sea would afford the most important service that now remains to be performed towards the completion of the magnetic survey of the globe.

14. Impressed with the importance of this subject, we have deemed it proper to request Lieut.-Colonel Sabine to allow Commander Fitzjames to profit by his valuable instructions, and we direct you, therefore, to place this important branch of science under the immediate charge of Commander Fitzjames; and as several other officers have also received similar instruction at Woolwich, you will

will therefore cause observations to be made daily on board each of the ships whilst at sea (and when not prevented by weather, and other circumstances) on the magnetic variation, dip and intensity, noting at the time the temperature of the air, and of the sea at the surface, and at different depths; and you will be careful that in harbour and on other favourable occasions those observations shall be attended to, by means of which the influence of the ship's iron on the result obtained at sea may be computed and allowed for.

15. In the possible event of the ships being detained during a winter in the high latitudes, the expedition has been supplied with a portable observatory, and with instruments similar to those which are employed in the fixed magnetical and meteorological observatories instituted by Her Majesty's Government in several of the British colonies.

16. It is our desire that, in case of such detention, observations should be made with these instruments, according to the system adopted in the aforesaid observatories, and detailed directions will be supplied for this purpose, which, with the instruction received at Woolwich, will be found, as we confidently anticipate, to afford full and sufficient guidance for such observations, which will derive from their locality peculiar interest, and a high theoretical value.

17. We have also directed instruments to be specially provided for observations on atmospherical refraction at very low altitudes, in case of the expedition being detained during a winter in the high latitudes; on this subject also particular directions will be supplied, and you will add any other meteorological observations that may occur to you of general utility; you will also take occasions to try the depth of the sea and nature of the bottom, the rise, direction and strength of the tides, and the set and velocity of currents.

18. And you are to understand that although the effecting a passage from the Atlantic to the Pacific is the main object of this expedition, yet, that the ascertaining the true geographical position of the different points of land near which you may pass, so far as can be effected without detention of the ships in their progress westward, as well as such other observations as you may have opportunities of making in natural history, geography, &c. in parts of the globe, either wholly unknown or little visited, must prove most valuable and interesting to the science of our country; and we therefore desire you to give your unremitting attention, and to call that of all the officers under your command to these points, as being objects of high interest and importance.

19. For the purpose, not only of ascertaining the set of the currents in the Arctic Seas, but also of affording more frequent chances of hearing of your progress, we desire that you do frequently, after you have passed the latitude of 65° north, and once every day when you shall be in an ascertained current, throw overboard a bottle or copper cylinder closely sealed, and containing a paper stating the date and position at which it is launched, and you will give similar orders to the commander of the "Terror," to be executed in case of separation; and for this purpose, we have caused each ship to be supplied with papers, on which is printed, in several languages, a request that whoever may find it should take measures for transmitting it to this office.

20. You are to make use of every means in your power to collect and preserve specimens of the animal, mineral and vegetable kingdoms, should circumstances place such within your reach without causing your detention, and of the larger animals you are to cause accurate drawings to be made, to accompany and elucidate the descriptions of them. In this, as well as in every other part of your scientific duty, we trust that you will receive material assistance from the officers under your command, several of whom are represented to us as well qualified in these respects.

21. In the event of any irreparable accident happening to either of the two ships, you are to cause the officers and crew of the disabled ship to be removed into the other, and with her singly to proceed in prosecution of the voyage, or return to England, according as circumstances shall appear to require, understanding that the officers and crews of both ships are hereby authorized and required to continue to perform the duties according to their respective ranks and stations on board either ship to which they may be so removed, in the event of an occurrence of this nature. Should, unfortunately, your own ship be the one disabled, you are in that case to take command of the "Terror," and in the event of any fatal accident happening to yourself, Captain Crozier is hereby authorized to take the command of the "Erebus," placing the officer of



winter on that part of the coast, and for her repeating the above operations for the search after and for the relief of Sir John Franklin and his party or otherwise, withdrawing her in sufficient time to be clear of Bhering's Strait before the ice packs, or the winter has set in.

It will be obvious to the captain of the "Herald" that for this purpose his visit to the "Plover" in 1849 must be sufficiently early to place beyond a doubt her passing back to the westward in time to secure the passage through the Straits.

The "Plover" having been supplied with as large a quantity of preserved meats, soups and vegetables, as she can carry, in addition to the necessary provisions for her own crew during the outward voyage, you will cause these preserved meats, &c., to be reserved chiefly for the supply of the ships of Sir John Franklin's expedition, or for their crews, if compelled to abandon their ships, and travel over the ice, or along the coast of America to Bhering's Strait. The "Plover" has also been supplied with warm clothing, and such other means of comfort and defence against the severity of the climate as have been usually supplied to vessels destined to winter in high latitudes, as well as the means of warming and ventilating the ship; and various articles of utility and ornament (especially blue beads) have been put on board as presents to the natives, by which to conciliate their friendship, and obtain their assistance.

In the event of your falling in with the expedition under the command of Captain Sir John Franklin, you are to follow his orders for your further proceedings; and if, on the other hand, you should receive intelligence on which you can rely that the expedition has passed through Bhering's Strait, or returned home, you will lose no time in repairing to Panama for a confirmation of such intelligence, and, if correct, you will make the best of your way to Valparaiso to join Rear Admiral Hornby, Commander-in-Chief of Her Majesty's ships in the Pacific, and follow his orders for your further proceedings.

In an undertaking of this description much must, of course, be always left to the discretion of the commanding officer; and as the objects of the expedition have been fully explained to you, and you have already had some experience in service of this nature, we are convinced we cannot do better than leave it to your own judgment to take the best means in your power to afford the desired relief to Sir John Franklin's Expedition, always recollecting our anxiety for the health, comfort and safety of yourself, your officers and men.

You are to make use of every means in your power to collect and preserve specimens of the animal, mineral and vegetable kingdoms, should circumstances place such within your reach, without causing your detention.

You are, while executing the service pointed out in these Instructions, to take every opportunity that may offer of acquainting our secretary, for our information, with your proceedings, and at the termination of the above service you are to demand from the officers, petty officers and all other persons on board, the logs and journals they may have kept, together with any drawings or charts they may have kept, which are all to be sealed up, the said logs, journals and other documents to be thereafter disposed of as we think proper to determine.

In the event of Great Britain becoming involved in hostilities during your absence, you are, nevertheless, clearly to understand, that you are not to commit any act of hostility whatsoever, the expedition under your orders being only intended to further the interests of science and humanity; and it being the practice of all civilized nations to consider vessels so employed as excluded from the operations of war, and, confiding in this general feeling, we should trust that you will receive every assistance from the ships and subjects of any foreign power you may fall in with.

Some valuable memoranda on subjects relating to the navigation and service in which you are to be engaged have been presented to us by Captain Beechey, and a copy of these is added for your further guidance and instruction.

Given, &c., 3d January 1848.

(signed)

*Auckland.*  
*John Hay.*

To Lieut. Thos. E. L. Moore,  
Commanding H. M. Brig "Plover,"  
at Plymouth.

By command, &c. (signed) *H. G. Ward.*

Part I.  
Instructions in  
reference to the  
Arctic Expedition  
of 1845.

interpreters. The Russians of that place being on friendly terms, and in the habit of trading with the natives of Kotzebue Sound, would be eminently useful, by explaining to the natives the purpose for which the vessels had arrived in their neighbourhood, and introducing you to their friendship; the collisions which have taken place with these otherwise inoffensive people having invariably arisen from not understanding each other's intentions, and a mutual want of confidence.

The ships could also be supplied with fresh beef and other refreshments at this place, and application has been made to the Russian government to further the object in view, in which the interests of science and humanity are equally concerned, and orders will probably be given to the Governors of Kamschatka and Petropaulowski to afford all necessary facilities to the Expedition, and, above all, to provide it with two or three interpreters, to serve as the medium of communication with the wilder tribes of Esquimaux.

The "Herald" and "Plover" are then to proceed to Bhering's Strait, and should arrive there about the 1st of July, and proceed along the American coast, as far as possible consistent with the certainty of preventing the ships being beset by the ice. Four whale-boats should then be dispatched along the coast to look for a harbour in which to secure the "Plover" for the winter; Wainwright inlet might possibly serve for this purpose; but Captain Beechey being of a contrary opinion, you will, in the prosecution of your search after a secure harbour, merely take such steps as shall serve to satisfy yourself on this point.

The several inlets along the coast having been examined, and any one of them found suitable, two of the boats should conduct the "Plover" to her harbour, and the other two proceed along the coast in search of the voyagers, and to communicate, if possible with the party which it is intended shall descend Mackenzie River, under the command of Sir John Richardson: whale-boats, or the Russian "baidar," which you may furnish yourselves with at Petropaulowski, are better adapted for exploration along the coast, and amongst ice, than a heavy launch, on account of the facility with which their crews can haul their own boats upon the ice, or on the beach, out of danger of the pressure, and mutually assist each other.

So soon as symptoms of approaching winter should appear, the boats should return to the "Plover," which ship being fitted with fuel, and provisions and stores from the "Herald," will house in, and make all snug for the winter.

The "Herald" will then return to the southward, to give intelligence of the spot in which she left the "Plover," and then resume her surveying duties.

With the assistance of the natives, whose friendship on this account it will be desirable to conciliate, to act as guides, construct snow-houses, and kill seals, extensive excursions are to be made early in the spring by small parties from the "Plover," in every possible and practicable direction from her winter station; but as soon as the water has formed along the coast, boat expeditions are to be again dispatched towards the Mackenzie River, again to communicate, if possible, with Sir John Richardson's party.

If no harbour fit for the "Plover" to winter in should be found to the northward of Icy Cape, search must be made more to the southward, and finally, if still unsuccessful, you must take up your winter quarters in some one of the well-protected coves of Kotzebue Sound, a place to which Sir John Franklin would be very likely to direct his steps, from its having been the appointed place of rendezvous when the "Blossom" was sent to meet him. From this position, too, it is probable that parties of Esquimaux might be induced to travel throughout the winter, when Europeans could not attempt it, and thus keep up a communication along a great extent of the coast line of the American Continent.

Your intercourse with the natives in the neighbourhood of Kotzebue Sound, should be conducted with courtesy and frankness on the one hand, but with great caution on the other, especially on your first approaches, the people on this part of the country differing in character from the ordinary Esquimaux, and being comparatively a fierce, agile and suspicious race, well armed with knives, &c. for offence, and prone to attack.

When the month of July 1849 arrives, the "Herald" will again proceed to communicate with the "Plover," and the captain of the "Herald" will be guided by his own discretion and judgment, the information he may receive, and other existing circumstances, in re-equipping the "Plover" for passing a second winter

winter on that part of the coast, and for her repeating the above operations for the search after and for the relief of Sir John Franklin and his party or otherwise, withdrawing her in sufficient time to be clear of Bhering's Strait before the ice packs, or the winter has set in.

It will be obvious to the captain of the "Herald" that for this purpose his visit to the "Plover" in 1849 must be sufficiently early to place beyond a doubt her passing back to the westward in time to secure the passage through the Straits.

The "Plover" having been supplied with as large a quantity of preserved meats, soups and vegetables, as she can carry, in addition to the necessary provisions for her own crew during the outward voyage, you will cause these preserved meats, &c., to be reserved chiefly for the supply of the ships of Sir John Franklin's expedition, or for their crews, if compelled to abandon their ships, and travel over the ice, or along the coast of America to Bhering's Strait. The "Plover" has also been supplied with warm clothing, and such other means of comfort and defence against the severity of the climate as have been usually supplied to vessels destined to winter in high latitudes, as well as the means of warming and ventilating the ship; and various articles of utility and ornament (especially blue beads) have been put on board as presents to the natives, by which to conciliate their friendship, and obtain their assistance.

In the event of your falling in with the expedition under the command of Captain Sir John Franklin, you are to follow his orders for your further proceedings; and if, on the other hand, you should receive intelligence on which you can rely that the expedition has passed through Bhering's Strait, or returned home, you will lose no time in repairing to Panama for a confirmation of such intelligence, and, if correct, you will make the best of your way to Valparaiso to join Rear Admiral Hornby, Commander-in-Chief of Her Majesty's ships in the Pacific, and follow his orders for your further proceedings.

In an undertaking of this description much must, of course, be always left to the discretion of the commanding officer; and as the objects of the expedition have been fully explained to you, and you have already had some experience in service of this nature, we are convinced we cannot do better than leave it to your own judgment to take the best means in your power to afford the desired relief to Sir John Franklin's Expedition, always recollecting our anxiety for the health, comfort and safety of yourself, your officers and men.

You are to make use of every means in your power to collect and preserve specimens of the animal, mineral and vegetable kingdoms, should circumstances place such within your reach, without causing your detention.

You are, while executing the service pointed out in these Instructions, to take every opportunity that may offer of acquainting our secretary, for our information, with your proceedings, and at the termination of the above service you are to demand from the officers, petty officers and all other persons on board, the logs and journals they may have kept, together with any drawings or charts they may have kept, which are all to be sealed up, the said logs, journals and other documents to be thereafter disposed of as we think proper to determine.

In the event of Great Britain becoming involved in hostilities during your absence, you are, nevertheless, clearly to understand, that you are not to commit any act of hostility whatsoever, the expedition under your orders being only intended to further the interests of science and humanity; and it being the practice of all civilized nations to consider vessels so employed as excluded from the operations of war, and, confiding in this general feeling, we should trust that you will receive every assistance from the ships and subjects of any foreign power you may fall in with.

Some valuable memoranda on subjects relating to the navigation and service in which you are to be engaged have been presented to us by Captain Beechey, and a copy of these is added for your further guidance and instruction.

Given, &c., 3d January 1848.

(signed) *Auckland.*  
*John Hay.*

To Lieut. Thos. E. L. Moore,  
Commanding H. M. Brig "Plover,"  
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Instructions in  
reference to the  
Arctic Expedition  
of 1845.

• *Vide* page 37.

Sir,

Admiralty, 3d January 1848.

I AM commanded by my Lords Commissioners of the Admiralty to send you herewith, for your information and guidance, a copy of a letter, dated the 26th ult., from Sir John Richardson, Medical Inspector, R. N., relative to his proposed operations in his intended expedition in search of the Arctic Expedition under Sir John Franklin.\*

I am, &c.

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

Lieut. Moore, H. M. S. "Plover,"  
Devonport.

Sir,

Admiralty, 7 January 1848.

WITH reference to that part of the orders of my Lords Commissioners of the Admiralty of the 3d instant, in which you are directed to proceed with the "Plover" from Panama, in company with the "Herald," to Petropaulowski, and from there to Bhering's Straits, I am commanded by their Lordships to acquaint you, that you are at liberty to proceed with the "Plover" from Panama to an appointed rendezvous at the entrance of Bhering's Straits direct, while the "Herald" proceeds to Petropaulowski for the interpreters; and the "Herald" will then rejoin the "Plover" at such place as shall have been fixed upon by yourself and Captain Kellett conjointly.

I am, &c.

(signed) *H. G. Ward.*

Lieutenant T. E. L. Moore,  
H. M. Brig "Plover," Devonport.

Sir,

Admiralty, 7 January 1848.

I AM commanded by my Lords Commissioners of the Admiralty to send you herewith, for your information, a copy of a despatch addressed by Lord Bloomfield to Viscount Palmerston, dated 22d† of December last, stating that the Russian Government will instruct the authorities in Kamschatka to afford all assistance in their power to Her Majesty's Ship "Plover."

I am, &c.

(signed) *H. G. Ward.*

Lieutenant T. E. L. Moore,  
H. M. Brig "Plover," Devonport.

Sir,

Admiralty, 25 January 1848.

I AM commanded by my Lords Commissioners of the Admiralty to send you, for your information and guidance, a copy of a letter, dated the 22d instant, from the secretary to the Hudson's Bay Company, giving advice as to the measures you should adopt in the event of being foiled in the attempt to return to the "Plover" in the same season, after having proceeded so far as the Mackenzie, and being obliged to winter on the coast.

I am, &c.

(signed) *H. G. Ward.*

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

Sir,

Hudson's Bay House, 22 January 1848.

I have the honour to acknowledge the receipt of your letter of the 20th instant, accompanying a copy of the orders given to Commander Moore, of Her Majesty's Ship "Plover," about to proceed in search of the Arctic Expedition under Sir John Franklin, stating that the Lords Commissioners of the Admiralty would be glad to have the advice of the Hudson's Bay Company as to the wintering of Commander Moore, with his boats' crews, on the coast, should he be foiled in his attempt to return to the "Plover" in the same season, after having proceeded as far as the Mackenzie River, and also as to the best means, in such alternative, to be pursued by Commander Moore, with a view to his reaching any station or establishment of the Company in which he might find shelter and provisions for himself and boats' crews.

I am directed by the governor and committee to state to you, in reply, that they think there would be no difficulty whatever in Commander Moore and his boats,

boats' crews wintering on any part of the Arctic coast where a depôt of food had been previously provided for their use, but that without such provision the party would be in danger of starvation.

Should Commander Moore adopt the alternative of endeavouring to make his way to any of the company's establishments, there appears to be only one course to be pursued, namely, to ascend the Mackenzie River, (the most westerly branch of which is to be preferred), and proceed to Fort Good Hope, the nearest of the company's ports on the Mackenzie to the mouth of the river. They will there, or at Fort Norman (a little further up the river), agreeably to instructions which will be forwarded to the officers in charge in spring, receive every accommodation that the means at the disposal of those officers may permit.

It is, however, extremely doubtful whether any addition can now be made to the extra supplies of provisions which have been already prepared for that district, to meet the demands of Sir John Richardson's expedition, and which it is feared may not be more than sufficient for that purpose.

H. G. Ward, esq.

I am, &c.  
(signed)

A. Barclay,  
Secretary.

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Sir,

Admiralty, 28 January 1848.

WITH reference to the letter from the Hudson's Bay Company, dated the 22d instant, relative to the practicability of wintering on the Arctic coast between the Mackenzie River and Icy Cape (a copy of which has been sent to you), I am commanded by my Lords Commissioners of the Admiralty to send you herewith a copy of a letter from Captain Sir George Back, on the same subject, and I am to acquaint you that my Lords believe that his observations will be found useful, although there are no means of furnishing the steersmen suggested by him. At the same time, my Lords consider such assistance of less consequence, as it will be a question of ascending, and not descending, the Mackenzie River.

Commander Moore,  
H. M. Brig "Plover," Devonport.

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

Sir,

Gloucester-place, 27 January 1848.

I have been favoured with your letter of the 26th instant, together with its enclosure, expressing the opinion of the Hudson's Bay Company on the practicability of Commander Moore and his party being enabled to winter on the Arctic coast, between the Mackenzie River and Icy Cape.

To effect this with any chance of safety, two things are indispensable, an ample store of pemmican or other provision, and sufficient drift-wood for fuel during the winter.

For the reasons assigned in the Hudson's Bay Company's letter to their Lordships, and from my own experience of the resources of the country, the provision cannot be supplied early enough to be of use, though fuel in certain places might be found. Therefore, Commander Moore must depend on his own resources; and I would suggest the prudence of his making *cachés*, or deposits of provision, at different prominent stations, on his progress from Icy Cape along the coast of the Mackenzie; such precautions may be of the utmost importance in enabling his party to return to the ship.

I would further remark, that (if it be not too late) one or two men (steersmen) of the Company's service, acquainted with the Mackenzie River, should be sent with Commander Moore, to facilitate his passage up the river to Fort Norman, if he found himself forced to make for that post.

I am not aware that more can be done; but I may request you to inform their Lordships that I cannot bring myself to entertain more than ordinary anxiety for the safety and return of Sir John Franklin and his gallant companions.

H. G. Ward, esq., M. P.

I have, &c.  
(signed) George Back,  
Captain.

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LETTER from Baron *Brunnow*.

(Private.)

My dear Hamilton,

Ashburnham House, Monday Morning.

I HAVE had great pleasure in making Lieutenant Moore's personal acquaintance. In consequence of our conversation, I beg to send to the Admiralty a letter of introduction in behalf of Lieutenant Moore to the governor of our Company on the N. W. Coast of North America. As I am not sure whether you are in or out of town, I forward my letter to the Admiralty, to be sent to Lieutenant Moore before his departure.

Captain Hamilton, R. N.

Believe me, &c.  
(signed) *Brunnow*.

INSTRUCTIONS to Mr. *Bell*, Chief Trader of the Honourable Hudson's Bay Company, 28 June 1847.

Sir,

Hudson's Bay House, 1 September 1847.

I AM directed by the governor and committee of the Hudson's Bay Company to transmit to you, for the information of the Lords Commissioners of the Admiralty, the enclosed copy of a letter of Instructions, and accompanying documents, forwarded by Sir George Simpson to Mr. Bell, the officer appointed *ad interim* to the command of the expedition which is to proceed, under Sir John Richardson, to the Arctic shores in search of Sir John Franklin.

I am also directed to acquaint you, that up to the 1st July nothing had been heard at Norway House, either from the Esquimaux frequenting Churchill, or from the Mackenzie River, respecting the "Erebus" and "Terror," nor had any intelligence of those vessels been received at Fort Vancouver at the latest advices from that quarter, which come down to the first of April.

W. A. B. Hamilton, Esq., &c. &c. &c.  
Admiralty.

I am, &c.  
(signed) *A. Barclay*,  
Secretary.

Sir,

Norway House, 28 June 1847.

WITH reference to the letters that have passed between the Lords of the Admiralty and the governor and committee, and to Sir John Richardson's correspondence, of which you have copies, I beg to hand you copies of the 91st, 92d and 93d Resolutions of the council for the northern department of Rupert's Land, of this season, by which you will see that you are placed in charge of a party intended to proceed to Isle à la Crosse, if possible, this autumn. This party is to form part of the expedition to be fitted out under the command of Sir John Richardson, to proceed to the shores of the Arctic Sea in quest of Captain Sir John Franklin, and the crews of the "Erebus" and "Terror," of whom nothing has been heard since the return of a vessel which accompanied them from England as far as Baffin's Bay in 1845, and who, it is feared, may have been shipwrecked on some part of the coast to the eastward of the outlet of Mackenzie's River. By the correspondence referred to, you will observe that your party is intended to consist of 15 sappers and miners, and five seamen, to be brought out by the ship to York this season, with 16 men (say 10 boutes, including guides, four fishermen, and two middlemen), to be engaged in this country. Sir John Richardson, accompanied by two officers, will come out from England, via Canada, next spring.

2. The party to be placed under your care will form the crews of five boats, four of those boats to be brought out from England this season, and one to be provided at York. It is intended that these boats shall be laden with provisions, stores, tools, &c., (as per Sir John Richardson's list herewith), to be taken as far on the route to Mackenzie River this fall, as the season may admit. If the ships arrive early, and that due diligence be observed on the ingoing voyage, I think you may reach Isle à la Crosse before the close of the navigation; but if it be a "late ship time" you may not be able to get beyond Cumberland House.

Should

Should there not be a sufficient number of buildings at either of those establishments for the accommodation of the party, they will find temporary protection from the weather in the canvas and leather tents with which you will be provided until they may be able to construct log-houses for themselves; and as there are a number of carpenters and other artisans in the party, the erection of buildings will occupy but a very short time, not exceeding two, or at the very utmost three weeks.

3. As already remarked, the lading of the boats will consist principally of provisions; it is desirable, however, that your cargo of provisions should be spared and rendered in full next summer, 1848, at Fort Simpson, Mackenzie River; and to this end, the party under your command should be maintained next winter entirely on country produce, with the exception of a few articles of luxury, such as tea, sugar, &c., which, if not provided from England, may be had at the factory. Fish, however, it must be understood, is to form their principal subsistence, and, unless contrary instructions may be received from Sir John Richardson, you will have to keep the people at least five days out of the seven on that food, varying their diet as much as possible, with a small quantity of flour, pemmican (of which 50 bags are to be deposited for you at Cumberland), rabbits and venison, or other animal food, in the procurement of which you will have to employ Indians, for the payment of whom you are hereby authorized to draw upon the Company's stores, wherever you may be, and whensoever it may be necessary.

4. The stores to be forwarded from England are (unless you may receive instructions to the contrary from Sir John Richardson) to remain untouched; but you are at liberty to make use of such portion of the articles that will be placed at your disposal at York Factory, enumerated in the accompanying requisition, as you may find absolute occasion for. In fishing tackle you must be well supplied, and Chief Factor Ross has been instructed to get nets made at Norway House, which you will receive here *en passant*, taking your net-thread in as cargo, using no more thereof than may be absolutely necessary for the maintenance of your people during the ensuing winter.

5. Three of the men attached to the expedition will be accompanied by their wives, as the services of females may be useful in washing, making and mending the people's clothes and mocassins, netting snow-shoes, making and repairing nets, and other necessary work; these women, of course, will have to be maintained as a charge on the expedition, to be moderately remunerated for any public services they may render, but to be paid by the people themselves for washing, &c.

6. Four bales of leather for mocassins, mittens, trowsers, &c., will be delivered from the Company's stores as they pass Norway House, to be used as sparingly during the ensuing winter as possible; and four more bales will, on your application, be delivered to you next summer at Fort Chipewyan on Fort Simpson, if it be practicable to get them on so far this season.

7. The contracts of the men engaged in this country will be for a term of two years, at the wages specified in their agreements: you may, in the course of the winter, make advances to the people in supplies to the extent of one-third of the year's wages, and order payment to be made on their accounts, should they desire it, to the extent of another third in the course of the year, taking special care, however, so as to guard against loss from death or desertion, that those payments are not made until wages to that amount may be due to the parties.

8. I am very desirous that you should get on next season as far in advance of Sir John Richardson as possible; to that end you will get your boats prepared, and everything in readiness for starting, without an hour's delay; after, you may be enabled to get your craft afloat, prosecuting your march with all expedition, never halting, except for the purposes of necessary rest and refreshment, until you reach Fort Simpson, where, unless overtaken by Sir John Richardson, you will remain until his arrival.

9. In providing the means of subsistence for the coming winter, you must not relax your exertions until you have a sufficient quantity of fish, &c., for the consumption of your people for at least a month beyond the time the navigation usually opens, so as to guard as much as possible against scarcity.

10. You will understand that all the people engaged in this country, whether engaged in the capacity of guide, steersmen, fishermen, or middlemen, are at your disposal for any duties you may have to perform, such as fishing, wood-chopping, hauling

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hauling fish and meat, conveying expresses, &c., in like manner as they are usually employed at the company's trading posts. I am uncertain whether the sappers and miners and sailors will be accompanied by any officer from England, but if not, they must likewise be considered under your command. The sappers and miners are all artisans, and may be employed at their different trades as you may have occasion for their services; and the sailors you must endeavour to employ beneficially, as it would be ruinous to their health, and subversive of all discipline, if they were allowed to remain idle a whole winter: you must be kind and considerate in your treatment of the people, maintaining, however, the usual discipline, with a proper degree of firmness; and if any individuals be so refractory or troublesome as to endanger the peace of the establishment, you will get them removed, by force if necessary, to the nearest Company's posts, replacing such parties on the voyage next year by Company's servants, who will, on exhibiting this letter, be provided at any post on which you may have occasion to call for aid.

11. It is highly desirable that you should take your departure from York as early as possible, so as to insure your reaching Isle à la Crosse, as it is of the utmost importance you should get there before the close of the navigation. Mr. Ross, Mr. Mactavish, Mr. M'Kenzie, Mr. Harriott, Mr. Christie, indeed all the gentlemen in the Company's service, will be happy to render any assistance in their power towards promoting the objects of your expedition, and you will call upon them at all times and under all circumstances in which you may think they can be useful to you.

12. Let me draw your particular attention to that part of the accompanying Resolutions which relates to the accounts of the expedition, especially in reference to the receipts (in duplicate) to be given for all supplies from the Company's posts.

13. Should you receive information at York Factory by the ship from England that the expedition has been broken up (in consequence of the return of Sir John Franklin, or any other cause), you will in that case forward the servants engaged in this country to Norway House, for the purpose of being dispersed, some returning free to Red River, and those who are under contract to the Company to be employed as Chief Factor Ross may consider expedient, that gentleman settling with them according to the terms of their respective engagements. You will yourself likewise repair to Norway House, there to pass the winter as a supernumerary.

John Bell, Esq.,  
Chief Trader Hon. Hudson's Bay Company.

I am, &c.  
(signed) *George Simpson.*

EXTRACT from the MINUTES of COUNCIL for the Northern Department of  
Rupert's Land, held at Norway House, June 1847.

AGREEABLY to the Instructions conveyed in the 34th paragraph of the Governor and Committee's despatch of 7th April 1847, respecting the proposed expedition under the command of Sir John Richardson, to be sent in quest of Captain Sir John Franklin, and with a view to making due preparation for the same, it is

91. *Resolved*, That Chief Trader "Bell" be attached to the expedition, to act under the instructions of Sir John Richardson, and for the purpose of rendering available the resources of the Hudson's Bay Company for promoting the objects of the expedition.

92. That Chief Trader "Bell" proceed to York Factory to meet the men and stores expected out by the ships of this season; and that he afterwards proceed to Isle à la Crosse, if practicable, there to winter. His party to consist of 20 men from England, and one guide; 10 boutes and five fishermen to be engaged in this country, in five boats, four to be forwarded from England, and one to be furnished by the Hudson's Bay Company; and that the requisitions of Sir John Richardson and Chief Trader "Bell" for the use of the expedition, be complied with; and that Chief Factor M'Pherson be instructed to hold the Company's resources of every description in M'Kenzie's River available for the use of the expedition. All supplies from the Company's posts to be issued on the requisitions of the officer in command of the party or parties, for which they will also give receipts in duplicate.

93. That



93. That a distinct account, to be headed "Admiralty Expedition," be kept of all the outlay connected with Sir John Richardson's mission, and that such account be remitted to London from year to year, with the view of being presented for payment to the Lords Commissioners of the Admiralty.

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For use Winter 1848-49.

REQUISITION of Sundry GOODS and STORES for the Service of Sir John Richardson's Expedition, at the Establishment of Great Bear Lake.—Outfit 1848.

2 gross Indian awls.	10 dozen scalping knives.
20 large square head axes.	15 double cod lines, 24 threads.
10 half - - ditto.	2 dozen small fishing lines.
10 small - - ditto.	2 dozen mackarel lines.
15 lbs. common round beads.	$\frac{1}{2}$ dozen padlocks, 3 inches.
12 broad scarlet belts, 6 inches.	$\frac{1}{2}$ dozen wooden stock padlocks, 10 inches.
6 narrow common belts, 2 inches.	$\frac{1}{2}$ dozen cupboard padlocks - ditto.
20 plain blankets, 3 $\frac{1}{2}$ pts.	1 m. 8d. fine-drawn nails.
6 - ditto - - 3 "	2 m. 20d. - - ditto.
6 - ditto - - 2 $\frac{1}{2}$ "	1 m. 6d. fine sharp nails.
6 - ditto - - 2 "	3 cents brown-thread needles.
6 - ditto - - 1 $\frac{1}{2}$ "	1 cent darning - - ditto.
$\frac{1}{2}$ dozen plain japanned tobacco boxes.	2 cents gloves' - - ditto.
2 gross metal coat-buttons.	2 cents Whitechapel ditto.
$\frac{1}{2}$ dozen grey milled caps.	1 gross brass finger-rings.
10 blanket capots, 4 ells.	1 dozen tailors' scissors, 9 inches.
8 grey Illinois capots, 4 ells.	$\frac{1}{2}$ dozen women's common scissors.
8 - - - ditto - - 3 $\frac{1}{2}$ "	1 gross wood screws.
5 India - ditto - - 1 $\frac{1}{2}$ "	40 men's common blue-striped cotton shirts.
5 - - - ditto - - 2 "	20 men's fine - - - ditto.
5 - - - ditto - - 3 $\frac{1}{2}$ "	20 men's common white flannel shirts.
5 - - - ditto - - 4 "	2 unhold garden spades.
20 narrow ice chisels.	2 - ditto - - hoes.
1 dozen large horn combs.	3 dozen pol <sup>d</sup> or fire-steels.
1 piece second blue cloth.	2 pairs plain H. B. blue strouds.
2 lbs. cotton wick.	1 pair plain H. B. red ditto.
1 dozen hand dags, 7 inches.	1 pair plain H. B. white ditto.
2 dozen flat bast. files, 8 inches.	5 lbs. coloured thread.
1 ditto - - ditto - - 10 "	2 lbs. stitching - ditto.
$\frac{1}{2}$ dozen cross-cut saw-files.	$\frac{3}{4}$ lb. coloured silk ditto.
$\frac{1}{2}$ dozen hand - - ditto.	20 pairs corduroy trowsers.
1 $\frac{1}{2}$ dozen pet. - - ditto.	150 skeins, twine, No. 1.
$\frac{1}{2}$ dozen tenon - - ditto.	45 - - ditto - No. 5.
$\frac{1}{2}$ gross A. L. garters.	45 - - ditto - No. 9.
$\frac{1}{2}$ gross high <sup>d</sup> ditto.	2 lbs. vermilion.
1 dozen ass. gimlets.	15 blue cloth vests.
1 dozen panes window glass.	5 Valentia vests.
2 bags mixed gun flints.	2 lbs. prepared putty.
1 gross gun-worms.	1 double ten-candle mould.
1 dozen black silk handkerchiefs.	3 cents cod hooks.
1 dozen bandanna - ditto.	1 cent mackarel hooks.
4 dozen 4/4 cotton - ditto.	1 dozen crooked knives.
4 powder horns.	1 commissioned gent.'s allowance.
2 dozen common clasp knives.	10 cwts. flour.

For use Winter 1847-48.

REQUISITION of Sundry STORES, &c. &c., for Sir John Richardson's Expedition.—  
Outfit 1847.

15 large square head axes.	1 fifteen ells sheeting tents.
6 half - - ditto.	2 twelve ells - - ditto.
2 round-head grooving axes.	100 skeins twine, Nos. 1 & 2 } To be sent to 15 - - ditto - No. 9 } Norway house 5 - - ditto - No. 5 } by the first op- portunity.
4 augers, $\frac{2}{3}$ inch, $\frac{1}{2}$ inch.	
1 dozen flat bast. files, 8 inches.	
$\frac{1}{2}$ dozen cross-cut saw files.	1 cent cod hooks.
1 dozen pet. - - ditto.	1 chest Congou tea.
$\frac{1}{2}$ dozen hand - - ditto.	4 kegs sugar.
1 nest tin kettles, 1 and 12.	$\frac{1}{2}$ dozen crooked knives.
36 portage straps.	10 cwt. flour.
4 bales leather (from Norway House).	
5 large sheeting tents.	

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All the men to be fully equipped at York Factory for the year on private account, including tobacco, &c.

One good boat, and all the necessary agrêts for the five boats, to be furnished at York Factory.

One commissioned gent.'s allowance.

Royal Naval Hospital at Haslar,  
11 September 1847.

Sir,

I BEG leave to acknowledge the receipt of your letter of the 9th instant, with the enclosures relating to the preparations made at Hudson's Bay for furthering the expedition for tracing the "Erebus" and "Terror," and have only to remark, that the instructions to Mr. Bell are, in my opinion, well considered, and very judiciously drawn up in reference to the objects in view, and also, that several of the articles for winter use, which Mr. Bell is authorized to obtain from the Company's stores, have been sent out by the ships, and he will not therefore need them. The arranging of the cargo, however, in respect to these articles, may be safely entrusted to his judgment, as he will not encumber himself with unnecessary stores.

I have, &c.

(signed)

*John Richardson,*  
Medical Inspector.

To Capt. W. A. B. Hamilton, R. N.,  
Secretary to the Admiralty.

INSTRUCTIONS to Captain *Kellett*, Her Majesty's Ship "Herald,"  
13 December 1847.

Sir,

13 December 1847.

My Lords Commissioners of the Admiralty being about to adopt a plan of affording relief to the Expedition in the Arctic Seas, under the command of Captain Sir John Franklin, by way of Bhering's Strait, and Her Majesty's ship "Plover" being now fitted out for this service, under the command of Lieutenant T. E. L. Moore, I am commanded by their Lordships to acquaint you, that the "Plover" will sail from England for Cape Horn and Panama about the first of January 1848, and may be expected to arrive at Panama about May next. My Lords desire, that towards the end of April or beginning of May next you will repair in the "Herald" to Panama to meet the "Plover," and if no tidings of Captain Sir John Franklin having passed through Bhering's Strait have been received, you are to take on board as much provision and store as may be required for the service, and you are to proceed with the "Herald," in company with the "Plover," to Petropaulowski, for the purpose of procuring interpreters: the Russians of that place being on friendly terms, and in the habit of trading with the nations of Kotzebue Sound, would be eminently useful, by explaining to the natives the purpose for which the vessels had arrived in their neighbourhood, and introducing them to their friendship; the collisions that have taken place with these otherwise inoffensive people having invariably arisen from not understanding each other's intentions, and mutual want of confidence. The ships could also be supplied with fresh beef and other refreshments at this place; and application has been made to the Russian Government to further this object in view, in which the interests of science and humanity are equally concerned; and orders will probably be sent to the Governors of Kamschatka and Petropaulowski to afford all necessary facilities to the expedition, and, above all, to provide it with two or three interpreters to serve as the medium of communication with the wilder tribes of Exquimaux. The "Herald" and the "Plover" are then to proceed to Bhering's Strait, and should arrive there about the 1st of July, and proceed along the American coast as far as possible consistent with the certainty of preventing the ships being beset by the ice. Four whale-boats should then be despatched along the coast to look for a harbour, in which to secure the "Plover" for the winter; Wainwright Inlet appears well adapted for the purpose, if there is a sufficient depth of water. The several inlets along the coast having been examined, and any one of them found suitable, two of the boats should return to conduct the "Plover" to her harbour, and the other

two

two proceed along the coast in search of voyagers, and to communicate, if possible, with the party which it is intended should descend the Mackenzie River under the command of Sir John Richardson. Whale-boats, or the Russian baidar, which you may furnish yourselves with at Petropaulowski, are better adapted for exploration along the coast and amongst ice than a heavy launch, on account of the facility with which their crews can haul their boats up on the ice or the beach out of danger of the pressure, and mutually assist each other. As soon as symptoms of approaching winter should appear, the boats should return to the "Plover," which ship being fitted with fuel and provisions and stores from the "Herald," will house in and make all snug for the winter: the "Herald" is then to return to the southward, to give intelligence of the spot in which she left the "Plover," and then resume her surveying duties. With the assistance of the natives, whose friendship on this account especially it will be desirable to conciliate, to act as guides, construct snow-houses, and kill seals, extensive excursions will be made early in the spring by small parties from the "Plover," in every desirable direction from the winter station; but as soon as the water has formed along the coast, boat expeditions will be again despatched towards the Mackenzie River, again to communicate, if possible, with Sir John Richardson's party. When the month of July again arrives, you are to proceed in the "Herald" to communicate with the "Plover," and you will be guided by your own judgment and discretion, the information you may receive, and other existing circumstances, in re-equipping the "Plover," for passing another winter in that part of the coast, and for her repeating the above operations for the search after and relief of Sir John Franklin, or otherwise withdrawing her in sufficient time to be clear of Bhering's Strait before the ice packs, or the winter has set in. It will be obvious to you, that for this purpose your visit to the "Plover" must be sufficiently early to place beyond a doubt her passing back to the westward in time to secure her passage through the Strait. You are to communicate to me, for their Lordships' information, by every possible opportunity, all your proceedings while employed on the above service.

(signed) *H. G. Ward.*

Captain Henry Kellett, C.B.,  
Her Majesty's Ship "Herald," Panama.

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Sir,

7 January 1848.

WITH reference to that part of my letter to you of the 13th December last, in which you are directed to proceed in the "Herald" in company with the "Plover" to Petropaulowski, and from thence to Behring's Straits, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, that Lieutenant Moore is to be permitted to proceed with the "Plover" from Panama to an appointed rendezvous at the entrance of Bhering's Strait direct, while the "Herald" proceeds to Petropaulowski for the interpreters, and then rejoin the "Plover" at such place as shall have been fixed upon by yourself and Lieutenant Moore conjointly.

Captain Kellett, C.B.,  
Her Majesty's Ship "Herald."

(signed) I have, &c.

*H. G. Ward.*

FURTHER INSTRUCTIONS to Captain *Kellett*, Her Majesty's Ship "Herald."

Sir,

Admiralty, 10 March 1848.

I AM commanded by my Lords Commissioners of the Admiralty to send you herewith a copy of a letter from Lord Bloomfield, Her Majesty's ambassador at St. Petersburg, dated 29th January last, addressed to Viscount Palmerston, transmitting an extract of a letter from Admiral Lütke, together with a letter addressed to the Governor of Sitka, and certain charts, and a book of sailing instructions for the use of Her Majesty's ship "Plover;" and I am to desire you, with reference to former orders, to be guided by the information contained in the paper marked (B.) as to your proceeding to Norton Sound, and in the delivery of the letter to the Governor of Sitka, and you are to arrange for Commander Moore, of the "Plover," being made fully aware of your intentions touching

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touching such means for his being provided with the charts and sailing instructions as may seem to you to be most practicable and expedient.

Captain Kellett, c. B., (signed) I am, &c.  
Her Majesty's Ship "Herald," Panama. *H. G. Ward.*

Sir, Foreign Office, 18 February 1848.  
WITH reference to your letter of the 7th December last, I am directed by Viscount Palmerston to transmit to you, for the information of the Lords Commissioners of the Admiralty, a copy of a despatch from Lord Bloomfield, together with certain letters and charts which have been presented for the use of Her Majesty's ship "Plover."

Captain Hamilton, R. N. (signed) I am, &c.  
*H. M. Addington.*

(B.)

My Lord, St. Petersburg, 29 January 1848.  
WITH reference to my despatch, No. 248, of the 22d ultimo, acquainting your Lordship that the Russian Government would transmit instructions to the authorities at Kamschatka and Petropaulowski, to afford every assistance in their power to the expedition which has left England in search of Sir John Franklin, I have the honour to state, that I have had some conversation on this subject with Admiral Lütke, the Vice-President of the Russian Geographical Society, and that his Excellency is of opinion that little or no assistance could be afforded to the expedition at the above-mentioned places, and that the interpreters or guides which it may require ought to be taken from a small factory of the Russian-American Company in Norton Sound.

The Admiral subsequently addressed a letter to me, of which I enclose an extract, recapitulating his views on this subject; and, in conformity with his suggestions, I have communicated with C<sup>t</sup> Nesselrode, and have obtained, through his Excellency's good offices, a letter, which I have the honour to transmit herewith, from the directors of the Russian-American Company, instructing the Governor of Sitka in Norfolk Sound to do everything in his power to forward the objects of the expedition, and to furnish the Commander of Her Majesty's ship "Plover" with orders to obtain any interpreters he may require at the establishment of the Company in Norton Sound.

Admiral Lütke, who is acquainted with the localities from personal observation, has also had the goodness to forward to me, for transmission to the Commander of the "Plover," the two accompanying packets, No. 1. containing charts, and No. 2. a book of sailing instructions, in the hope that they may prove useful to that officer in the performance of the interesting duty with which he has been charged.

In concluding this despatch, I feel called upon not merely to express my sense of the readiness with which the requests of Her Majesty's Government with respect to this subject have been complied with by the Imperial authorities, as I have already had the honour to acquaint your Lordship, but also to record the anxious desire which they have manifested to contribute, by every means at their disposal, to the successful issue of the enterprise on which the "Plover" has sailed to Bhering's Straits.

I am, &c.  
(signed) *Bloomfield.*

EXTRACT of a Letter from Admiral Lütke to Lord Bloomfield, dated  
St. Petersburg, January 2d, 1848.

KAMSCHATKA ne peut vous offrir aucune des ressources dont le "Plover" a besoin, mais bien les établissemens de la Compagnie Russe-Américaine. Il faudra pour cela que le "Plover" aille à Sitka (Norfolk Sound) pour se munir des ordres du gouverneur, afin d'avoir des interprètes dans une petite factorerie plus au nord dans Norton Sound. J'ai parlé au principal directeur de la Compagnie (l'Amiral Wrangell), qui m'a assuré que la direction générale fera tout ce qui dépendra

dépendra d'elle pour assurer le succès d'une expédition qui intéresse à tel point tout le monde civilisé. Comme le "Plover" doit toucher à Panama, on pourra facilement lui faire parvenir les instructions nécessaires, accompagnées des ordres de la direction de la Compagnie au gouverneur de nos colonies.

Mais il est nécessaire avant tout que vous fassiez une démarche auprès du Comte Nesselrode, afin qu'il engage la direction officiellement et au nom du gouvernement de fournir des interprètes à votre expédition, et de lui rendre en général tous les secours qui seront en son pouvoir.

Part I.  
Instructions in  
reference to the  
Arctic Expedition  
of 1845.

Sir,

Admiralty, 10 March 1848.

HAVING laid before my Lords Commissioners of the Admiralty your letter of the 18th ultimo, transmitting a copy of a letter from Lord Bloomfield, Her Majesty's Ambassador at St. Petersburg, together with certain letters and charts presented for the use of Her Majesty's ship "Plover," I am commanded by the Lords Commissioners of the Admiralty to acquaint you, for the information of Lord Palmerston, that they would be glad if it could be conveyed to the Imperial Government at St. Petersburg, how sensible their Lordships are of the ready desire of the Imperial authorities to forward the service on which the "Plover" is engaged, and of their active assistance in forwarding their Lordships' views; and they would wish further to express to Admiral Lütke, the Vice-President of the Russian Geographical Society, their best thanks and acknowledgments for the anxious care and kind attention he has given to the question of the best course to be pursued by the "Plover," as well as for the valuable present of charts accompanying his book of sailing instructions.

(signed) *H. G. Ward*

H. M. Addington, Esq.

#### INSTRUCTIONS to Sir John Richardson, M. D., 16 March 1848.

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

WHEREAS we think fit that you should be employed on an overland expedition in search of Her Majesty's ships "Erebus" and "Terror," under the command of Captain Sir John Franklin, which ships are engaged in a voyage of discovery in the Arctic seas, you are hereby required and directed to take under your orders Mr. Rae, who has been selected to accompany you, and to leave England on the 25th instant by the mail steamer for Halifax, Nova Scotia and New York, and on your arrival at the latter place, you are to proceed immediately to Montreal, for the purpose of conferring with Sir George Simpson, Governor of the Hudson's Bay Company's Settlements, and making arrangements with him for your future supplies and communications.

You should next travel to Penetanguishene, on Lake Huron, and from thence, by a steamer, which sails on the 1st and 15th of every month of open water, to Sault St. Marie, at the Fort of Lake Superior, and there embark in a canoe, which, with its crew, will have been provided for you by that time by Sir George Simpson.

Following the usual canoe route by Fort William, Rainy Lake, the Lake of the Woods, Lake Winipeg and the Saskatchewan River, it is hoped that you will overtake the boats, now under charge of Mr. Bell, in July 1848, somewhere near Isle à la Crosse, or perhaps the Metley Portage.

You will then send the canoe with its crew back to Canada, and having stowed the four boats for their sea voyage, you will go on as rapidly as you can to the mouth of the Mackenzie, leaving Mr. Bell to follow with the heavier laden barge, to turn off at Great Bear Lake, and erect your winter residence at Fort Confidence, establish fisheries, and send out hunters.

Making a moderate allowance for unavoidable detention by ice, thick fogs and storms, the examination of the coast between the Mackenzie and the Coppermine Rivers will probably occupy 30 days, but you cannot calculate to be able to keep the sea latter than the 15th of September, for from the beginning of that month, the young ice covers the sea almost every night, and very greatly impedes the boats, until the day is well advanced.

Part I.  
Instructions in  
reference to the  
Arctic Expedition  
of 1845.

If you reach the sea in the first week of August, it is hoped you will be able to make the complete voyage to the Coppermine River, and also to coast a considerable part of the western and southern shores of Wollaston Land, and to ascend the Coppermine to some convenient point, where Mr. Bell and a party can be left with the provisions ready for the next year's voyage; and you will instruct him to send two hunters to the banks of the river to provide food for the party on the route to Fort Confidence, and thus spare you any further consumption of pemmican, reserved for the following summer.

As it may happen, however, from your late arrival on the coast, or subsequent unexpected detentions, that you cannot with safety attempt to reach the Coppermine, you have our full permission in such a case to return to Fort Good Hope, on the Mackenzie, there to deposit two of the boats, with all the sea stores, and to proceed with the other two boats, and the whole of the crews, to winter quarters on Great Bear Lake.

And you have also our permission to deviate from the line of route along the coast, should you receive accounts from the Esquimaux, which may appear credible, of the crews of the "Erebus" and "Terror," or some part of them, being in some other direction.

For the purpose of more widely extending your search, you are at liberty to leave Mr. Rae and a party of volunteers to winter on the coast, if by the establishment of a sufficient fishery, or by killing a number of deer or musk oxen, you may be able to lay up provisions enough for them until you can rejoin them next summer.

As you have been informed by Captain Sir James Ross, of Her Majesty's Ship "Enterprize," who is about to be employed on a similar search in another direction, of the probable directions in which the parties he will send out towards the continent will travel, you are to leave a deposit of pemmican for their use at the following points; namely, Point Separation, Cape Bathurst, Cape Parry, and Cape Krusenstern; and as Sir James Ross is desirous that some pemmican should be stored at Fort Good Hope, for the use of a party which he purposes sending thither in the spring of 1849, and which party, not being able to ascend the river, you are to make the necessary arrangements with Sir George Simpson for that purpose, as his directions to that effect to the Company's servants must be sent early enough to meet the Company's brigade of Mackenzie River boats at Portage la Roche, in July 1848.

Should it appear necessary to continue the search a second summer (1849), and should the boats have been housed on the Coppermine, you are to descend that river on the breaking up of the ice in June 1849, and to examine the passages between Wollaston and Banks and Victoria Lands, so as to cross the routes of some of Sir James C. Ross's detached parties, and to return to Great Bear Lake in September 1849, and withdraw the whole party from thence to winter on Great Slave Lake, which would be as far south as you will have a prospect of travelling before the close of the river navigation.

Should you have found it necessary to return to the Mackenzie (September 1848), instead of pushing on to the Coppermine, the search in the summer of 1849 would, of course, have to be commenced from the former river again; but should circumstances render it practicable and desirable to send some of the party down the Coppermine with one or two boats, you are at liberty to do so.

A passage for yourself and Mr. Rae will be provided in the "America," British and North American mail-steamer, which sails from Liverpool on the 25th of March, and you will receive a letter of credit on Her Majesty's Consul at New York for the amount of the expense of your journey from New York to Sault St. Marie, and the carriage of the instruments, &c.

And in the event of intelligence of the "Erebus" and "Terror" reaching England after your departure, a communication will be made to the Hudson's Bay Company to ascertain the most expeditious route to forward your recál.

We consider it scarcely necessary to furnish you with any instructions contingent on a successful search after the above-mentioned expedition, or any parties belonging to it.

The circumstances of the case, and your own local knowledge and experience, will best point out the means to be adopted for the speedy transmission to this country

country of intelligence to the above effect, as well as of aiding and directing in the return of any such parties to England.

We are only anxious that the search so laudably undertaken by you and your colleagues should not be unnecessarily or hazardously prolonged; and whilst we are confident that no pains or labour will be spared in the execution of this service, we fear lest the zeal and anxiety of the party so employed may carry them farther than would be otherwise prudent.

It is on this account you are to understand that your search is not to be prolonged after the winter of 1849, and which will be passed on the Great Slave Lake; but that at the earliest practicable moment after the breaking up of the weather in the spring of 1850, you will take such steps for the return of the party under your orders to England as circumstances may render expedient.

It must be supposed that the instructions now afforded you can scarcely meet every contingency that may arise out of a service of the above description; but reposing, as we do, the utmost confidence in your discretion and judgment, you are not only at liberty to deviate from any point of them that may seem at variance with the objects of the expedition, but you are further empowered to take such other steps as shall be desirable at the time, and which are not provided for in these orders.

Given under our hands, 16th March 1848.

(signed) *Auckland.*  
*J. W. D. Dundas.*

To Sir John Richardson, M. D., &c.

By command, &c.

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

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## PART II.

### PROPOSED PLANS for Relief of the ARCTIC EXPEDITION.

Sir,

Admiralty, 19 February 1847.

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you the enclosed extracts of two recent letters from Captain Sir John Ross, and to request that you will favour them with the substance of any communication which Sir John Franklin, before his departure from England, may have made to you with regard to his expectations and intentions that depôts should be formed at certain places for his relief (no record of such intentions or expectations having been left on record here), their Lordships being sure that, from his known intimacy with you, he would either have consulted you on the subject, or communicated to you his intentions.

I am further desired to mention to you, that their Lordships, having unlimited confidence in the skill and resources of Sir John Franklin, have as yet felt no apprehensions about his safety; but, on the other hand, it is obvious, that if no accounts of him should arrive by the end of this year, or, as Sir John Ross expects, at an earlier period, active steps must be then taken.

I am therefore commanded to call upon you for your opinions on the subject, both with respect to the question of employing vessels, the period of their sailing, and the several places which it would be expedient to visit, as well as for any advice which may occur to you, who have had so much personal experience of the Arctic regions, and whose feelings must be so deeply engaged in the hazardous enterprize of those most valuable officers and men; and it would be satisfactory to their Lordships if you would call upon Sir James Ross, Colonel Sabine and Sir John Richardson to enter into consultations with you.

Captain Sir Edward Parry.

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

(Captain Sir James Ross.

Colonel Sabine.

Sir John Richardson.)

Part II.  
Proposed Plans for  
Relief of the Arctic  
Expedition.

Part II.  
Proposed Plans for  
Relief of the Arctic  
Expedition.

EXTRACTS of LETTERS alluded to from Captain Sir *John Ross*.

16, Park-street, Grosvenor-square,  
London, 27 January 1847.

Sir,

IN reference to the several communications I have made to my Lords Commissioners of the Admiralty, touching the probable position of the discovery ships under the command of Sir John Franklin, and in the performance of a promise I made to that gallant officer, namely, that if no accounts were received from him up to the middle of January 1847, I would volunteer my services to ascertain his fate, and to visit the several depôts we had fixed before his departure from England.

I beg most respectfully to state, for the information of my Lords Commissioners of the Admiralty, that my opinion, founded on my experience in the Arctic regions, and on my knowledge of the intentions of Sir John Franklin, is, in the first place, that he cannot have succeeded in passing through Bhering's Straits, because the expedition, had it been successful, would have been heard of before the middle of this month, and, in the second place, the probability is, that his ships have been carried by drift ice into a position from which they cannot be extricated.

16 Park-street, Grosvenor-square,  
London, 9 February 1847.

Sir,

IN reference to the communication I had the honour of making to you this morning, when I pointed out the impossibility of Sir John Franklin and his crew being able to reach the nearest place a whaling ship could be found, from the position in which the expedition must be frozen up, consequent on the known intentions of Sir John Franklin, namely, to put his ships into the drift ice at the western end of Melville Island, a risk which was deemed in the highest degree imprudent by Lieutenant Parry and the officers of the expedition of 1819-20, with ships of a less draft of water, and in every respect better calculated to sustain the pressure of the ice, and other dangers to which they must be exposed; and as it is now evident that the expedition cannot have succeeded in passing Bhering's Straits, and, if not totally lost, must have been carried by the ice that is known to drift to the southward, on land seen at a great distance in that direction, and from which the accumulation of ice behind them will, as in my own case, for ever prevent the return of the ships, consequently they must be abandoned, either on the first of May next, in order to reach Melville Island before the snow melts, at the end of June, and where they must remain until the 1st of August, and at which place I had selected to leave a depôt of provisions, absolutely necessary for their sustenance, or if they defer their journey until the 1st of May 1848, it will be still more necessary that provisions, fuel, &c. should be deposited there: after I had secured my vessel in a harbour on the south side of Barrow's Strait, and in such a position as would enable them to reach her when the sea was sufficiently open for boats, which I would leave at the depôt in "Winter Harbour," while in the meantime I would survey the west coast of Boothia, and in all probability decide the question of a north-west passage. I was officially acquainted by Captain Hamilton that it was the intention of their Lordships not to accede to my proposal, but to offer a reward to whalers, and to the Hudson's Bay Company, to use their endeavours for the rescue of Sir John Franklin and his companions, a proposition I hereby protest against as utterly inefficient; for as one of the officers of Parry's expedition, who was then of opinion that what Sir John Franklin intended to do was imprudent, and who from experience knew with what extreme difficulty we travelled 300 miles over much smoother ice after we abandoned our vessel, and must be certain that Franklin and his men, 138 in number, could not possibly travel 600 miles, while we had in prospect the Fury's stores to sustain us after our arrival, besides boats, and unless I reach Melville Island next summer, they will have nothing.

I have, &c.

(signed) *John Ross*, Captain R. N.



REPLY from Sir *Edward Parry* to the Extracts of Sir *John Ross's* Letter.

Part II.  
Proposed Plans for  
Relief of the Arctic  
Expedition.

Haslar Hospital, Gosport,  
23 February 1847.

Sir,

WITH reference to your communication of the 19th instant, on the subject of the Polar Expedition under the orders of Captain Sir John Franklin, I have the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that on the receipt of your letter I wrote to Captain Sir James C. Ross and Colonel Sabine respectively, suggesting to them, as the only practicable mode of communication between us, that they should favour me in writing with their views on the several points to which our attention has been directed. With Sir John Richardson I have had the advantage of being able fully to discuss the whole question; and, pending the receipt of the replies from the other two officers, I beg to submit the following remarks as the result of my own mature deliberation upon the subject.

As to any communication which Sir John Franklin had with me before he left England with regard to his expectations and intentions that depôts should be formed at certain places for his relief, I have no recollection whatever of any such communication, which could scarcely have escaped my memory had it ever occurred, and I venture to add, that had any idea of this kind seriously suggested itself to Sir John Franklin's mind, he could not have failed to make it the subject of an official representation to the Admiralty, as the only correct or practicable channel through which he could expect to carry out an intention of this nature.

The conclusions at which their Lordships have arrived, both as to the absence of any present cause for apprehension, and the expediency of using active measures, should no intelligence of the expedition reach England within a reasonable period, exactly coincide with my own.

Former experience has clearly shown, that, with the resources taken from this country, two winters may be passed in the Polar regions, not only in safety, but with comfort; and if any inference can be drawn from the absence of all intelligence of the expedition up to this time, I am disposed to consider it rather in favour than otherwise of the success which has attended their efforts.

I conceive, however, that the time has arrived when due preparation should be made for instituting, if necessary, an active search for the ships, and conveying supplies to their crews, in case no information should be received respecting them in the autumn of the present year.

In considering the measures to be pursued for this purpose, I am strongly of opinion that it would be attended with very little probability of success, while it would involve great expense for the Government, to send other ships of their own in quest of the expedition. No vessel could safely be dispatched on this service without being strengthened, and otherwise efficiently equipped both for navigating and wintering among the ice; and even then, the search could not prudently be made with the requisite energy and perseverance by any single vessel: in my opinion, nothing short of a second well-equipped expedition could be expected to do more than penetrate through Barrow's Strait, as high as Prince Regent's Inlet, which may be considered as the mere threshold of the enterprize in which the "Erebus" and "Terror" are engaged.

Up to that point, however, which is not uncommonly attained by the whalers, I believe that information might just as probably be obtained by offering to those ships a reasonable premium either for procuring authentic information of the expedition, or for rendering them any assistance. This they might possibly do, to a certain extent, so far as information is concerned, by looking out, in prominent positions, for the piles of stones and flag-staves under which in former expeditions it has been customary to bury bottles or copper cylinders containing some account of their proceedings; I do not think that anything further can be done by ships, except at a heavy expense, and virtually involving the exposure of a second expedition to the risks inseparable from such an enterprize.

The only plan which appears to me to hold out a reasonable prospect of success, is by making an effort to push supplies to the northern coast of the American Continent, and the islands adjacent thereto, with the assistance of the Hudson's Bay Company, and by the modes of travelling in ordinary use among their servants. As the experience of Sir John Richardson in such enterprizes,

in which he has already borne so honourable and distinguished a part, renders him peculiarly competent to offer advice on all matters of detail relating to this subject, I beg leave to refer their Lordships to his letter, herewith enclosed, in which he suggests the propriety of immediate steps being taken, in concert with the Hudson's Bay Company, by way of preparation for what it may be necessary to do when the time for action arrives, that is, in case no intelligence of the expedition shall have arrived before the close of the present year.

Upon the plan which Sir John Richardson proposes, I will only remark that nothing less effective than what he suggests can be available for the relief of the crews (supposing them to require it, under the contingencies to which he alludes), though simpler means of the same kind might be effectual for merely obtaining information respecting them.

I beg, in conclusion, to add, that it might be likewise satisfactory to their Lordships (as suggested by Sir John Barrow) to adopt at the same time the only remaining mode of obtaining information of the expedition, namely, to direct the Commander-in-chief in the Pacific to send a small vessel to look into Bhering's Straits, and, if practicable, to dispatch a boat along the shore of the American Continent to the eastward, in the manner pursued by Captain Beechey in the "Blossom," when endeavouring to meet the former expedition under Sir John Franklin.

I have, &c.

(signed) *W. Parry, Captain.*

*P.S.*—27 February. Not having received the expected replies from Captain Sir James C. Ross or Colonel Sabine, I consider it expedient to transmit my own communication and that of Sir John Richardson without further delay.

REPLY of Sir *John Richardson* to the Extracts of Sir *John Ross's* Letter.

Sir,

Haslar Hospital, 25 February 1847.

HAVING been furnished, by directions of my Lords Commissioners of the Admiralty, with extracts from Sir John Ross's letters, relating to the Expedition under command of Sir John Franklin, and also with a copy of their Lordships' letter to you on the same subject, I beg leave to offer the following observations for your consideration.

I had many conversations with Sir John Franklin, up to the eve of his departure, respecting his future proceedings, and also received a communication from him written on the coast of Greenland, but never heard him express a wish or expectation of depôts of provisions being stored for him on Melville Island or elsewhere, and knowing him, as I do most intimately, I must express my belief that he would have preferred such a request to the Government alone.

Sir John Franklin's plans were, to shape his course, in the first instance, for the neighbourhood of Cape Walker, and to push to the westward in that parallel, or, if that could not be accomplished, to make his way southwards, to the channel discovered on the north coast of the continent, and so on, to Bhering's Straits; failing success in that quarter, he meant to retrace his course to Wellington Sound, and attempt a passage northwards of Parry's Islands, and, if foiled there also, to descend Regent's Inlet, and seek the passage along the coast discovered by Messrs. Dease and Simpson.

Although the bearings of Sir John's instructions, the way in which he proposed to carry them into effect, and the obstacles he would have to encounter, are most fully known to yourself, I have thought it best to give you an independent statement of my impression of his intentions.

With respect to the very strong apprehensions that have been expressed for the safety of the expedition, I agree with you in thinking that they are premature: the ships were equipped to pass two winters in the Arctic Sea, and until next November shall have passed without tidings of them, I see no well-grounded cause for more anxiety than was naturally felt when the expedition sailed from this country on an enterprise of peril, though not greater than that which you have repeatedly encountered yourself, and on one occasion for two winters also, and returned in safety.

The case will, however, be very different if the next winter sets in without satisfactory

satisfactory intelligence of the safety of the ships, and, in contemplation of the possibility of such an event, it may be advisable to take some precautionary steps this season.

I concur in the opinion that you have already expressed, that it would be useless and hazardous to send anything short of a second well-appointed expedition of two strong ships to trace the course of the missing vessels; and I can suggest no plan superior to the one you have proposed of encouraging the whalers, by an adequate reward, to examine the shores of Lancaster Straits and Wellington Sound.

The boat party which sailed from Hudson's Bay last summer for the Welcome and bottom of Regent's Inlet with the intention of wintering with the Esquimaux in that neighbourhood, will procure intelligence of the ships, should they have gone down Regent's Inlet.

There remains the contingency of the ships having penetrated some considerable distance to the south-west of Cape Walker, and having been hampered and crushed in the narrow channels of the Archipelago, which there are reasons for believing occupies the space between Victoria, Wallaston and Bank's Lands. Such accidents among ice are seldom so sudden but that the boats of one or of both ships, with provisions, can be saved, and in such an event the survivors would either return to Lancaster Straits, or make for the continent, according to their nearness. Sir John Franklin and his officers being fully aware of the parts of the continent where they may expect relief from the Indians or servants of the Hudson's Bay Company, we may expect intelligence of the crews having reached a post of the Hudson's Bay Company to arrive by express in this country in June or July next.

To obtain tidings of the ships, Wollaston and Victoria Lands and the neighbouring islands might be visited by boats; but under no circumstances can this be effected, even in part, earlier than August 1848, and then only through arrangements made immediately by the Hudson's Bay Company.

The only posts that Company have near the northern shores of the American Continent are on Peel's and Mackenzie's Rivers, and I apprehend that the resources of these posts would not extend farther than making inquiries among the Indians that trade with them, and I do not think that either time or expense would be saved by sending parties from the Company's larger depôts to the southward, even supposing that they had officers ready to go at once: I should, therefore, were it thought advisable to make researches in that quarter, propose the following plan, not to be put into execution until December next shall have arrived without intelligence; but certain preliminary arrangements to be made immediately.

To construct and equip in this country four boats, 30 feet long, and six feet wide, of as light materials as is consistent with the necessary strength; to be manned by two officers, and 20 men in all, and each capable of carrying nearly three tons in addition to their complement of men. By sending these boats with pemmican, and other stores, from this country in the beginning of June next, with the Hudson's Bay ships, the Company would be able to advance them on the direct route to the Mackenzie, as far as the season permitted, and also to provide guides, and otherwise facilitate the progress of the party in 1848. The officers would leave England early in 1848, and proceed to Lake Superior as soon as the navigation opened, and by travelling light, and making forced marches, overtake the boats shortly after the opening of the rivers in the north. Should the season be favourable, and no unforeseen delay occur on the route, the boats would arrive in the Mackenzie by the end of July, and at its mouth a few days afterwards time enough to examine a considerable portion of the coast, or even in a fine autumn to run down Wollaston Land, and return to winter quarters by way of the Coppermine River, thus searching the whole line of coast to which the shipwrecked crew would naturally endeavour to make their way. The winter residence ought to be at the north end of Great Bear Lake, as from that locality the channels between Wollaston and Victoria Lands could be most easily explored in the following summer (1849).

If this scheme be entertained, the Hudson's Bay Company should be requested to send out the necessary instructions by their spring express, which leaves England on the 3d of April, for making a provision of pemmican and guides on the route to the Mackenzie; canoes with crews for the transport of the officers and part of the crew from Canada to Fort William on Lake Superior, and thence

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to the northwards in 1848; men to conduct the boats and stores from York Factory into the interior this autumn (1847); and a clerk and a party of six men to establish a fishery, and build a winter house on Great Bear Lake, and give the necessary notices to the Indian hunters to bring provisions to that place. These, and other more precise details should be furnished to the Company immediately, that they may be prepared to send out the necessary directions by the spring despatch. Sir George Simpson, Governor of the Company's territory, is to be in England next month, and his extensive knowledge of the resources of the different posts would be of great service in organizing the arrangements.

As part of the crew, I would propose to select 15 Sappers and Miners, men who have been trained to row, and among them a competent number of carpenters and blacksmiths. They would have to go out with the Hudson's Bay ships in the first week of June; and should their services be not eventually required, they might join the artillery post on the Red River. The other five should be experienced seamen; and during the progress of the boats through the interior rivers it would be requisite to have bowmen and steersmen acquainted with the method of running rapids.

I have mentioned the heads of this plan to give some idea of its magnitude, and the expense attending it; but should it be adopted, I would specify the arrangements in greater detail, and I shall merely add, that I would cheerfully conduct it myself.

I have, &c.  
(signed) *John Richardson.*

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REPLY from Captain Sir *James C. Ross* to the Extract of Sir *John Ross's* Letter.

Aston House, Aylesbury.  
2 March 1847.

My dear Sir Edward,

In reply to your letter of the 22d February, I have to inform you that I do not think there is the smallest reason of apprehension or anxiety for the safety and success of the expedition under the command of Sir John Franklin; no one acquainted with the nature of the navigation of the Polar Sea would have expected they would have been able to get through to Bhering's Straits without spending at least two winters in those regions, except under unusually favourable circumstances, which all the accounts from the whalers concur in proving they have not experienced, and I am quite sure neither Sir John Franklin nor Captain Crozier expected to do so.

Their last letters to me from Whalefish Islands, the day previous to their departure from them, informs me that they had taken on board provisions for three years on full allowance, which they could extend to four years without any serious inconvenience; so that we may feel assured they cannot want from that cause until after the middle of July 1849; it therefore does not appear to me at all desirable to send after them until the spring of the next year.

With reference to that part of Mr. Ward's letter respecting Sir John Franklin's expectations of depôts of provisions being formed at certain places, I can very confidently assert that no expectation of the kind was seriously entertained by him; Captain Crozier was staying with me at Blackheath nearly all the time the expedition was fitting out, and with Sir John Franklin I was in almost daily and unreserved communication respecting the details of the equipment and future proceedings of the expedition, and neither of them made the least allusion to any such arrangements or expectations, beyond mentioning as an absurdity what Sir John Ross had proposed to Sir John Franklin.

In reply to the question you propose to me, as to the proper steps to be pursued, I think that, if no accounts of the expedition should arrive before the end of this year, it would be proper to send to their assistance.

Two such ships as the "Erebus" and "Terror" should be strengthened for the service, and, in my opinion, fitted out in exactly the same manner as they were for the Antarctic Seas; I do not know whether there are two ships suitable for the purpose, if not, two should be built, as they would always be useful for surveying purposes, if not eventually required for the contemplated service.

They should sail early in May 1848, and follow the route that Sir John Franklin was directed to pursue, or that might appear to the commander more likely

likely for him to take, after passing beyond the limits of our knowledge of those regions.

In the present year the Hudson's Bay Company should be required to send out instructions for a supply of provisions to be kept in readiness at the more northern stations, and direct such other arrangements to be made as might appear to them likely to facilitate Sir John Franklin and his people's homeward journey, should any calamity befall their ships, and render such a measure necessary, as they would assuredly endeavour to make their way to the Hudson's Bay settlements, if their ships should be so injured as to prevent their proceeding on their voyage, or so entangled in the ice as to preclude every hope of their escape in any part of the Polar Seas westward of the extreme point of Melville Island, as the shortest and safest route they could pursue.

Captain Sir Edward Parry,  
&c. &c. &c.

I remain, &c.  
(signed) *Jas. C. Ross.*

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REPLY from Colonel *Sabine* to the Extract of Sir *John Ross's* Letter.

Woolwich, 5 March 1847.

1st. I NEVER heard Sir John Franklin express either wishes or expectations that deposits of provisions should be made at particular points for his relief.

2d. In a letter which I received from Sir John Franklin from the Whalefish Islands, dated 9th July 1845, after noticing that, including what they had received from the transport, which had accompanied them so far, the "Erebus" and "Terror" had on board provisions, fuel, clothing and stores for three years complete from that date, (*i. e.* to July 1848) he adds as follows:—

"I hope my dear wife and daughter will not be over anxious if we should not return by the time they have fixed upon; and I must beg of you to give them the benefit of your advice and experience when that arrives, for you know well, that even after the second winter, without success in our object, we should wish to try some other channel if the state of our provisions and the health of the crews justify it."

If, therefore, the crews have preserved their health as other crews have done under similar circumstances, and if no accident has befallen, we should consider that the expedition, according to the last known intentions of its commander, is at this moment still engaged in the prosecution of the north-west passage, and that for some months yet to come their views will not be directed to a return to England by any other route than by that of Bhering's Strait. It is quite possible, therefore, and by no means unreasonable, to anticipate, that in the fulfilment of the intentions above expressed, and without the occurrence of an accident of any sort, Sir John Franklin may even be detained a third winter in the Polar Sea: should he not return in the autumn of 1847, it will by no means be to be inferred that some misfortune must have taken place.

3d. At the same time I am assuredly of opinion, that if the month of November 1847 should pass without tidings of the expedition, measures of a decisive character should be taken to meet them with supplies in the following summer, if all be well, or if otherwise, to search for and bring away the crews: in either case, but especially on the former supposition, it would be proper to have regard to both extremities of the passage to Bhering's Strait as well as to Baffin's Bay.

4th. With respect to Bhering's Strait, unless Sir John Franklin has himself indicated any point where he might expect to be met, or to receive communications, I should consider the Strait itself as the most sure point for falling in with him. A vessel for this purpose would not need to be strengthened for ice navigation, but should remain to the latest period of the season. Both sides of the Strait should be watched, as, should the ships have succeeded in getting into the open sea, discovered by Wrangell, they might be as likely to come down on the Asiatic as on the American side of the Strait. If obliged to abandon the ships in the ice in the summer of 1848 between Melville Island and Bhering's Strait, the boats must be looked for on the American side.

5th. With respect to Baffin's Bay, I presume that it would be proper to employ two vessels, and that both should be strengthened and otherwise fitted for ice navigation;

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navigation ; they should take with them at least two years' full provisions, estimated for their own crews from the date of their sailing from England.

6th. It was Sir John Franklin's intention, if foiled at one point, to try in succession all the probable openings into a more navigable part of the Polar Sea: the range of coast is considerable in which memorials of the ships progress would have to be sought for, extending from Melville Island in the west to the great sound at the head of Baffin's Bay in the east. As the sea in the upper parts of Baffin's Bay and in Barrow's Strait is in general comparatively free from ice during the summer months, it seems desirable to call in the aid of steam to ensure every accessible part of the coasts referred to being visited in the one season. For this purpose one of the two vessels might be a steamer, with a screw; either on a similar plan to that of the "Erebus" and "Terror," or if possible upon an improved plan, and the other vessel a transport, to be stationary in port, whilst the coast for certain distances from her should be examined by the steamer and by boat expeditions. The east and west sides of Wellington Channel should be especially searched for notices, which may not improbably have been deposited there ; and one of the ports in the vicinity might be made one of the temporary stations for the depôt ship, being central in respect to a large portion of the ground to be examined, namely, central to Barrow's Strait, Wellington Channel, and Melville Island.

7. It is not to be doubted that the masters of whaling ships and the agents of the Hudson's Bay Company will be on the alert ; but it may be desirable that steps should be taken to make them aware of the great interest with which Her Majesty's Government would receive any records of the proceedings of the expedition.

(signed) *Edward Sabine.*

REPORT of Sir *George Simpson* on the Scheme suggested by Sir *John Richardson* for the purpose of affording Relief to the Exploring Expedition under the Command of Sir *John Franklin*.

\* *Vide page 25.*

WITH reference to Sir John Richardson's scheme \* I beg to observe, that if but one ship proceed to York factory this season, it will be impossible to send either the boats, their crews, or the provisions or stores, as such ship will be quite full with the cargo and passengers already determined upon ; but if the Government provide a ship, or the Company send an extra vessel, the boats, their crews, provisions, &c. &c., may be forwarded.

If the party reach York Factory by the 10th September, I think they may get the length of Cumberland before the close of the navigation, where, with the assistance of fishermen, the people could be maintained at a very moderate expense, and in the spring they could proceed as early as the season might admit, while the two officers who are to conduct the party might leave England in April 1848, so as to follow the boats from Montreal by light canoe, overtaking them before they reach Portage La Loche, and sending the canoes back from the point where they overtake the boat brigade ; and unless the season be unusually backward, I agree with Sir John Richardson in opinion that the boats might reach the Mackenzie by the end of July.

From the partial failure of the crops at Red River last autumn, and the extraordinary demand for provision occasioned by the presence of the garrison there, I cannot hold out the prospect that the Company will be able to meet any demands for bread stuffs, pemmican, or other provisions, so that the party would have to depend principally on the provisions they might have taken from England, and on the fisheries and supplies from Indians to the northward of Portage La Loche, without trusting to the Company for edible country produce of any description.

Guides, and such other assistants as may be required to conduct the boats, could be furnished by the Company, who could undertake to provide a clerk and party of six men to establish a fishery and build a winter house on Great Bear Lake, and to render any other services that might be required.

After a very attentive examination of the whole subject, I cannot suggest any amendment of Sir John Richardson's plan.

Hudson's Bay House,  
22 March 1847.

(signed) *G. Simpson.*

OUTLINE of a PLAN submitted by Captain Sir *James C. Ross*.

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OUTLINE of a PLAN of affording Relief to the Expedition under the Command of Sir *John Franklin* by the way of Lancaster Sound, submitted for the Consideration of the Lords Commissioners of the Admiralty.

As vessels destined to follow the track of the expedition must necessarily encounter the same difficulties, and be liable to the same severe pressure from the great body of ice they must pass through, in their way to Lancaster Sound, it is desirable that two ships, of not less than 500 tons, be purchased for this service, and fortified and equipped in every respect as were the "Erebus" and "Terror" for the Antarctic Seas.

Accurate plans have been preserved of the method adopted for strengthening those ships in the Dock Yard at Chatham, and I believe also in the office of the Surveyor of the Navy, and which, having been proved quite perfect, will materially facilitate the operation, whether the work is to be done in the Royal Dock Yard, or in a merchant's yard, under the supervision of an officer appointed for the purpose.

Each ship should, in addition, be supplied with a small vessel or launch, of about 20 tons, which she could hoist in, to be fitted with a steam-engine and boiler of ten-horse power, for a pressure to be hereafter noticed.

The ships should be provided with everything proper for the health and comfort of their crews, and every provision made for wintering, as is usual in ships sent on discovery to those regions.

They should sail at the end of April next, and proceed to Lancaster Sound with as little delay as possible, carefully searching both the shores of that extensive inlet, and of Barrow's Strait, and then progress to the westward.

Should the period of the season at which they arrive in Barrow's Strait admit of it, Wellington Channel should next be examined, and the coast between Cape Clarence and Cape Walker explored, either in the ships or by boats, as may at the time appear most advisable. As this coast has been generally found encumbered with ice, it is not desirable that both ships should proceed so far along it as to hazard their getting beset there and shut up for the winter; but in the event of finding a convenient harbour near Garnier Bay, or Cape Rennell, it would be a good position in which to secure one of the ships for the winter.

From this position, the coast line might be explored as far as it extends to the westward, by detached parties early in the spring, as well as the western coast of Boothia, a considerable distance to the southward; and at a more advanced period of the season the whole distance to Cape Nicolai might be completed.

A second party might be sent to the south-west, as far as practicable, and a third to the north-west, or in any other direction deemed advisable at the time.

As soon as the formation of water along the coast between the land and main body of ice admitted, the small steam-launch should be despatched into Lancaster Sound, to communicate with the whale ships at the usual time of their arrival in those regions, by which means information of the safety or return of Sir John Franklin might be conveyed to the ships before their liberation from their winter quarters, as well as any further instructions the Lords Commissioners might be pleased to send for their further guidance.

The easternmost vessel having been safely secured in Winter Harbour, the other ships should proceed alone to the westward, and endeavour to reach Winter Harbour in Melville Island, or some convenient port in Banks' Land, in which to pass the winter.

From this point also parties should be despatched early in the spring before the heading up of the ice.

The first should be directed to trace the western coast of Banks' Land, and, proceeding to Cape Bathurst, or some other conspicuous point of the continent, previously agreed on with Sir John Richardson, reach the Hudson's Bay Company's settlements, or Peel River, in time to return with those people to their principal establishment, and thence to England.

The second party should explore the eastern shore of Banks' Land, and, making for Cape Krusenstern, communicate with Sir John Richardson's party on its descending the Coppermine River, and either assist him in completing

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the examination of Wollaston and Victoria Land, or return to England by any route he should direct.

These two parties would pass over that space in which most probably the ships have become involved (if at all), and would therefore, have the best chance of communicating with Sir John Franklin information of the measures that have been adopted for his relief, and of directing him to the best point to proceed, if he should consider it necessary to abandon his ships.

Other parties may be despatched, as might appear desirable to the Commander of the expedition, according to circumstances; but the steam-launches should certainly be employed to keep up the communication between the ships, to transmit such information for the guidance of each other as might be necessary for the safety and success of the undertaking.

(signed) *Jas. C. Ross*, Capt. R. N.

Athenæum, 2 December 1847.

Since the foregoing report, Sir James Ross has agreed with Sir John Richardson, that the parties from the ships shall proceed as stated in the following memorandum:—

The first party should be directed to trace the western coast of Banks' Land, and proceed direct to Cape Bathurst or Cape Parry, on each of which Sir John Richardson proposes to leave depôts of provisions for its use, and then to reach the Hudson's Bay Company's settlement at Fort Good Hope,\* on the Mackenzie, whence they may travel by the usual route of the traders to the principal settlement, and thence to England.

The second party should explore the eastern shore of Banks' Land, and make for Cape Krusenstern, where, or at Cape Hearne, they will find a *caché* of provision left by Sir John Richardson, with whom this party may communicate, and whom it may assist in completing the examination of Wollaston and Victoria Lands, or return to England by the route he shall deem most advisable.

PLAN of Relief submitted by Captain *Beechey*.

Sir,

Bristol, 28 April 1847.

I HAVE the honour to acknowledge the receipt of your letter of the 26th instant, together with certain papers connected with the proposed measures for the relief of the expedition under Sir John Franklin.

In reply, I beg to observe, that there does not at present appear to be any reasonable apprehension for the safety of the expedition; at the same time I think it would be prudent to dispatch a vessel to Barrow's Strait this season, with a view to affording relief, if, by any possibility, it should be required.

Should their Lordships be of opinion that the whalers may be depended upon for performing this service in the manner in which they would wish it to be executed, and upon their remaining in the Strait to a late period of the season, I would suggest that one of these vessels be engaged accordingly; but if this cannot be done, if some one vessel cannot be engaged to execute this, however it may interfere with her fishing, there seems to be nothing left but to equip an expedition, and start it off as soon as it can be got ready.

This expedition should make its way in to Barrow's Strait, and closely navigating the southern shore, gain Cape Walker as speedily as possible, as I think this is a place where information of an important nature is likely to be found. From this vicinity one vessel may proceed to examine the various points and headlands in Regent's Inlet, and also those to the northward, while the other watches the passage, that the expedition may not pass unseen, should it be on its return.

This season ended, the ships may repair to Port Bowen, or any other port in the immediate vicinity of Leopold Island, to pass the winter.

In the spring of 1848 a party should be directed to explore the coast, down to Hecla and Fury Strait, and to endeavour to communicate with the party dispatched

\* The Hudson's Bay Company, with the noble generosity that has characterized all their proceedings, has undertaken to provide boats and provisions for the purpose of forwarding this party through their territories in the best manner to England.



dispatched by the Hudson's Bay Company in that direction, and, in connexion with this part of the arrangement, it would render the plan complete if a boat could be dispatched down Back's River to range the coast to the eastward of its mouth, to meet the above-mentioned party; and thus, whilst it would complete the geography of that part of the American coast, it would at the same time complete the line of information as to the extensive measures of relief which their Lordships have set on foot, and the precise spot where assistance and depôts of provisions are to be found. This part of the plan has suggested itself to me from a conversation I had with Sir John Franklin as to his first effort being made to that westward and south-westward of Cape Walker. It is possible that, after passing the Cape he may have been successful in getting down upon Victoria Land, and have passed his first winter (1845) thereabout, and that he may have spent his second winter at a still more advanced station, and even endured a third, without either a prospect of success, or of an extrication of his vessels within a given period of time.

If in this condition, which I trust may not be the case, Sir John Franklin should resolve upon taking to his boats, he would prefer attempting a boat navigation through Sir James Ross's Strait and up Regent's Inlet, to a long land journey across the continent to the Hudson's Bay Settlements, to which the greater part of his crew would be wholly unequal.

The notices left at the various stations along the coast, should specify the name of the place where the relief ships will winter, and where a depôt of provisions will be found; and indeed if these arrangements could be so far determined upon, printed papers, containing the necessary information, might be prepared and furnished to the parties engaged in the search, to be by them left at the several beacon stations along the coast.

The season of 1848 would be passed in watching the Strait on both sides; and in the event of no tidings being heard of the absent expedition, the vessels must again repair to their rendezvous, to pass the winter. The season of 1849 will be one of painful anxiety, but it will be imperative for the vessels to come away at such a period of the summer as will render their return to England certain. With regard to employing a steamer on this service, there are many reasons why it would not be prudent to do so; but it would, I think, be found useful if the sailing vessels were fitted with a screw propeller, and a small high-pressure engine, as an auxiliary to be used on an emergency, and the propeller to be of small dimensions, and easily hauled up and housed when liable to be damaged by ice.

A steamer with paddles would be destroyed amongst loose ice and a heavy rolling sea, and, when beset, the hummocks of ice grinding along her side would destroy the paddle-wheel, and, catching the sponson, might endanger the vessel; besides which, as in a fair squeeze between floes of ice the frame of the vessel is sometimes materially distorted, the joints of the pipes, and even the frame and connected parts of the engine, would be liable to be broken.

But I do not think this would be the case with a small high-pressure engine, fitted in the after-part of the ship, low down in the hold.

Having now, sir, ventured these observations as to what it may be thought desirable to do on this side of the American Continent, I have only to remark, with reference to the other, that there does not appear to be any necessity whatever for sending a vessel to Bhering's Strait until 1848; for, in the event of Sir John Franklin reaching the Pacific before that period, it will assuredly not be in his boats, but with his ships in an efficient condition. But in 1848 a ship provided with a decked launch should proceed to Icy Cape, touching at Petropaulowski in her way, for letters from England. The middle of June will be early enough for her to be there; but this should be regulated by the periods at which the Russian Government transmit their despatches to Petropaulowski. At Point Hope especially, and at other conspicuous headlands to the northward, papers announcing the arrival of the ship in that sea, and describing the plan of operations, should be buried under beacons. The ship should then proceed along the coast, taking care of some shoals off Icy Cape, and then send forward her decked boat, well manned and armed with a carronade, to as distant a point beyond Point Barrow as it may be found practicable to reach, there to await until the season points out the time of her departure, provided the party be not fallen in with; for the natives, who are a powerful and daring people, resort in great numbers to Point Barrow during the fishing season, and would greatly

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harass a party weakened by privation and fatigue, which would probably be the case with that under Sir John Franklin, if compelled to prosecute a boat navigation along that coast.

Before quitting Point Barrow some indelible mark should be left upon a rock, or other substance, which the Esquimaux could neither steal nor efface, which would convey intelligence of a man of war being in that sea: the boat should be careful to keep on the west side of Point Barrow towards the end of the season, and she should not prolong her stay there beyond the first week in September, but about that period she should be so placed as to insure her regaining the open sea. Having rejoined her ship, a position off Point Hope should be maintained as long as possible, and when obliged to quit it, from long dark nights and bad weather, the anchorage off Chamisso Island should be resorted to and maintained until driven away by the winter, notice of the ship's movements up to the latest period being left at Point Hope and other places.

It does not appear to me probable that Sir John Franklin would come down upon the Asiatic shore of Bhering's Strait, and I should consider it unnecessary to search for him in that direction.

I have, &c.

*F. W. Beechey, Captain.*

*P. S.*—In conveying instructions to any ship which may be sent to Bhering's Strait, it will be proper to caution her against approaching the shore to the northward of Cape Prince of Wales, as a long shallow spit extends to the north-west from that headland.

*F. W. B.*

Royal Naval Hospital at Haslar,  
5 May 1847.

Sir,

WITH respect to Captain Beechey's suggestions, as to the measures to be adopted for the relief of the Expedition under Sir John Franklin, which you have done me the honour of transmitting for my perusal, I beg to offer the following observations, for the information of my Lord Auckland.

(Captain Beechey's  
Letter, p. 30.)

1. And first, with regard to an expedition to be sent immediately to Barrow's Strait, I am of opinion, that the two ships which Captain Beechey proposes to employ would require to be equally well equipped with the "Erebus" and "Terror" as to strength and crew, and both being sailing ships, they would run the same hazard of being shut up for the season by drift ice in every passage which they attempted to explore, and the communication being thus cut off, the advantage of sending two vessels in company would be neutralized.

I should therefore, as long as there is no greater reason than at present to doubt the safety of Sir John Franklin's Expedition, hesitate to recommend a precaution of such magnitude and so expensive; but should it appear to his Lordship that other steps ought to be taken in the direction of Barrow's Strait than merely employing the whalers, I should have more confidence in the plan which I have understood has been suggested by Colonel Sabine.

A large transport, not necessarily strengthened at greater expense than a whaler, might repair to Port Bowen, on the vicinity of Leopold's Islands, the points indicated by Captain Beechey, and remain there as a depôt, well-stored with coals; while a strong-built screw-propelled steamer, of small size, and light draught of water, as small indeed as could be trusted to cross the Atlantic, might be detached from her in any direction, to make the required explorations. Wherever the coast shelves the heavy ice grounds at a distance from the beach, and leaves a passage for such a vessel which may be navigated in the worst weather, under shelter of the ice; and when the wind sets into a bay, bringing the loose ice with it, a steamer can extricate herself before the ice is packed, when a sailing vessel would have no chance of escape.

2. With respect to a party to be sent down Back's River to the bottom of Regent's Inlet, its size and outfit would require to be equal with that of the one now preparing to descend the Mackenzie River, and it could scarcely with the utmost exertions be organized so as to start this summer. The present scarcity of provision in Hudson's Bay country precludes the hope of assistance from

from the Company's southern posts, and it is now too late to provide the means of transport through the interior of supplies from this country, which require to be embarked on board the Hudson's Bay ships by the 2d June at the latest.

Moreover there is no Company's post on the line of Back's River nearer than the junction of Slave River with Great Slave Lake, and I do not think that under any circumstances Sir John Franklin would attempt that route.

In the summer of 1849, if the resources of the party I am to conduct remain unimpaired, as I have every reason to believe they will, much of what Captain Beechey suggests in regard to exploring Victoria Land may be done by it, and indeed forms part of the original scheme. The extent of the examination of any part of the coast in 1848 depends, as I formerly stated, very much on the seasons of this autumn and next spring, which influence the advance of the boats through a long course of river navigation. As Governor Simpson will most likely succeed in procuring an Esquimaux to accompany my party, I hope by his means to obtain such information from parties of that nation as may greatly facilitate our finding the ships, should they be detained in that quarter.

3. Were Sir John Franklin thrown upon the north coast of the continent with his boats, and all his crew, I do not think that he would attempt the ascent of any river, except the Mackenzie. It is navigable for boats of large draught, without a portage, for 1,300 miles from the sea, or within 40 miles of Fort Chepewyan, one of the Company's principal depôts, and there are five other posts in that distance. Though these posts could not furnish provisions to such a party, they could, by providing them with nets, and distributing the men to various fishing stations, do much towards procuring food for them.

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(Captain Beechey's  
Letter, p. 31.)

4. I concur generally in what Captain Beechey has said with regard to Bhering's Straits, a locality with which he is so intimately acquainted, but beg leave to add one remark, viz., that in high northern latitudes the ordinary allowance of animal food is insufficient in the winter season to maintain a labouring man in health; and as Sir John Franklin would deem it prudent when detained a second winter to shorten the allowance, symptoms of scurvy may show themselves among the men, as was the case when Sir Edward Parry wintered two years in Fox's Channel.

A vessel, therefore, meeting the "Erebus" and "Terror" this season in Bhering's Straits might render great service.

I have, &c.

(signed) *John Richardson,*  
Medical Inspector.

Captain W. A. B. Hamilton, R. N.,  
Secretary to the Admiralty.

#### OUTLINE of a PLAN submitted by Captain Sir *James C. Ross* for affording Relief to Sir *John Franklin's* Expedition by the way of Bhering's Straits.

A VESSEL capable of stowing a large quantity of provisions, and of accommodating 180 persons for a two months' voyage, should be sheathed and fortified to enable her to contend with the ice. If the "Plover" is sufficiently capacious, her being constructed of Teak, and her small draft of water, would be considerable advantages, and she might easily be prepared in time for the service: if she should prove to be too small, a suitable vessel should be immediately provided.

She should be supplied with as large a quantity of preserved meats, soups and vegetables, as she could carry, in addition to the necessary provisions for her own crew during her outward voyage. These preserved meats, &c. should be reserved chiefly for the supply of the ships of Sir John Franklin's Expedition, or for their crews, if compelled to abandon their ships, and travel over the ice, or along the coast of America, to Bhering's Strait.

She should also be furnished with warm clothing, and such other means of comfort and defence against the severity of the climate, as have been usually supplied to vessels destined to winter in high latitudes, as well as the means of warming and ventilating the ship on the admirable plan of Mr. Sylvester.

She should also be supplied with various articles of utility and ornament, (more especially blue beads) as presents to the natives, by which to conciliate their friendship, and obtain their assistance.

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She should sail from England early in January, and, touching only at such places as may be necessary to replenish her water (of which the Falkland Islands should be one), make the best of her way to Panama, at which place Sir John Franklin's instructions direct him to communicate with the British Consul, in the event of his having succeeded in passing through Bhering's Strait.

The "Herald" should be directed to repair to Panama at the proper time, and, taking on board such provisions and stores as may be required for the service, they should proceed together to Petropaulowski for the purpose of procuring an interpreter. The Russians of that place being on friendly terms and in the habit of trading with the natives of Kotzebue Sound, would be eminently useful, by explaining to the natives the purpose for which the vessels had arrived in their neighbourhood, and introducing them to their friendship; the collisions that have taken place with these otherwise inoffensive people having invariably arisen from not understanding each other's intentions, and a mutual want of confidence. The ships could also be supplied with fresh beef and other refreshments at this place; and it would be necessary that they should be furnished with recommendatory letters from the Russian Ambassador or Consul at present at London, to insure these purposes being carried out by the authorities at Petropaulowski.

The ships should arrive in Bhering's Strait about the 1st of July, and proceed along the American coast as far as possible consistent with the certainty of preventing the ships being beset by the ice. Four whale-boats should then be dispatched along the coast to look for a harbour in which to secure the "Plover" for the winter. Wainwright Inlet appears well adapted for this purpose, if there is a sufficient depth of water. The several inlets along the coast having been examined, and any one of them found suitable, two of the boats should return to conduct the vessel to her harbour, and the other two proceed along the coast in search of the voyagers, and to communicate, if possible, with the party which it is intended shall descend the Mackenzie River under the command of Sir John Richardson. Whale-boats, or the Russian baidar, which they might furnish themselves with at Petropaulowski, are better adapted for exploration along the coast and amongst ice than a heavy launch, on account of the facility with which their crews can haul their own boat upon the ice, or the beach, out of danger of the pressure, and mutually assist each other.

So soon as symptoms of approaching winter should appear, the boats would return to the "Plover," which ship being fitted with fuel and provisions and stores from the "Herald," would house in and make all snug for the winter, the "Herald" returning to the south to give intelligence of the spot in which she had left the "Plover," and then resume her surveying duties.

With the assistance of the natives, whose friendship on this account, especially, it will be desirable to conciliate, to act as guides, construct snow-houses and kill seals, extensive excursions might be made early in the spring by small parties from the "Plover," in every desirable direction from her winter station, and as soon as the water had formed along the coast, boat expeditions should be again dispatched towards the Mackenzie River, again to communicate, if possible, with Sir John Richardson's party, and when the month of July arrived, the "Herald" should be again dispatched to communicate with the "Plover," and again furnish her with the means of passing another winter, and repeating the above operations, if such a measure should be necessary, or for her recal, if news shall have reached Panama of the safety or return of Sir John Franklin's expedition. If no harbour fit for the "Plover" to winter in should be found to the northward of Icy Cape, search must be made more to the southward, and, finally, if still unsuccessful, they must take up their winter quarters in some one of the well-protected coves of Kotzebue Sound, a place to which Sir John Franklin would be very likely to direct his steps, from its having been the appointed place of rendezvous when the "Blossom" was sent to meet him.

From this position, too, it is probable that parties of Esquimaux might be induced to travel throughout the winter, when Europeans could not attempt it, and thus keep up a communication along a great extent of coast line of the American Continent.

(signed) *Jas C. Ross*, Captain, R. N.

ABSTRACT of the OPINIONS of Sir *Edward Parry*, Sir *John Richardson*, Colonel *Sabine*, R. E., Captain *Beechey*, and Sir *James Clarke Ross*, on the subject of sending two Vessels up Baffin's Bay, and through Barrow's Strait, in search of Sir John Franklin's Expedition; and of Mr. *Edye* as to the Ships.

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Sir *Edward Parry*.—In my opinion nothing short of a second well-equipped expedition could be expected to do more than penetrate through Barrow's Straits as high as Prince Regent's Inlet.

Sir *John Richardson*.—I concur in the opinion of Sir *Edward Parry*, that it would be useless and hazardous to send any thing short of a second well-appointed expedition of two strong ships to trace the course of the missing vessels. I should have more confidence in the plan which I have understood has been suggested by Colonel *Sabine*.

A large transport, not necessarily strengthened at greater expense than a whaler, might repair to Port Bowen, in the vicinity of Leopold's Islands, the points indicated by Captain *Beechey*, and remain there as a depôt well stored with coals, while a strong-built screw-propelled steamer of small size and light draught of water, as small indeed as could be trusted to cross the Atlantic, might be detached from her to make the required explorations.

Colonel *Sabine*, R. E.—With respect to Baffin's Bay, I presume that it would be proper to employ two vessels, and that both should be strengthened and otherwise fitted for icy navigation.

They should take with them at least two years' full provisions, estimated for their own crews from the date of their sailing from England.

One of the two vessels might be a steamer, with a screw, either on a similar plan to that of the "Erebus" and "Terror," or possibly upon an improved plan, and the other vessel a transport, to be stationary in port, whilst the coast for certain distances from her should be examined by the steamer and by boat expeditions.

Captain *Beechey*.—With regard to employing a steamer on this service, there are many reasons why it would not be prudent to do so; but it would, I think, be found useful if the sailing vessels were fitted with a screw propeller, and a small high-pressure engine, as an auxiliary, to be used on an emergency, and the propeller to be of small dimensions, and easily hauled up and housed when liable to be damaged by ice.

A steamer with paddles would be destroyed amongst loose ice and a heavy rolling sea, and when beset, the hummocks of ice grinding along her side would destroy the paddle wheel, and catching the sponson might endanger the vessel; besides which, as in a fair squeeze between floes of ice the frame of the vessel is sometimes materially distorted, the joints of the pipes, and even the frame and connected parts of the engines, would be liable to be broken. But I do not think this would be the case with a small high-pressure engine, fitted in the after-part of the ship, low down in the hold.

Sir *James C. Ross*.—Two such ships as the "Erebus" and "Terror" should be strengthened for the service, and, in my opinion, fitted out exactly in the same manner as they were for the Antarctic Seas.

I do not know whether there are two ships suitable for the purpose; if not, two should be built, as they would always be useful for surveying purposes, if not required for the contemplated service.

Mr. *James Edye*.—Having given the subject my best attention, I would propose that two merchant ships, built for those seas, should be taken up as transports, hired at the rate per ton per month, with a crew and captain, or master to sail them, under the orders of such officers as may be appointed by your Lordships, with the understanding that they are engaged for 12 or 18 months certain (and longer period if required). I think that vessels 350 tons, so taken, may be hired at the rate of 1*l.* per ton per month, or say 4,550*l.* per annum (one of our brigs, with 80 men, stands us about 5,560*l.* per annum). To build a vessel for this service it would take 50 men about seven months, and to the expense say 11,000*l.* to 12,000*l.* each vessel. I feel assured that the quietude of such a step, hiring with the saving of expense, would be the best for you to follow.

(signed) *Ja<sup>s</sup> Edye.*

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\* *Vide* page 25.

Sir,

Hudson's Bay House, 4 March 1847.

I HAVE the honour to acknowledge the receipt of your letter of the 2d instant, enclosing the plan of an expedition proposed to be sent to the mouth of the Mackenzie River,\* in search of Sir John Franklin, respecting which the Lords Commissioners of the Admiralty wish to have my opinion, and also requesting to be informed of the nature of the instructions issued by the Hudson's Bay Company to their servants, with the view of obtaining intelligence of Sir John Franklin's Expedition.

In reply to which, I beg to state, that I think it will be better if I defer offering any observations on the proposed plan, until I shall have had an opportunity of conferring with Sir George Simpson, who is expected to arrive in London in the course of eight or ten days.

With respect to the instructions issued to the Company's servants touching Sir John Franklin's Expedition, I have the honour to enclose, for the information of the Lords Commissioners of the Admiralty, an extract of a despatch forwarded to the Governor and Council of Rupert's Land by the Governor and Committee of the Hudson's Bay Company, under date the 11th March 1845.

I am, &c.

(signed) *J. H. Pelly.*

EXTRACT of a DESPATCH from the Governor and Committee of the Hudson's Bay Company to the Governor and Council of Rupert's Land, dated 11th March 1845.

THE subject of Arctic discovery again engages the attention not only of the Government, but of the public, and Sir John Franklin is about to proceed in command of an expedition, consisting of two vessels, with a view of effecting a passage by sea round the northern shore of the American Continent. To that end he proposes going up Davis's Straits, into Baffin's Bay, through Lancaster Sound, Barrow's Straits, and inside Melville Island, on to Point Barrow. As he will in all probability endeavour to approach the shore near the Mackenzie or Coppermine River, with a view of landing despatches, it may be well to give intimation to the natives to be on the look-out for the expedition, and to convey to the nearest establishment any papers or letters that may be entrusted to their charge, for which they will be liberally rewarded, such letters to be forwarded from post to post with the least possible delay.

In order to guard against the difficulties of providing means of subsistence to the persons engaged in the expedition, in the event of their landing near the Mackenzie or Coppermine, you will direct that additional net-thread and fishing tackle be forwarded to Fort Good Hope on the Mackenzie, and to Fort Resolution on Great Slave Lake, there to remain in depôt for the use of the expedition until it be ascertained that such supplies will not be required; and we have further to desire, that the persons in charge of our establishments near the Arctic Sea take such measures as may be within their power for the protection and maintenance of the party in the event of their landing, charging all expenses connected therewith to an account to be headed "Sir John Franklin."

Sir,

Hudson's Bay House, 22 March 1847.

WITH reference to my letter of the 4th instant, intimating my wish to postpone any opinion on the plan of an expedition proposed to be sent to the mouth of the Mackenzie River, until I should have had an opportunity of conferring with Sir George Simpson, who was expected to be in England in the course of eight or ten days, I beg to acquaint you, that that gentleman has arrived by the last steamer from North America, and has favoured me with his views of the plan alluded to in the report which I have the honour to enclose herewith for the information of the Lords Commissioners of the Admiralty.

I am, &c.

(signed) *J. H. Pelly.*

W. A. B. Hamilton, Esq.  
&c. &c. &c. Admiralty.

REPORT of Sir *George Simpson* on the Scheme suggested by Sir John Richardson for the purpose of affording Relief to the Exploring Expedition under the Command of Sir John Franklin.

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WITH reference to the above scheme, I beg to observe that, if but one ship proceed to York Factory this season, it will be impossible to send either the boats, their crews, or the provisions or stores, as such ship will be quite full with the cargo and passengers already determined upon; but if the Government provide a ship, or the Company send an extra vessel, the boats, their crews, provisions, &c. &c. may be forwarded.

Vide page 25; (also  
page 28.)

If the party reach York Factory by the 10th of September, I think they may get the length of Cumberland before the close of the navigation, where, with the assistance of fishermen, the people could be maintained at a very moderate expense, and in the spring they could proceed as early as the season might permit, while the two officers who are to conduct the party might leave England in April 1848, so as to follow the boats from Montreal by light canoe, overtaking them before they reach Portage la Loche, and sending the canoes back from the point where they overtake the boat brigade; and unless the season be unusually backward, I agree with Sir John Richardson in opinion that the boats might reach the Mackenzie by the end of July.

From the partial failure of the crops at Red River last autumn, and the extraordinary demand for provisions occasioned by the presence of the garrison there, I cannot hold out the prospect that the Company will be able to meet any demands for bread stuffs, pemmican, or other provisions, so that the party would have to depend principally on the provisions they might have taken from England, and on the fisheries and supplies from Indians to the northward of Portage la Loche, without trusting to the Company for edible country produce of any description.

Guides, and such other assistants as may be required to conduct the boats, could be furnished by the Company, who could undertake to provide a clerk and party of six men to establish a fishery and build a winter house on Great Bear Lake, and to render any other services that might be required.

After a very attentive examination of the whole subject, I cannot suggest any amendment of Sir John Richardson's plan.

Hudson's Bay House, }  
22 March 1847. }

(signed) *G. Simpson.*

My dear Sir,

23 March 1847.

I RETURN you the papers on the subject of attempting to render assistance to the Polar Expedition, and accept my best thanks for the perusal of them. I like Sir John Richardson's plan much; and if he is allowed to conduct the expedition (as he offers to do), I should feel confident that every thing that could be done; but with it, I think with Colonel Sabine, that one or two vessels (the latter I should prefer), one a steamer, should be sent from the Pacific Squadron, into Bhering's Straits: the "Blossom" found no difficulty there, nor did Franklin.

(signed) Yours, &c.

Captain Hamilton, R. N.

*J. H. Pelly.*

LETTERS from Sir *John Richardson.*

Sir,

Haslar Hospital, Gosport, 26 December 1847.

IN compliance with the directions of my Lords Commissioners of the Admiralty, conveyed in your letter of the 24th instant, I beg leave to inform you, that I purpose burying bottles at Point Separation, at the head of the Delta of the Mackenzie, in lat. 67° 38' N., long. 133° 53' W.; on Whale Island, at the mouth of the Mackenzie; on Point Toker, in lat. 69° 38' N., long. 132° 15' W.; on Cape Bathurst, lat. 70° 31' N.; on Cape Parry, lat. 70° 5' N.; and on such other prominent capes as we shall have access to.

As the Esquimaux erect numerous land-marks, both of wood and stone, I purpose, by way of distinction, to paint those that I may erect, or shall find already built, white or red, or with black stripes, and also faces of rocks, and to bury the bottles in the circumference of a circle, to be drawn with a 10-foot radius from

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the point of a broad arrow, painted on the signal post. To prevent the natives from digging where the ground is disturbed, I intend to make a fire of drift timber on the spot where the bottle is deposited, which will thus be pointed out by the charcoal which remains unconsumed.

I expect to reach the mouth of the Mackenzie by the 8th of August 1848, and as, in the event of my doing so, there will be time, supposing the season to be an ordinary one, for our examining the whole coast to the Coppermine River, and also the south side of Wollaston's Land, before the navigation closes, we shall not in that case return by the Mackenzie, but ascend the Coppermine River to our winter quarters, in Great Bear Lake, and will therefore have no chance of meeting the "Plover's" boats. But should we, from any unforeseen cause of delay in our voyage through the interior, be later in arriving at the Arctic Ocean, we may not be able to reach the Coppermine River that season, and have to return by way of Mackenzie, and then the "Plover's" boats may have previously arrived at the Mackenzie. It may be of great importance, should there be anything to communicate, that a letter should be deposited for us at Point Separation. The "Plover's" boats may also communicate with a post of the Hudson's Bay Company at Peel's River, which falls into the Mackenzie, at the head of the Delta, but they cannot rely safely on receiving any supply of provisions there. It would be better for them to push on to Fort Good Hope, situated on the west or north bank of the Mackenzie, one day or one day and a half's tracking above Point Separation. I will take care to state in my buried note whether any provision can be had at Fort Good Hope or not.

In the summer of 1849, unless I receive precise intelligence or instructions to the contrary, I shall resume the survey of the lands north of Cape Krusenstern, either by way of the Coppermine River or Mackenzie, according as our operations of the preceding season shall have terminated, and I shall erect landmarks on the conspicuous head-lands, and endeavour to cross the paths of the exploring parties sent out by Sir James C. Ross. Our winter quarters will be at Fort Confidence, in lat. 66° 54' N., long 118° 49' W.

I have, &c.

(signed) *John Richardson,*  
Medical Inspector.

Captain W. A. B. Hamilton,  
Secretary of the Admiralty.

London, 16 Charlotte-street, Bedford-square,  
18 February 1848.

Sir,

THE preparations for the overland expedition, in search of the discovery ships under the command of Captain Sir John Franklin being nearly completed, I beg leave to submit the following plan of proceedings for the consideration of my Lords Commissioners of the Admiralty:—

1. I propose that Mr. Rae and I should leave England on the 25th of March by the mail steamer for Halifax and New York, and on arrival at the latter place, proceed immediately to Montreal, for the purpose of conferring with Sir George Simpson, Governor of the Hudson's Bay Company's Settlements, and making arrangements with him for our future supplies and communications.

2. We should next travel to Penetanguishene on Lake Huron; and from thence by a steamer, which sails on the 1st and 15th of every month of open water to Sault St. Marie, at the foot of Lake Superior, and there embark in a canoe, which, with its crew, will have been provided for us by that time by Sir George Simpson.

Following the usual canoe route by Fort William, Rainy Lake, the Lake of the Woods, Lake Winnipeg, and the Saskatchewan River, we hope to overtake the boats, now under charge of Mr. Bell, in July, somewhere near Isle à la Crosse.

I shall not learn, before the arrival of the Hudson's Bay winter express next month, where the boats wintered, and, consequently, cannot calculate the progress they are likely to have made in the spring before we overtake them. Owing to the very late arrival of the Company's ships in Hudson's Bay last autumn, and the unusually low state of the rivers, Mr. Bell was apprehensive that he would not reach Cumberland House, and might be arrested by frost on Lake Winnipeg. Should he have been unfortunately stopped on that Lake, which I

do

Leave England, 25th  
March 1848.

Expect to reach Mon-  
treal 12th April 1848.

Sail from Penetan-  
guishene in steamer 15th  
April or 1 May 1848.

Arrive at Fort William  
7th May.

At Cumberland House  
or the Saskatchewan,  
where the boats and  
crews are at present  
wintering.

(*Vide* letter 28th Fe-  
bruary), by 20th June  
1848.

Expect to overtake the  
boats before 1st of July  
1848. *Vide* letter 28th  
February, (A.) attached,  
announcing the safe  
arrival of the boats in  
the vicinity of Cumber-  
land House.



do not however anticipate, our arrival at the mouth of the Mackenzie may be so late as materially to curtail the examination of the coast of the Arctic Sea this year. But without a concurrence of several adverse accidents, I expect that we shall cross the Portage la Loche, and embark on the Clear-water River, one of the affluents of the Mackenzie, in the first week of July. I should then send the canoe, with its crew, back to Canada, and, having stowed the four boats for their sea voyage, go on as rapidly as we could to the mouth of the Mackenzie, leaving Mr. Bell to follow with the heavier laden barge, to turn off at Great Bear Lake, and erect our winter residence at Fort Confidence, establish fisheries, and send out hunters.

5. Making a moderate allowance for unavoidable detention by ice, thick fogs and storms, the examination of the coast between the Mackenzie and Coppermine ought to occupy 30 days, and we cannot calculate upon being able to keep the sea later than the 15th of September; for from the beginning of that month the young ice covers the sea almost every night, and very greatly impedes the boats till the day is well advanced.

6. If we reach the sea in the first week of August, I hope to be able to make the complete voyage to the Coppermine River, and also to coast a considerable part of the western and southern shores of Wollaston Land, and to ascend the Coppermine to some convenient point, where they can be left with the provisions ready for the next year's voyage. Mr. Bell will be instructed to send two hunters to the banks of the river to provide food for the party on the route to Fort Confidence, and thus spare us any farther consumption of pemmican reserved for next summer.

7. As it may happen, however, that from our late arrival on the coast, or subsequent unexpected detentions, we cannot, with safety, attempt to reach the Coppermine, I have to request that their Lordships would give me permission in such a case to return to Fort Good Hope, or the Mackenzie, there to deposit two of the boats, with all the sea stores, and to proceed with the other two boats and the whole of the crews to winter quarters on Great Bear Lake.

8. I have also to request their Lordships' permission to deviate from the line of route along the coast, should I receive accounts from the Esquimaux which may appear credible of the crews of the ships, or some part of them, being in some other direction.

9. And, for the purpose of more widely extending our search, I would further request their Lordships' permission to leave Mr. Rae and a party of volunteers to winter on the coast, if, by the establishment of a sufficient fishery, or by killing a number of deer or musk oxen, we shall be able to lay up provisions enough for them until we can rejoin them next summer.

10. Having been informed by Sir James C. Ross of the probable directions in which the parties he will send out towards the continent will travel, I purpose, at his request, to leave a deposit of pemmican for their use at the following points—Point Separation, Cape Bathurst, Cape Parry, and Cape Krusenstern; and as Sir James C. Ross is desirous that some pemmican should be stored at Fort Good Hope, for the use of a party which he purposes sending thither in the spring, and which, not being able to return to the ships, must ascend the river, I would request their Lordships' instruction to make the necessary arrangements with Sir George Simpson for that purpose, as his directions to that effect to the Company's servants must be sent early enough to meet the Company's Brigade of Mackenzie River boats at Portage la Loche in July 1848.

11. Should it appear necessary to continue the search a second summer (1849), I propose, should the boats have been housed at the Coppermine, to descend that river on the breaking up of the ice in June 1849, and to examine the passages between Wollaston, and Banks and Victoria Lands, so as to cross the routes of some of Sir James C. Ross's detached parties, and to return to Great Bear Lake in September 1849, and withdraw the whole party from thence to winter at Great Slave Lake, which would be as far south as we should have a prospect of travelling before the close of the river navigation.

12. Should we have found it necessary to return to the Mackenzie (September 1848), instead of pushing on to the Coppermine, the search in the summer

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9th July 1848.  
August 1st, 1848, at  
Bear Lake River, where  
Mr. Bell separates from  
the sea party.

8th August 1848, sea  
coast.

8th September 1848,  
Mouth of Coppermine.  
20th September 1848.  
Fort Confidence or  
Great Bear Lake.

20th September 1848.

20th September 1848.

August, September,  
1848.

September 1848.

September 1848.

Spring 1849.

Summer 1849.

Winter 1849-50.  
Return to England  
Summer 1850.

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of 1849 would, of course, have to be commenced from the former river again; but should circumstances render it practicable and desirable to detach some of the party down the Coppermine with one or two boats, I beg to request their Lordships' permission to do so.

13. I have further to request their Lordships to give directions for a passage for Mr. Rae and myself to be provided in the "America," British and North America Mail Steamer, which sails from Liverpool on the 25th of March, and also a letter of credit on the British Consul at New York, for the amount of the expense of our journey from New York to Sault St. Marie, and the carriage of the instruments, &c.

I have, &c.

(signed) *John Richardson,*  
Medical Inspector.

POSTSCRIPT to Letter 18th February 1848.

I beg leave to add, that in the event of intelligence of the discovery ships reaching England after my departure, a communication with the Hudson's Bay Company will make their Lordships acquainted with the most expeditious route by which their Lordships' orders of recall may be forwarded. The Hudson's Bay ships sail from Gravesend on the first Saturday in June each year, and the express canoe leaves La Chine in the last week in April. An express canoe also be forwarded from Canada at any period of the winter.

I have, &c.

The Secretary of the Admiralty.

(signed) *John Richardson.*

My dear Sir,

Athenæum, 28 February 1848.

I have heard this morning of the safe arrival of the boats and men in the Saskatchewan: they were arrested within three days' march of Cumberland House by frost; and when the guide, who returned to Lake Winnipeg, and brought the intelligence, left them, the men were setting out for Cumberland House, having placed the boats and stores in safety. It is very satisfactory to know that they had got so far. There could be no difficulty whatever, as soon as the rivers were quite frozen over, and the snow had fallen in sufficient quantity, in transporting the stores by horse-sledges to the fort. The boats could be brought up on the first melting of the snow in spring, and repaired and painted before the navigation of the lakes would open or permit of their starting. I now hope that the boats will have reached Portage before I overtake them, and that we shall reach the sea by the 8th of August, which will give time for completing the coasting voyage to the Coppermine River.

Yours faithfully,

Captain Hamilton, R. N.

(signed) *John Richardson.*

My dear Sir.

Westbourne Crescent, 3 January 1848.

I thought it would be desirable to procure from Dr. Buckland a memorandum of what would be interesting to procure from the frozen cliffs of Eschalty Bay, which are rich in fossils, and to collect generally in high northern latitudes, and have extracted the enclosed from his letter, which you may perhaps think worth Mr. Moore's attention.

I am, &c.

Captain W. A. B. Hamilton, R. N.,  
&c. &c. &c.

(signed) *F. W. Beechey.*

A copy of the above, with the enclosure, was sent to Lieutenant Moore on the 4th January, with their Lordships' commands that he should pay all attention to Dr. Buckland's suggestions in tracing fossils and specimens, &c.

MEMORANDUM of Dr. *Buckland*.

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OUR chief geological disiderata from the regions of ice, and from all coasts accessible to mariners, are fossil remains of animals and vegetables of every kind.

Fossil shells tell the history of every rock and stratum in which they occur ; and still more effectually is this story told by the bones and teeth of vertebrated animals, fish, reptiles and mammals.

Any recent shells that may be got by dredging in high northern latitudes are at this time of especial interest.

If in the cliffs of frozen mud and gravel an elephant or rhinoceros should be found with its flesh entire, it would be desirable to take as large pieces as may be portable from various parts of the body, and the head entire, with its skin on ; these may be preserved in a cask of brine.

In cliffs of frozen mud or gravel it will be also very desirable to ascertain to what depth the frozen condition of the earthy condition descends.

Shells, bones and teeth are the most instructive articles that can be collected, with as copious notes as possible on the state of the rocks or soil in which they are found, and a sketch of the superposition and changes in the nature of the strata containing them.

LETTER from Dr. *King* on the subject of the Arctic Expedition.

My Lords,

17, Saville Row, February 1848.

“THE old route of Parry, through Lancaster Sound and Barrow’s Strait, as far as to the last land on its southern shore, and thence in a direct line to Bhering’s Straits, is the route ordered to be pursued by Franklin.”\*

\* Barrow’s Arctic  
Voyages, p. 11.

The gallant officer has thus been despatched to push his adventurous way between Melville Island and Banks’ Land, which Sir E. Parry attempted for two years unsuccessfully. After much toil and hardship, and the best consideration that great man could give to the subject, he recorded, at the moment of retreat, in indelible characters these impressive thoughts : “ We have been lying near our present station, with an easterly wind blowing fresh, for 36 hours together, and although this was considerably off the land, the ice had not during the whole of that time moved a single yard from the shore, affording a proof that there was no space in which the ice was at liberty to move to the westward. The navigation of this part of the Polar Sea is only to be performed by watching the occasional opening between the ice and the shore, and that, therefore, a continuity of land is essential for this purpose ; such a continuity of land, which was here about to fail, as must necessarily be furnished by the northern coast of America, in whatsoever latitude it may be found.” Assuming, therefore, Sir John Franklin has been arrested between Melville Island and Banks’ Land, where Sir E. Parry was arrested by difficulties which he considered insurmountable, and he has followed the advice of that gallant officer, and made for the continuity of America, he will have turned the prows of his vessels south and west, according as Banks’ Land tends for Victoria or Wollaston Lands. It is here, therefore, that we may expect to find the expedition wrecked, whence they will make in their boats for the western land of North Somerset, if that land should not be too far distant.

In order to save the party from the ordeal of a fourth winter, when starvation must be their lot, I propose to undertake the boldest journey that has ever been attempted in the northern regions of America, one which was justifiable only from the circumstances. I propose to attempt to reach the western land of North Somerset, on the eastern portion of Victoria Land, as may be deemed advisable, by the close of the approaching summer ; to accomplish, in fact, in one summer that which has not been done under two.

I rest my hope of success in the performance of this Herculean task upon the fact that I possess an intimate knowledge of the country and the people through which I shall have to pass, the health to stand the rigour of the climate, and the strength to undergo the fatigue of mind and body to which I must be subjected. It is because I have these requisites, which I conscientiously believe are not to be found in another, that I hope to effect my purpose. A glance at the map of North America, directed to Bhering’s Strait in the Pacific, Barrow’s Strait

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in the Atlantic, and the land of North Somerset between them, will make it apparent that, to render assistance to a party situated on that coast, there are two ways by sea and one by land. Of the two sea-ways, the route by the Pacific is altogether out of the question; it is an idea of by-gone days; while that by the Atlantic is so doubtful of success, that it is merely necessary, to put this assistance aside as far from certain. to mention that Sir John Ross found Barrow's Strait closed in the summer of 1832. To a land journey, then, alone we can look for success; for the failure of a land journey would be the exception to the rule, while the sea expedition would be the rule itself. To the western land of North Somerset, where Sir John Franklin is likely to be found, the Great Fish River is the direct and only route; and although the approach to it is through a country too poor and too difficult of access to admit of the transport of provisions, it may be made the medium of communication between the lost expedition and the civilized world, and guides be thus placed at their disposal to convey them to the hunting grounds of the Indians. Without such guides it is impossible that they can reach these hunting grounds. It was by the Great Fish River that I reached the Polar Sea while acting as second officer in search of Sir John Ross. I feel it my duty therefore, as one of two officers so peculiarly circumstanced, at the present moment to place my views on record as an earnest of my sincerity. Even if it should be determined to try and force provision vessels through Barrow's Strait, and scour the vicinity in boats for the lost expedition, and should it succeed, it will be satisfactory to know that such a mission as I have proposed should be adopted, while, if these attempts should fail, and the service under consideration be put aside, it will be a source of regret that not only the nation at large will feel, but the whole civilized world. When this regret is felt, and every soul has perished, such a mission as I have proposed will be urged again and again for adoption; for it is impossible that the country will rest satisfied until a search be made for the remains of the lost expedition by a person in whom the country has confidence.

The fact that all lands which have a western aspect are generally ice free, which I dwelt largely upon when Sir John Franklin sailed, must have had weight with the gallant officer; he will therefore, on finding himself in a serious difficulty, while pushing along the eastern side of Victoria Land, at once fall upon the western land of North Somerset, as a refuge ground, if he have the opportunity. The effort by Bhering's Strait and Banks' Land is praiseworthy in attempt, but forlorn in hope. In the former effort, it is assumed that Sir John Franklin has made the passage, and that his arrest is between the Mackenzie River and Icy Cape; in the latter, that Sir James Ross will reach Banks' Land, and trace its continuity to Victoria and Wollaston Land, and thus make the "passage." First, We have no reason to believe that Sir John Franklin and Sir James Ross will be more fortunate than their predecessors, and we cannot trust to their success. Secondly, We are unable to assume that Sir James Ross will reach Banks' Land; Sir E. Parry was unable to reach it, and only viewed it from a distance; much less are we able to assume that the gallant officer will find a high road to Victoria Land, which is altogether a *terra incognita*.

The main point, then, for consideration, is the effort of Sir James Ross along the western land of North Somerset, from his station in Barrow's Strait; for it is that alone which can supersede the plan which I have proposed. It is not in Sir John Richardson's power, it must be borne in mind, to search the western land of North Somerset. Mr. T. Simpson, who surveyed the Arctic coast comprised between the Coppermine and Castor and Pollux Rivers, has set that question at rest, and is the only authority upon the subject. "A further exploration," remarks Mr. Simpson, from the most eastern limit of his journey, "would necessarily demand the whole time and energies of another expedition, having some point of retreat much nearer to the scene of operations than Great Bear Lake,"\* and Great Bear Lake is to be the retreat of Sir John Richardson.

What retreat could Mr. Simpson have meant but Great Slave Lake, the retreat of the land party in search of Sir John Ross? and what other road to the unexplored ground, the western land of North Somerset, could that traveller have meant than Great Fish River, that stream which I have pointed out as the ice-free and high road to the land where the lost expedition is likely to be

\* Simpson's Narrative of a Journey to the Arctic Ocean, p. 377.

be found, to the boundary of that passage which for three-and-a-half centuries we have in vain been endeavouring to reach in ships?

If Mr. Simpson, in the youth of his life, with such assistance, could not make a greater distance from his winter quarters on the Great Bear Lake than Castor and Pollux River, and if that great man at that distance from his winter retreat considered that any further fool-hardy perseverance could only lead to the loss of the whole party, can more be expected of Sir John Richardson at his period of life? It is physically impossible, therefore, that Sir John Richardson can occupy the field which I am proposing for myself: this is evidently a question of importance. Does the attempt of Sir James Clarke Ross to search the western land of North Somerset in boats from his station in Barrow's Strait render that proposal unnecessary? Here the facts will speak for themselves: 1st, Barrow's Strait was ice-bound in 1832; it may be ice-bound in 1848: 2d, Sir James Clarke Ross is using the same means to relieve Sir John Franklin which has led the gallant officer into his difficulty: the relief party may, therefore, become themselves a party in distress. 3d. The land that is made on the south shore of Barrow's Strait will be of doubtful character, the natural consequence of discovery in ships: the searching parties at the end of the summer may find they have been coasting an island many miles distant from the western land of North Somerset, or navigating a deep bay, as Kotzebue navigated the sound named after him, and as Sir John Franklin navigated the sea called Melville Sound; these difficulties have so repeatedly occurred, that ample facts will be found in the narratives of the several Polar Sea Expeditions to testify to the truthfulness of these remarks. The plan which I have proposed is to reach the Polar Sea across the Continent of America, and thus to proceed from land known to be continent, where every footstep is sure. If that plan be laid aside, the lives of our lost countrymen will depend upon a single throw, in the face of almost certain failure, if the difficulty in which the lost expedition is involved is the same which (not to go farther back than 1818) has driven away every officer, including even Parry himself, who has made the attempt.

It is because Earl Grey informs me that it does not fall within his Lordship's province, as Secretary of State for the Colonies, to confer appointments of this nature, but that I should address any application I may desire to make upon the subject "to the Lords Commissioners of the Admiralty," that I am induced to offer to your Lordships to go in search of Sir John Franklin by the Great Fish River.

I am, &c.

(signed) *Richard King.*

OPINIONS of Captains Sir *Eduard Parry* and Sir *James C. Ross* on Dr. *King's* Plan.

Sir, Royal Hospital, Haslar, 23 February 1848.

I HAVE the honour to acknowledge the receipt of your letter of the 18th instant (which, however, came into my hands only yesterday), enclosing a communication from Dr. Richard King, on the subject of the search after the expedition under the orders of Sir John Franklin.

In obedience to their Lordships' commands, I beg to offer the following observations on that communication.

My former opinion, quoted by Dr. King, as to the difficulty of ships penetrating to the westward beyond Cape Dundas (the south-western extremity of Melville Island), remains unaltered; and I should expect that Sir John Franklin, being aware of this difficulty, would use his utmost efforts to get to the southward and westward before he approached that point, that is, between the 100th and 110th degree of longitude. The more I have considered this subject (which has naturally occupied much of my attention lately), the more difficult I find it to conjecture where the expedition may have been stopped, either with or without any serious accident to the ships; but as no information has reached us up to this time, I conceive that there is some considerable probability of their being situated somewhere between the longitude I have just named; how far they may have penetrated to the southward between those meridians, must be a matter of speculation, depending on the state of the ice and the existence of land in a space hitherto blank upon our maps.

Be this as it may, I consider it not improbable, as suggested by Dr. King, that an attempt will be made by them to fall back on the western coast of North Somerset, wherever that may be found, as being the nearest point affording a hope of communication, either with whalers or with ships sent expressly in search of the expedition.

Agreeing thus far with Dr. King, I am compelled to differ with him entirely as to the readiest mode of reaching that coast, because I feel satisfied that, with the resources of the expedition now equipping under Sir James Ross, the energy, skill and intelligence of that officer will render it a matter of no very difficult enterprise to examine the coast in question, either with his ships, boats or travelling parties; whereas an attempt to reach that coast by an expedition from the continent of America must, as it appears to me, be extremely hazardous and uncertain. And as I understand it to be their Lordships' intention to direct Sir James Ross to station one of his ships somewhere about Cape Walker, while the other proceeds on the search, and likewise to equip his boats specially for the purpose of examining the various coasts and inlets, I am decidedly of opinion that, as regards the western coast of North Somerset, this plan will be much more likely to answer the proposed object, than any overland expedition. This object will, of course, be the more easily accomplished in case of Sir James Ross finding the western coast of North Somerset navigable for his ships.

In regard to Dr. King's suggestion respecting Victoria Land and Wollaston's Land, supposing Sir John Franklin's ships to have been arrested between the meridians to which I have already alluded, it does seem, by an inspection of the map, not improbable that parties may attempt to penetrate to the continent in that direction; but not being well acquainted with the facilities for reaching the coast of America opposite those lands in the manner proposed by Dr. King, I am not competent to judge of its practicability.

Captain Hamilton,  
Secretary to the Admiralty,  
&c. &c. &c.

I have, &c.  
(signed) *E. W. Parry,*  
Captain R.N.

Athenæum, 29 February 1848.

WITH reference to your letter of the 18th instant, containing a copy of a letter from Dr. King, proposing a plan for the relief of Sir John Franklin, I have the honour, in obedience to the directions of the Lords Commissioners of the Admiralty, to enclose my remarks thereon, which I beg you will be pleased to lay before their Lordships.

H. G. Ward, Esq. M. P. &c. &c.  
Admiralty.

I have, &c.  
(signed) *Jas. Ross,*  
Captain R.N.

REMARKS on Dr. King's Letter, dated February 1848.

1. Dr. King begins by assuming that Sir John Franklin has attempted to push the ships through to the westward, between Melville Island and Banks' Land (although directly contrary to his instructions); that having been arrested by insurmountable difficulties, he would have "turned the prows of his vessels to the south and west according as Banks' Land tends for Victoria or Wollaston Land;" and having been wrecked, or from any other cause obliged to abandon the ships, their crews would take to the boats, and make for the west coast of North Somerset.

If the expedition had failed to penetrate to the westward between Banks' Land and Melville Island, it is very probable it would have next attempted to gain the continent by a more southerly course; and supposing that, after making only small progress (say 100 miles) to the S. W., and should have been then finally stopped or wrecked, the calamity will have occurred in about latitude  $72\frac{1}{2}^{\circ}$  N. and longitude  $115^{\circ}$  W. This point is only 280 miles from the Coppermine River, and 420 miles from the Mackenzie, either of which would, therefore, be easily attainable, and at each of which abundance of provision might be procured by them, and then return to England, a measure of no great difficulty

difficulty. At any rate had such misfortune befallen the expedition during the last autumn, we shall assuredly hear of it from small parties sent in advance of the main body by the first winter despatches of the Hudson's Bay Company, which will arrive in this country about the end of March; and if such a misfortune should occur to them during the approaching autumn, the contingency has been completely provided for by the expedition under Sir John Richardson.

At the point above mentioned, the distance from the west coast of North Somerset is probably about 360 miles, and the mouth of the Great Fish River full 500; at neither of these places could they hope to obtain a single day's provisions for so large a party; and Sir John Franklin's intimate knowledge of the impossibility of ascending that river, or obtaining any food for his party in passing through the barren grounds, would concur in deterring him from attempting to gain either of these points.

I think it most probable that, from the situation pointed out, he would, when compelled to abandon his ships, endeavour in the boats to retrace his steps, and passing through the channel by which he had advanced, and which we have always found of easy navigation, seek the whale ships which annually visit the west coast of Baffin's Bay. Provision has also been made to meet this most probable contingency. If he should endeavour to retrace his steps by Barrow's Strait, it is hardly possible that his squadron of boats could pass unperceived from the "Investigator," or from her boats, which will be at an early period of the season engaged searching for them in the narrow channel by which they must pass Garnier Bay, or from the "Enterprize," and her boats at a station further in advance to the westward.

2. It is far more probable, however, that Sir John Franklin, in obedience to his instructions, would endeavour to push the ships to the south and west as soon as they passed Cape Walker, and the consequence of such a measure, owing to the known prevalence of westerly wind, and the drift of the main body of the ice, would be (in my opinion), their inevitable embarrassment, and if he persevered in that direction, which he probably would do, I have no hesitation in stating my conviction he would never be able to extricate his ships, and would ultimately be obliged to abandon them. It is therefore in lat. 73 N. and long. 105 W. that we may expect to find them involved in the ice, or shut up in some harbour, and this opinion will be much strengthened if nothing should be heard of them in the course of this month, as this is almost the only point in which it is likely they would be detained, or from which it would not be possible to convey information of their situation to the Hudson's Bay Settlements.

If, then, we suppose the crews of the ships should be compelled, either this autumn or next spring, to abandon their vessels at or near this point, they would most assuredly endeavour, in their boats, to reach Lancaster Sound; but I cannot conceive any position in which they could be placed from which they would make for the Great Fish River, or at which any party descending that river would be likely to overtake them; and even if it did, of what advantage could it be to them? whilst from the station in or near Garnier Bay the whole of the west coast of North Somerset, and all the contiguous inlets, will be thoroughly examined by the steam launches of the ships, the powerful assistance of steam enabling them to continue their operations to a later period and over a much greater extent of coast line than could possibly be accomplished by the ships or boats propelled by oars, owing to the thin crust of ice which at an early period of the season, covers the sea long before the setting in of the severe frosts of the winter.

3. If Dr. King and his party, in their single canoe, did fall in with Sir John Franklin and his party on the west coast of North Somerset, how does he propose to assist them? he would barely have sufficient provision for his own party, and would more probably be in a condition to require rather than afford relief. He could only tell them what Sir John Franklin already knows, from former experience, far better than Dr. King, that it would be impossible for so large a party, or indeed any party not previously provided, to travel across the barren ground to any of the Hudson's Bay Settlements.

4. Dr. King, however, proposes to accomplish that which he considers "the most bold and Herculean undertaking ever attempted," and which, I believe, all persons acquainted with the modes of travelling in that country must deem utterly impracticable; but he gives no details of the plans by which he means "to accomplish in one season that which has generally occupied two." His

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answers to the questions I have annexed to this paper, together with some remarks, would be of much assistance in coming to a right judgment on their expediency and practicability; for if Sir George Back, so well acquainted as he was with the navigation of the rivers and coasts of North America, and aided moreover by the "most bold and Herculean exertions" of Dr. King himself, could only advance about 60 miles to the northward of the mouth of the Great Fish River, or a little beyond the 68th degree of latitude, although they persevered for 43 days of the best part of the summer, how can Dr. King, with his small experience and imperfect knowledge of navigation of any kind, expect so far to surpass the efforts of an expedition well equipped by a whole year's previous preparation, and conducted by an officer of much experience in similar services.

5. Dr. King states, "We are unable to assume that Sir J. C. Ross will reach Banks' Land." For the complete success of the undertaking it will not be necessary to do so; parties detached from the ship at Melville Island (which we have every reason to believe to be of easy access), will accomplish all that is required far better than it would be done in the ship, and without hazarding her being involved in the main park

6. Dr. King states, "First, that Barrow Strait was ice-bound in 1832; and, second, that Sir J. C. Ross is using the same means to relieve Sir John Franklin which has led the gallant officer into difficulty." Upon these two grounds, he maintains, that the expedition of the "Enterprize" and "Investigator" will be unable to examine the west coast of North Somerset, where, according to his opinion, Sir John Franklin and his party are likely to be found. The latter of these grounds on which he stands, shows how little he knows about what is proposed to be done; and with respect to the former, I need only observe, that Barrow Strait was not ice-bound in 1832; nor have I, during any of the other seven seasons I have passed through that Strait and Lancaster Sound ever known them to be so encumbered with ice as in any degree to impede their navigation in ships, nor have I ever heard of their having been found so by any of the whale ships which have almost annually visited them during the last 30 years.

It is, however, just possible that the ships might be prevented crossing Baffin's Bay; for seasons of unusual severity sometimes occur, in which the whale-ships are unable to reach their fishing grounds on its western coast until very late in the season, and occasionally, though rarely, not at all; but under circumstances of ordinary occurrence, with means and advantages of unusual extent, and with an object that cannot fail to stimulate in a high degree the energies and perseverance of all embarked in the expedition, and with the ever-present feeling that the lives of our countrymen and brother sailors depend upon (under God's good providence) our unflinching exertions, I cannot but entertain the most confident hope that they will be crowned with complete success.

(signed) J. C. Ross.

QUESTIONS annexed, being Remarks on Dr. King's Letter, with additional Remarks.

Queries.

Remarks.

1. Of whom is Dr. King's party to consist, and when is it necessary for him to leave England?

2. If he means to travel through the Hudson's Bay country by the usual canoe route to Great Slave Lake, when does he expect to reach Lake Superior?

3. Where does he mean to provide a canoe and crew of voyageurs?

4. Will he find provisions on his route?

5. When does he expect to reach Great Slave Lake?

2. Lake Superior is seldom navigable before the 1st of May.

3. Two months' notice are generally necessary for the construction of a canoe, providing the equipment, and hiring a crew.

4. This question can be answered only by the Hudson's Bay Company. If he cannot be supplied on the way, he must carry up provisions from Canada, in which case the summer would be well advanced before his arrival at Great Slave Lake.

5. Travelling in a perfectly light canoe, every favourable circumstance must combine with extraordinary exertions to enable him to reach Great Slave Lake by the first week in June.

6. Does



*Queries.*

6. Does he expect to be able to engage voyagers in Canada to descend the Great Fish River; and can he, without previous notice, be certain that the Indians will be assembled at Fort Resolution when he arrives?

7. What length of time will the descent of the Great Fish River occupy, and where is he to get provisions for his journey out and back to the Lake?

8. What is the length of the land journey he hopes to perform from the estuary of the Great Fish River to the West Coast of North Somerset, and what does he estimate the daily mileage of his journey?

9. Does Dr. King think that a sufficient number of northern Indian hunters could be collected to feed the crews of two ships for the winter?

10. Does he think so large a party of seamen could march from North Somerset to Great Slave Lake?

11. Where are the hunting grounds Dr. King speaks of, and how long would the crews be marching thither, and what provision would they have on their march?

12. How does Dr. King propose to equip a party of hunters large enough to provide food for the crews of two ships.

*Remarks.*

6. The Hudson's Bay Company will be better able to answer the latter point.

9. Refer to the Hudson's Bay Company.

10. No canoes are provided by Dr. King's scheme for the ascent of such a party up the river.

12. It is well known that the Indian hunters will not undertake any hunting expedition without large advance of ammunition, cloth and blankets; the usual stock of stores of any of the northern free posts are laid in solely for the purposes of trade, and are totally expended in the summer.

Dr. King would therefore find the storehouses empty, and he would meet the boats on their way back to York Factory.

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## OFFERS of REWARDS for tracing Sir John Franklin's EXPEDITION.

(A.)

Gentlemen,

Admiralty, 6 March 1848.

WITH reference to the exertions still being continued for tracing the progress and ascertaining the position of the expedition under the orders of Sir John Franklin, and the time being near for the usual departure of the whale-ships, for Davis's Straits and Baffin's Bay, my Lords Commissioners of the Admiralty have to request that notice may be given to the Commanders of the several whale ships now fitting at Hull, Whitby, Scarborough, Kirkcaldy and Peterhead, through the Comptroller of Customs at the above ports, of the intention of their Lordships to reward, with not less a sum than 100 guineas, the crew of any whale ship that may bring accurate information of Her Majesty's ships "Erebus" and "Terror," from the time of leaving, or arriving at Lancaster Sound. My Lords have no detailed information of the proceedings of the above ships since the time of their quitting the Island of Disco, on the eastern side of Davis's Straits, and information of the progress of Sir John Franklin's ship from that point would be most desirable; but with respect to the exact amount of reward to be paid by the Admiralty in any case, whether for news of the ships in their progress from Disco to Baffin's Bay and Lancaster Sound, or of their position subsequent to their reaching such latitudes, it will be observed to the masters of whalers employing themselves in a search of this description, that the amount must depend more or less on the extent and nature of the information procured, and upon the activity and exertions used in acquiring it, as well as in their subsequently transmitting it to this office. My Lords think it may be desirable that this notice, in the first instance, be forwarded to Hull, as ships usually leave that port early, although the whole will probably be sailing in a short time.

I am, &amp;c.

(signed) W. A. B. Hamilton.

To the Commissioners of Customs.

Gentlemen,

(B.)

Admiralty, 13 March 1848.

Gentlemen,  
 WITH reference to my letter of the 6th instant, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, that, conceiving there might possibly be misconception on the part of masters of whalers as to their Lordships' intentions with respect to the reward to be paid for information as to the position of Captain Sir John Franklin's ships, my Lords are desirous it should distinctly be understood by the masters and crews of the whale-ships, that a higher reward than the 100 guineas mentioned in that letter will be given to any ship bringing positive and exact information of the discovery ships, more particularly if it should appear to their Lordships that every exertion had been made in order to convey the information to this country with all possible expedition and dispatch.

My Lords therefore request that you will cause this further explanation of their intentions to be forwarded to the Collector of Customs at the necessary ports as speedily as possible.

I am, &amp;c.

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

To the Commissioners of Customs.

(C.)

Admiralty, 14 March 1848.

Gentlemen,  
 WITH reference to former correspondence on the subject of search being made by the whalers now leaving England for traces of Sir John Franklin's expedition, my Lords will be glad if public notice could be given, at the proper custom-houses, that, according to directions from the Admiralty, copper cylinders or cases would be thrown overboard daily from the "Erebus" and "Terror," after their reaching the latitude of 65° north; and as it is probable such cases or cylinders may be met with by whalers on their progress to the fishing-grounds, it is earnestly requested by their Lordships that every practicable opportunity will be taken by the masters of whalers of getting possession of any such cylinders as they may fall in with, and communicating their contents to their Lordships.

I am, &amp;c.

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

To the Commissioners of Customs.

PRINTED DOCUMENT.—REWARD offered by Lady *Franklin*.

Two Thousand Pounds offered by Lady *Franklin* to Whalers.

WITH the view of inducing any of the whaling ships which resort to Davis Straits and Baffin Bay, to make efforts in search of the expedition under the command of Sir John Franklin, in those parts which are not within the scope of the expeditions about to be sent out by Government, I hereby offer one thousand pounds (1,000 £), to be divided as follows: to the owner, captain, officers and crew of any ship which shall depart so far from the usual fishing grounds as to explore Prince Regent Inlet, Admiralty Inlet, Jones Sound, or Smith Sound, provided such ship, finding the above expedition in distress, shall communicate with, and afford it effectual relief.

To the owner, two-tenths, or	-	-	-	-	£. 200
„ captain, one-tenth, or	-	-	-	-	100
„ chief mate, one-twentieth, or	-	-	-	-	50
„ next two officers, one-fortieth, or 25% each	-	-	-	-	50
The remaining six-tenths, or	-	-	-	-	600
to be divided amongst the rest of the ship's company.					

And further, I hereby offer an additional sum of one thousand pounds (1,000 £), to be distributed in the same proportions to the owner, officers and crew of any ship which shall at an early period of the season make extraordinary exertions for the above object, and, if required, bring Sir John Franklin and his party to England.

The

The whole or part of this last 1,000*l.* will be granted according to the decision of Sir John Franklin, or the commanding officer of the expedition relieved. In other respects the decision of the following gentlemen, who have kindly consented to act as referees in awarding the above 2,000*l.*, is to be final, viz. Admiral Beaufort, Captain Sir. W. Edward Parry, R. N., Thomas Ward, Esq., Hull.

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20 March 1848.

*Jane Franklin,*  
21 Bedford-place, London.

(D.)

EXTRACT of a Letter from Lady *Franklin* to Mr. *Barrow*.

I HAVE never been able to divest myself of the idea, that in case of shipwreck on the west coast of North Somerset, our friends might endeavour to make their way across the land to Prince Regent's Inlet, towards the fishing grounds of the whalers. With respect to the sounds north of Baffin's Bay, Colonel Sabine has told me, that my husband mentioned to him, that if he were baffled in everything else, he might perhaps look into these before he returned home. It was suggested to me to add Admiralty Inlet, though I do not think it likely they should get in there. It is not probable, indeed, that they should be found in any of these places, but there is a possibility of it, and at all events the promise of rewards may animate the whalers, in conjunction with humane motives, to make unusual exertions in searching for the missing parties, the more so perhaps as they will be the first on the ground.

It occurs to me, that the whale-ships which have sailed might yet be overtaken at Orkney or Shetland; for I recollect Mr. Ward, of Hull, writing me word, that if my printed notices came too late for the whalers at Hull, he would forward them to those places.

I have ever had it much at heart, and have it still, that the Hudson Bay Company should be urged to do their utmost, with their unequalled resources, to search themselves, in their own way, for my husband and his party. Give them his instructions, and a clear outline of the present expeditions, and leave the manner of doing it to themselves.

They cannot be offered a poor 2,000*l.*, like the whalers, or perhaps any sum, but the assurance of remuneration for expenses incurred, and the prospect of credit and honour, which would be sure to attend a successful appeal from the Government, might induce them.

Gentlemen,

Admiralty, 5 April 1848.

WITH reference to your secretary's letter of the 30th ultimo, I am commanded by my Lords Commissioners of the Admiralty to send herewith 100 copies of four printed papers \* relative to the rewards offered to any whale-ships which may obtain information relative to the expedition under Sir John Franklin; and I am to request that every despatch may be used in forwarding them to the ports of the United Kingdom, as proposed by you in your secretary's letter. \*(A)(B)(C)(D.)

I am also commanded by their Lordships to send a parcel containing 50 copies of each of the same papers, and to request that they may be forwarded to Kirkwall, or to Orkney or Shetland, as you may deem best, in order to the papers being distributed to the whalers detained or waiting there.

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

The Commissioners of H. M. Customs.

Sir,

Admiralty, 5 April 1848.

I AM commanded by my Lords Commissioners of the Admiralty to send you herewith 50 copies of four papers \* which have been printed by their Lordships relative to the rewards offered for any information respecting the expedition under Sir John Franklin; and I am to acquaint you, that their Lordships are well aware of the earnest desire of the Hudson's Bay Company to assist to the utmost in the search making after the ships of Sir John Franklin; and that if

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the Company be of opinion that these papers could be distributed to advantage in their territories, or if they should afford any information likely to be useful in any directions the Company may have to give, their Lordships are satisfied that no means will be neglected of turning them to account.

The Governor of the Hudson's Bay Company. (signed) *W. A. B. Hamilton.*

Sir,

Admiralty, 5 April 1848.

I AM commanded by my Lords Commissioners of the Admiralty to send you herewith 100 copies of four papers \* which have been printed by their Lordships relative to the rewards offered for any information respecting the expedition under Sir John Franklin, for distribution to the whalers you may fall in with, or for any other purposes of information and guidance.

Captain Sir James C. Ross, (signed) *W. A. B. H.*  
H. M. Discovery Ship "Enterprize," Woolwich.

### PART III.

COPIES and EXTRACTS of CORRESPONDENCE and Proceedings of the ADMIRALTY in reference to the ARCTIC EXPEDITION; together with Copies of the Charts illustrating the same. (Arranged according to their dates).

COPY of a Letter from Captain Sir *John Franklin* at the Whale-Fish Islands.

Part III.  
Correspondence,  
&c. in reference to  
the Expedition.

Sir,

Her Majesty's Ship "Erebus,"  
Whale-Fish Islands, 12 July 1845.

I HAVE the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that Her Majesty's ships "Erebus" and "Terror," with the transport, arrived at this anchorage on the 4th instant, having had a passage of one month from Stromness: the transport was immediately taken alongside this ship, that she might be the more readily cleared; and we have been constantly employed at that operation till last evening, the delay having been caused not so much in getting the stores transferred to either of the ships, as in making the best stowage of them below, as well as on the upper deck: the ships are now complete with supplies of every kind for three years; they are therefore very deep; but, happily, we have no reason to expect much sea as we proceed farther.

The magnetic instruments were landed the same morning; so also were the other instruments requisite for ascertaining the position of the observatory; and it is satisfactory to find that the results of the observations for latitude and longitude accord very nearly with those assigned to the same place by Sir Edward Parry: those for the dip and variation are equally satisfactory, which were made by Captain Crozier with the instruments belonging to the "Terror," and by Commander Fitzjames with those of the "Erebus."

The ships are now being swung, for the purpose of ascertaining the dip and deviation of the needle on board, as was done at Greenhithe, which, I trust, will be completed this afternoon, and I hope to be able to sail in the night.

The governor and principal persons are at this time absent from Disco, so that I have not been able to receive any communication from head quarters as to the state of the ice to the north; I have, however, learnt from a Danish carpenter in charge of the Esquimaux at these islands, that though the winter was severe, the spring was not later than usual, nor was the ice later in breaking away hereabout; he supposes also that it is now loose as far as 74° latitude, and that our prospect is favourable of getting across the barrier, and as far as Lancaster Sound, without much obstruction.

The transport will sail for England this day. I shall instruct the agent, Lieutenant Griffiths, to proceed to Deptford, and report his arrival to the Secretary of the Admiralty. I have much satisfaction in bearing my testimony to  
the

the careful and zealous manner in which Lieutenant Griffiths has performed the service entrusted to him, and would beg to recommend him, as an officer who appears to have seen much service, to the favourable consideration of their Lordships. Part III.  
Correspondence,  
&c. in reference to  
the Expedition.

It is unnecessary for me to assure their Lordships of the energy and zeal of Captain Crozier, Commander Fitzjames, and of the officers and men with whom I have the happiness of being employed on this service.

I have, &c.,

(signed) *John Franklin, Captain.*

The Right hon. H. L. Corry, M. P.  
&c. &c. &c.

INTELLIGENCE from the Whale Ships, 1845-6-7.

Last known Position of the Polar Ships.

Hull, 29 October 1845.

I HAVE seen Captain Dannett of the Prince of Wales, who states that he was not in Lancaster Sound; but whilst in Melville Bay on the 26th July 74° 48' N. lat., long. 66° 13' W., he fell in with the discovery ships, distant about three miles: a boat with seven officers boarded him, but he does not know their names; one was second in command of one of the ships;\* no letters were left, but the officers were all well, and in high spirits; Captain Dannett was to have dined on board Sir John Franklin's ship the following day, but, the wind favouring him, he did not do himself this honour, otherwise no doubt letters would have been sent you. Captain D. was as far as 14 miles from Cape York, bearing east by compass. About the 12th July the discovery ships were in the stream of Lancaster Sound, in Melville Bay, intending to cross for the Sound as soon as the ice opened (this was on the 26th July). Captain D. got clear of Melville Bay 12th August: the ice was then very heavy, but loose: the officers expressed good hopes of soon completing the expedition. Captain D. further states, that during three weeks after parting company with the ships, he experienced very fine weather, and thinks they would have made good progress. \* Captain Fitzjames.

I have, &c.

(signed) *J. R. Duncan.*

John Barrow, Esq.  
Admiralty, London.

Sir,

North Shields, 3 November 1846.

I HAVE the honour to acknowledge receipt of yours of the 28th ultimo, and, in reply, beg to inform you, that I am not able to give you any information respecting the "Erebus" and "Terror."

We could not get any further with the "Lady Jane" on the east side (entrance into Melville Bay) than 74° 10', nor any further north on the west side than 68° 41'. The summer altogether has been unusually severe, and we had the thermometer above freezing point only 20 days, and the north ice remained unbroken.

I have, &c.

(signed) *George Harrison.*

John Barrow, Esq.,  
Admiralty, London.

*Memorandum.*—None of the whale-ships appear to have approached Lancaster Sound during the season of 1846.

Sir,

Peterhead, 5 November 1847.

I HAVE the honour to acknowledge receipt of yours of the 3d current. The highest latitude attained by the ship under my command was 75° 30' N., about 30 miles off Cape Melville, whence we sailed into the north water, and crossed to the west side, reaching within ten miles of the west land in lat. 72° 48', and

Part III.  
Correspondence,  
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the Expedition.

and, in doing so, saw no ice, but encountered a heavy swell from the north and west, except land-ice: the sea north of the latitude attained appeared clear. Saw Esquimaux in considerable numbers, but none from whom any tidings could be gleaned of Her Majesty's ships "Erebus" and "Terror."

John Barrow, Esq.  
Admiralty.

I have, &c.  
(signed) *James Hogg,*  
Master of "Resolution."

Sir,

Kirkcaldy, 9 November 1847.

I HAVE to acknowledge receipt of your letter of 5th ult., and, in answer to your inquiries, beg leave to state, that on 4th August I reached the entrance of Lancaster Sound, intending to proceed up to look for whales: a gale of wind coming away with a very heavy sea, gave me to understand that there was no ice between me and Prince Regent's Inlet. This gale made me give up hopes of proceeding any farther that way. About 30 miles to the southward of Lancaster Sound I was in company with several tribes, but could obtain no information of any of Her Majesty's ships.

John Barrow, Esq.  
Admiralty.

I am, &c.  
(signed) *David Robb,*  
Master of the "Regalia."

Sir,

North Shields, 15 November 1847.

I HAVE the honour to acknowledge the receipt of your letter of the 1st inst.; but unavoidable circumstances have prevented me replying sooner. I now beg to say, I am unable to give you any information about Her Majesty's Ships the "Erebus" and "Terror." The highest latitude I was in with the "Lady Jane" was 76°, and the longitude 80°. The ice during the whole of the fishing season was unusually thick and heavy; in places where it has been generally found six feet thick, this year it was ten feet; and this the natives accounted to me for by the wind having prevailed so much from the south-east all the winter, which pressed the ice upon the west land. My ship was the only one in Sir James Lancaster's Sound as far as Navy Board Inlet; and in the middle of that Sound there was nothing to be seen to the westward but a few pieces of small ice. I was most anxious to obtain some information about Her Majesty's ships, and endeavoured to effect a landing on both sides of the Sound; but the ice was so heavy and packed on the coast, that travelling was quite impossible.

If there is any other point upon which I can afford you information, I shall feel much pleasure in doing so.

John Barrow, Esq.  
Admiralty.

I have, &c.  
(signed) *Geo. Harrison.*

Sir,

Aberdeen, 17 November 1847.

IN answer to your questions, I respectfully beg to state, the "Saint Andrew" crossed Baffin's Bay from Cape York in lat. 76°, long. 67°, to Pond's Bay, our usual fishing ground, in lat. 72° 45', long. 76° July 23d. The whales having disappeared, I determined to proceed to Lancaster Sound, both with a view to the capture of whales and in search of Her Majesty's ships. I contended for a week against an adverse wind and a strong swell down the sound: we attained no higher longitude than 78°, August 5th, no appearance of ice in the sound, and none but detached streams within 100 miles of it to the east. In consequence of a very mild winter, there will be very little ice left in Davis' Straits this season; the last two winters were the mildest the Danes have experienced for a great number of years at their settlement of Opernavick, in lat. 72° 45' N., long. 56°. The "Saint Andrew" recrossed the strait in lat. 72° 15' August; not more than 40 miles of ice, and very light. In lat. 70° N. fell in with very heavy ice, which continued so to lat. 64° 55'; that ice must have come out of Barrow's Strait the previous season.

Being a little acquainted with the Esquimaux language, I made every inquiry of the various tribes I met at Pond's Bay, but could procure no information respecting

respecting Sir John Franklin, who, I think, must have attained a very high longitude. The "Saint Andrew" left Cumberland Strait, off Baffin, on 15th October, where we had been at anchor for six weeks. No other ships attained a higher longitude this season in sound.

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Correspondence,  
&c. in reference to  
the Expedition.

Yours, &c.

John Barrow, Esq.

(signed) *Wm Penny.*

COPY of a Letter from Captain Sir *John Ross*, volunteering his Services.

16, Park-street, Grosvenor-square,  
London, 28 September 1846.

HAVING promised to Sir John Franklin, that, in the event of the expedition under his command being frozen in (as the one I directed was for four years) I would volunteer in the year 1847 to proceed to certain positions we had agreed upon in search of him and his brave companions;—

I am to request that you will be pleased to inform me if their Lordships would consider my accepting the retirement a bar to my being appointed to command any ship or vessel that may be ordered on that service.

I have, &c.

H. G. Ward, Esq.

(signed) *John Ross, Capt. R.N.*

Sir,

Admiralty, 30 September 1846.

I HAVE received and laid before my Lords your letter of the 28th inst., and I am to acquaint you, in reply, that, although your gallant and humane intentions are fully appreciated by their Lordships, yet no such service is at present contemplated by my Lords, and they have not therefore taken into consideration the appointment of an officer to conduct it.

Capt. Sir John Ross, c. B.  
16, Park-street, Grosvenor-square.

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

My dear sir,

Somerset House, 22 February 1847.

IN answer to your inquiry respecting the time the ships for the expedition were victualled, I beg to say, that they were provisioned for three years,\* that being the quantity demanded, and, as nearly as they could stow it, the quantity supplied.

Very truly yours,

Capt. Hamilton, R. N.,  
&c. &c. &c.

(signed) *James Meek.*

COPY of a Letter addressed to Sir *John H. Pelly*, Bart.

Sir,

Admiralty, 2 March 1847.

MY Lords Commissioners of the Admiralty being engaged in collecting the best practical opinions as to the measures to be adopted towards obtaining tidings of or rendering assistance to the expedition under the orders of Captain Sir John Franklin, have now before them, amongst other replies to their inquiries, letters from Sir Edward Parry and Sir John Richardson, from the last of which my Lords beg to send extracts for your perusal.

The proposal contained in the extracts of Sir John Richardson's letter, and in which Sir Edward Parry entirely concurs, seems to my Lords to be deserving of immediate attention, but before giving the orders necessary for carrying out the views of Sir John Richardson, my Lords would wish to be favoured with any observations which you might have to offer, and in particular with respect to the number and description of boats proposed to be sent from this country, and whether it might not be the case that similar or other well-adapted boats are to be had at some of the Hudson's Bay establishments.

Whilst upon this subject, my Lords beg to add, that, having understood that certain instructions have already been issued to their servants by the Hudson's Bay Company, with a view to obtaining intelligence of Sir John Franklin, my

Lords

\* Note.—From July 1845, when the transport left them.

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Correspondence,  
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the Expedition.

Lords would be glad if they might be informed of the nature of those instructions, and if they accord in the main with any part of those recommended to be sent by Sir John Richardson.

I have, &c.

Sir John Henry Pelly, Bart.,  
Hudson's Bay Company.

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

Sir,

4 March 1847.

HAVING laid before my Lords Commissioners of the Admiralty your letter of this day's date, requesting to postpone offering your opinion on the plan of an expedition proposed to be sent to the mouth of the Mackenzie River in search of Sir John Franklin, until you should have had an opportunity of conferring with Sir George Simpson, I am to acquaint you that, under the circumstances stated their Lordships would be glad that you should wait the arrival of Sir George Simpson, relying upon an early communication after you have conferred with him on the subject.

I have, &c.

Sir John Pelly, Bart.,  
Hudson's Bay House.

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

Gentlemen,

Admiralty, 6 March 1847.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, that my Lords, understanding that the several whale-ships bound for the Baffin's Bay and Davis' Straits Fishery will shortly sail for their destination, and that those in particular (five or six in number) belonging to the port of Hull will probably sail on or about the 10th instant, and my Lords being desirous to trace, as far as possible, the progress of the expedition under Sir John Franklin's orders since its departure from Disco, and being led to believe that the whalers occasionally reach, or at least have the means of communicating with those points at which it is probable the usual deposit of records of the voyage and its progress would be found, my Lords are anxious to engage the attention and secure the assistance of the masters of the several whale-ships in this inquiry, and for this purpose are disposed to offer a reward to such masters of whale-ships, and others assisting in the search, who may succeed in obtaining any information or record of the progress of the "Erebus" and "Terror" through Lancaster Sound, and to the westward. My Lords consider that the readiest and most regular manner of conveying their wishes to the masters of the whale-ships would be through the comptrollers and collectors of customs at the port at which whalers are usually fitted out, and have, therefore, to request that you will direct the comptrollers or collectors of customs at Hull, Whitby, Stockton-on-Tees, Leith, Kirkcaldy, Aberdeen and Peterhead, to make known their Lordships' wishes to the Captains of the several whalers in each of those ports now preparing for the Greenland or Davis' Straits Fishery, and more particularly to those masters of vessels so shortly expected to sail from Hull.

I have, &c.

The Commissioners of Customs.

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

*P.S.*—I send you herewith 15 copies of the Admiralty charts for the use of the whale-ships, and will cause as many more to be sent to you as you think may be required.

Sir,

8 March 1847.

MY Lords Commissioners of the Admiralty, understanding, from your letter of the 18th ultimo, that the ships therein mentioned are about to sail for the Davis' Straits Fishery, they beg to thank you for your information; and my Lords trust that the notification which they have requested the Commissioners of Her Majesty's Customs to convey to the several masters of these ships of their Lordships' desire to collect every possible information of the progress of the discovery ships



ships "Erebus" and "Terror," under Sir John Franklin's command, and of their Lordships' intentions to reward any master commanding a ship, or others employed under him who may procure such information, will reach the masters of these vessels before they sail.

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Correspondence,  
&c. in reference to  
the Expedition.

I have, &c.

Messrs. Gee & Co.  
Hull.

(signed) *H. G. Ward.*

Gentlemen,

10 March 1847.

WITH reference to my letter to you of the 6th instant relative to obtaining information of the expedition under the orders of Captain Sir John Franklin, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, that a representation has just been made to their Lordships by an officer in the confidence of Sir John Franklin, that "it was Sir John Franklin's intention, if foiled at one point, to try in succession all the probable openings into a more navigable part of the Polar Sea. The range of coast is considerable in which memorials of the ship's progress would have to be sought for, extending from Melville Island in the west, to the Great Sound at the head of Baffin's Bay in the east. As the sea in the upper parts of Baffin's Bay and in Barrow's Strait is, in general, comparatively free from ice in the summer months, it is probable some of our whalers may visit those parts."

It is not to be doubted that the masters of whaling ships, and the agents of the Hudson's Bay Company, will be on the alert; but it may be desirable that steps should be taken to make them aware of the great interest with which Her Majesty's Government would receive any record of the proceedings of the expedition.

My Lords are desirous that this supposition as to Sir John Franklin's probable proceedings should be made known to the masters of the several whalers now fitting out for the Davis' Straits and Greenland Fishery, and would therefore further request of you that steps might be taken to communicate these views to the masters of such ships, through the medium of the comptrollers and collectors of customs at Hull, Whitby, Stockton-on-Tees, Hartlepool, Leith, Kirkcaldy, Montrose, Aberdeen and Peterhead.

I have, &c.

The Comptroller  
of Her Majesty's Customs.

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

Sir,

Custom House, 11 March 1847.

WITH reference to your letter of the 6th instant, signifying that the Lords Commissioners of the Admiralty are desirous of tracing the progress of the expedition under Sir John Franklin's orders through the medium of the masters of whaling ships bound for the Baffin's Bay and Davis' Straits Fishery, and that their Lordships are disposed to offer a reward for information obtained on the subject, and requesting that the officers of the revenue at certain ports might be directed to make known their Lordships' wishes to the masters of the several whalers about to sail, I am commanded to acquaint you, that upon the receipt of your communication the Board issued directions in conformity with their Lordships' desire; and in transmitting for their Lordships' consideration and directions the enclosed copy of a letter which has been addressed to the collector and comptroller at Hull, by Mr. Thomas Ward, owner of one of the whaling ships about to sail from that port, offering suggestions with a view to further information for the guidance of the masters of vessels, and also in regard to the extent of the proposed reward, I am to state, that it appears, from the report of the officers at Hull, that five ships are about to leave that port for the whale fishery on the 16th instant.

I am to add that, agreeably with their Lordships' desire, conveyed by Captain Hamilton's letter of the 10th instant, the Board will give directions to their officers for communicating the information contained therein to the masters of the several whalers.

I am, &c.

H. G. Ward, Esq.

(signed) *J. Scovell.*

Part III.  
Correspondence,  
&c. in reference to  
the Expedition.

Gentlemen,

Hull, 10 March 1847.

WITH reference to the wishes of the Lords Commissioners of the Admiralty relative to the expedition under Sir John Franklin's orders, which you did me the honour to inform me of this morning, I would beg respectfully to suggest, that it would materially assist the masters of the whalers in any search which it may be in their power to make, if their Lordships would be pleased to designate the points at which records of the voyage and its progress may probably be found.

May I also be permitted to state, that some idea ought to be given of the extent of the reward which their Lordships may think proper to be offered, as neither the masters nor owners of the ships engaged in this hazardous speculation would be disposed to deviate from the express objects of their voyage, or to incur any risk which might have the effect of diminishing the chance of its success, unless the recompense were in some degree commensurate with such risk.

If their Lordships should see fit to give further information or instructions on the subject, I believe some of the ships will leave Hull on the 16th instant.

I am, &c.

(signed) *Thos. Ward,*  
Owner of the Whaling Ship "Truelove."

To the Collector and  
Comptroller of Her Majesty's Customs.

Gentlemen,

Admiralty, 13 March 1847.

HAVING laid before my Lords Commissioners of the Admiralty Mr. Scovell's letter of the 11th instant, relative to obtaining information, through the masters of ships employed in the whale fishery, of the expedition under Captain Sir John Franklin, and also the letter enclosed by Mr. Scovell from Mr. Thomas Ward, of Hull, I am commanded by their Lordships to acquaint you, with respect to that part of Mr. Ward's letter in which he refers to the advantage that might arise from a statement as to the point of coast at which records of the progress of the "Arctic Voyage" might most probably be found, that their Lordships are of opinion that the paragraph on that subject in their letter to you of the 10th instant contains the utmost information they are able to afford; and with respect to the extent of reward to be conferred for the service in question, their Lordships think it will be obvious to Mr. Ward, on consideration, that it must depend on the nature and value of the information rendered, the activity or exertions used in remitting it, and the amount of risk and labour incurred in collecting it; but as the progress of the discovery ships can only be traced to a certain extent by ships employed in the whale fishery, a reward of this kind would probably vary from under 50*l.* to over 100*l.*, though it would be impossible exactly to define the sum to be paid.

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

To the Commissioners of H. M. Customs.

My dear Sir,

Hudson's Bay House,  
30 March 1847.

THE substance of what I said to you when we last met was, that the Hudson's Bay Company's annual ship would be so full she would not be able to carry any part of the intended expedition in search of Franklin; but as there must be another ship to take out what the Ordnance may have to send, and the remainder of the Hudson's Bay Company's consignment, that by dividing the boats and men, &c. the proposed arrangement might be easily effected, and it only remained for you and the Ordnance to decide whether a Government report should be sent, or whether you would prefer the Hudson's Bay Company to undertake the whole arrangement, charging your respective boards with your portions of freight, either will suit me; but I think the latter would be best; if so decided, I shall want to know (and that as soon as possible) what will be to be

be conveyed for you, and I am writing to the War-office something to the same effect. I will call on you whenever you are ready, and no time should be lost.

I am, &c.

Captain Hamilton, R. N.

(signed) *J. H. Pelly.*

Part III.  
Correspondence,  
&c. in reference to  
the Expedition.

COPY of a LETTER from the Commissioners of Customs to the Secretary of the Admiralty.

Sir,

Custom House, 16 March 1847.

WITH reference to your letter of the 6th instant, signifying the request of the Lords Commissioners of the Admiralty that the officers of this revenue at certain ports might be directed to communicate with the masters of whale-ships, in order that the expedition under Sir John Franklin might be traced;—

I am commanded to acquaint you, for their Lordships' information, that it appears, from the reports which have been received from Whitby and Hartlepool, that there is no probability of any vessels clearing out at those ports for the whale fisheries this season.

I am, &c.

H. G. Ward, Esq.  
&c. &c. &c.

(signed) *J. Scovell.*

My dear Sir,

16 April 1847.

I HAVE seen Sir George Simpson, and talked over the arrangements with him. He prefers putting the boats and stores this season under charge of an experienced chief trader, to employing any officer from this country, who is new to the modes of travelling in the Hudson's Bay rivers, and there will not therefore be any necessity nominating a second officer to the party till after autumn, and it becomes certain that the enterprize will go on. Sir George leaves town to-morrow, and Liverpool on Monday; and as his stay at Montreal will not exceed one day, no letters will reach him until his return to Canada again in August. He will appoint a Hudson's Bay trader, named Bell, in whom I have every confidence, to take charge of the boats this year, and of the post and arrangements at Great Bear Lake.

I remain, &c.

Captain Hamilton, R. N.,  
Admiralty.

(signed) *John Richardson.*

Sir,

Admiralty, 17 April 1847.

I AM directed to acquaint you, for the information of the Hudson's Bay Company, that my Lords, having accepted the generous offer of Sir John Richardson to conduct the expedition proceeding to trace the progress of Captain Sir John Franklin, my Lords are anxious that Sir John Richardson should have the advantage of conferring with Sir George Simpson, and determining on the arrangements to be made, before Sir George Simpson leaves this country. My Lords would also take this opportunity of recommending Sir John Richardson to the good offices of the governors and directors of the Hudson's Bay Company, and are confident it will be satisfactory to them to learn, as it must be to all who are interested in the success of Sir John Franklin's Expedition, that the conduct of the party about to proceed in search of it is to be committed to such able and well-tried hands.

I have, &c.

Sir John Pelly,  
Hudson's Bay Company.

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

Sir,

Hudson's Bay House, 21 April 1847.

IN reply to your letter of the 17th instant, stating that the Lords Commissioners of the Admiralty, having accepted the generous offer of Sir John Richardson to conduct the expedition proceeding to trace the progress of Captain

Part III.  
Correspondence,  
&c. in reference to  
the Expedition.

Sir John Franklin, are anxious that he should have the advantage of conferring with Sir George Simpson, and determining on the arrangements to be made, before Sir George Simpson leaves this country. I am directed to state to you, for the information of the Lords Commissioners, that Sir John Richardson had an interview with Sir George Simpson before he left London, at which the arrangements referred to were determined on.

I am also directed to state, that the governor and committee of the Hudson's Bay Company have derived the greatest satisfaction from learning that the conduct of the expedition is to be entrusted to one in every respect so well qualified for such an undertaking as Sir John Richardson, who, I am to add, will receive from the Company every assistance towards the furtherance of the object of the expedition which it is in their power to afford.

I have, &c.

Captain W. A. B. Hamilton,  
&c. &c. &c. Admiralty.

(signed) *A. Barclay,*  
Secretary.

Sir,

Admiralty, 24 April 1847.

WITH reference to my letter of the 17th instant on the subject of the Sappers and Miners to be allowed to volunteer for the expedition about to proceed to the Mackenzie River, and the question likely to be raised by you as to the men being allowed to go without a commissioned military or naval officer, my Lords Commissioners of the Admiralty desire me to acquaint you, that they would wish to suggest to you the possibility of such men being considered as temporarily detached from the corps (so far as the usual course of command is concerned) for a special service, with directions to consider themselves under the orders of Mr. John Bell, until Sir John Richardson shall take charge of the expedition, or they should again rejoin their respective divisions, my Lords being satisfied, on the one hand, that no more efficient officer for this particular service can be found than Mr. Bell, and being most apprehensive, on the other, that even were a military or naval officer appointed to command such men, he must be dependent upon, if not subject to, the directions of Mr. Bell, to whose experience and knowledge of the business to be performed such military or naval officer must defer; and their Lordships are of opinion, that the discipline of the party would be far more likely to be disturbed by the anomalous position of such officer, with an ill-defined superintendence, and that serious clashings and misunderstandings derogatory to discipline would be more likely to be the consequence than if the party were at once committed to the charge of Mr. Bell until Sir John Richardson and his officers joined it.

I have, &c.

To the principal Officers of  
H. M. Ordnance.

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

Sir,

Royal Naval Hospital at Haslar,  
26 April 1847.

I BEG leave to enclose, for the information of my Lords Commissioners, a List of the Outfit of the party for tracing Sir John Franklin, to be sent out in the first week of June by the Hudson's Bay Company's ships, and to request authority to procure certain articles which are not in the public stores, in the manner specified opposite to each in this list.

I have, &c.

Captain Wm. A. B. Hamilton, R. N.,  
Secretary to the Admiralty

(signed) *John Richardson,*  
Medical Inspector.

LIST of OUTFIT for a Party of 20 Men, which is to leave England in June 1847 for the purpose of tracing Sir *John Franklin*.

Part III.  
Correspondence,  
&c. in reference to  
the Expedition.

ARTICLES.	WHERE PROCURABLE.
Four boats, with masts and sprits of bamboo, sails, boat-hooks, oars, &c. complete -	Now constructing in Portsmouth Dock-yard, and by Camper, in Gosport.

MATERIAL for each BOAT.

One canvas boat-cover	- - - - - Dock-yard.
One water-proof sheet for covering the cargo	{ Can be procured of the patentee by the store-keeper of Clarence Yard.
One small anchor	- - - - -
Two towing lines	- - - - -
One tool-chest, with tools for repairing boat	- - - - - Dock-yard.
One arm-chest to hold six carbines	- - - - -
One-quarter case, or magazine, to contain 30 lbs. of powder	{ In store at Priddy's Hard; procurable, on demand, from dock-yard.

To be distributed in the several BOATS.

Twenty rounds of ball cartridge for each man	{ Priddy's Hard.
One hundred and twenty pounds of fine gun-powder	
Two thousand percussion caps	- - - - -
Six spare towing-lines	- - - - - Dock-yard.
One small seine	{ From the net-maker employed by the Hudson's Bay Company.
One case of stationery	- - - - - Stationery Office.
Twenty carbines, with sword-bayonets, as used by sappers and miners	{ Ordnance Department.
Ninety pounds of partridge shot	{ May be purchased by storekeeper of Clarence yard.

PROVISIONS.

Flour, 17 cwt.	- - - - -	{ Clarence Yard; to be put up in water-proof bags.
Chocolate, 4 ½ cwt.	- - - - -	
Sugar, lump, 4 ½ cwt.	- - - - -	{ Ditto, in casks.
Biscuit, 10 cwt.	- - - - -	
Bacon, in fitches, 4 cwt.	- - - - -	{ Ditto, to be purchased by the storekeeper.

Four tons of pemmican. This is now in the course of preparation, and the quantity here mentioned will, I trust, be ready in time; it will cost about 1s. 10d. per pound, exclusive of packing, and is the most expensive article of the outfit. As this kind of provision is very scarce at Hudson's Bay this season, and cannot be procured at the interior posts on the journey, it would have been desirable to have sent out six tons, could it have been prepared in time; but I propose, in lieu of the additional quantity, to take two tons of lard, which costs much less.

CLOTHING and BEDDING for each Man.

One monkey jacket	- - - - -	{ Clarence Yard.
One pair of trousers	- - - - -	
One Guernsey frock	- - - - -	
One jacket	- - - - -	{ Of Foster's patent water-proof canvas, the suit for each man will not exceed 25s., and can be procured by the storekeeper of Clarence Yard.
One pair leggins	- - - - -	
One north-wester cap	- - - - -	
One hammock	- - - - -	{ Clarence Yard.
Two blankets, of the quality in use at Hudson's Bay	- - - - -	
One small tent for each boat	- - - - -	{ From Hudson's Bay Company's tent-maker.
One bed for each man	- - - - -	{ Clarence Yard.

*Note.*—A winter-dress of buffalo hide, or moose skin, can be furnished in the country to such of the men as shall be required to travel in that season, or be much out of doors; and should the party remain out beyond the first year, further supplies of clothing can be sent to the post at which they are to winter.

*John Richardson.*

LIST of STATIONERY to complete the Case referred to in the accompanying List.

Foolscap	- - - - - 1 ream	Cartridge paper	- - - - - 1 ream
Post paper	- - - - - ½ ditto	Stout brown paper	- - - - - 1 ditto
Note paper	- - - - - 10 quires	Sealing-wax	- - - - - 2 lbs.
Envelopes, official size	- - - - - 100	Wafers	- - - - - 2 oz.
Ditto - post size	- - - - - 400		

*John Richardson.*

Part III.  
Correspondence,  
&c. in reference to  
the Expedition.

\* Missing.

Sir,  
Admiralty, 5 May 1847.  
THEIR Lordships desire me to send you herewith, for your information, a copy of a letter from the Board of Ordnance, dated the 27th\* of last month, relative to the pay and allowance to be given to a party of Sappers and Miners, who are about to be selected to accompany Sir John Richardson in the proposed expedition to trace the progress of Captain Sir John Franklin to the west of Cape Walker, and I am to acquaint you that my Lords have informed the Master-general and Board of Ordnance that they entirely approve of the arrangements proposed, and you are to be guided therein.

*W. A. B. Hamilton.*

Accountant-general and Comptroller  
of Victualling.

Sir,  
Admiralty, 5 May 1847.  
I AM to request that the Hudson's Bay Company will cause conveyance to be provided in the Company's ship, which leaves England for York Factory in June next, for 15 Royal Sappers and Miners who are about to proceed on an expedition, under Sir John Richardson, to trace the progress of Captain Sir John Franklin in the Polar Seas; and on their arrival at York Factory that they may proceed to winter quarters, under the direction of Mr. George Bell, until they shall be joined next year by Sir John Richardson.

I am also to request conveyance in the same ship for some stores for the expedition, which the storekeeper-general of the navy has been directed to provide.

I have, &c.

To Sir John Pelly,  
Hudson's Bay Company.

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

Sir,  
Office of Ordnance, 6 May 1847 <sup>A.</sup><sub>1719.</sub>  
HAVING laid before the Board of Ordnance your letter of the 28th ultimo, sending, by command of the Lords of the Admiralty, a copy of a letter from Sir John Richardson, requesting that 20 carbines, fitted with sword bayonets, having saw backs, may be supplied for the use of the expedition to be employed in tracing Captain Sir John Franklin and party;—

I have the honour, by the Board's commands, to apprise you, for the information of their Lordships, that there are no arms fitted with sword bayonets having saw backs in store; but 20 light muskets recently made for the Ordnance corps could be fitted with such bayonets at Enfield, under the directions of the inspector of small arms, and form very appropriate weapons for this service; and I am to state that the Board have ordered that this service be immediately performed, and they request the favour of information as to the time that can be allowed for this purpose.

I have, &c.

Captain Hamilton,  
&c. &c. &c. Admiralty.

(signed) *R. Byham.*

Sir,  
Hudson's Bay House, 7 May 1847.  
I AM directed to acknowledge the receipt of your letter, dated the 5th instant, stating that you have been commanded by the Lords Commissioners of the Admiralty to request that the Hudson's Bay Company will cause conveyance to be provided in the Company's ship, which leaves England for York Factory in June next, for 15 Royal Sappers and Miners, who are about to proceed on an expedition, under Sir John Richardson, to trace the progress of Captain Sir John Franklin in the Polar Seas, and on their arrival at York Factory that they may proceed to winter quarters, under the direction of Mr. George Bell, until they shall be joined next year by Sir John Richardson; and also to request conveyance in the same ship for some stores for the expedition, which the Storekeeper-general of the Navy has been directed to provide.

In reply to which, I am to acquaint you, that the Hudson's Bay Company will provide the conveyance requested by the Lords Commissioners of the Admiralty, and will direct that the men on their arrival at York Factory proceed to winter quarters with Mr. Bell.

Part III.  
Correspondence,  
&c. in reference to  
the Expedition.

I am also to acquaint you, that it will be necessary that the men and stores be embarked at Gravesend on the 4th of June, and to inquire what amount of tonnage will be required for the stores, and whether they include water, provisions, &c. for the men during the voyage.

I am, &c.

W. A. B. Hamilton, Esq.,  
&c. &c. &c., Admiralty.

(signed) *A. Barclay*,  
Secretary.

Sir,

Admiralty, 7 May 1847.

I AM to acquaint you that five experienced seamen are required to complete the party to be employed under Sir John Richardson, in tracing the progress of Sir John Franklin's Expedition, and which seamen will be required to leave England in the Hudson's Bay ship on the 4th of June, and my Lords desire that you will take the necessary steps for volunteering such men from any of Her Majesty's ships (including your Flag ship) now at Portsmouth.

You are, accordingly, to have it made known on board the several ships under your orders that such volunteers are required; that, previous to their being selected, they will have to be inspected as to their bodily health, and physical fitness for the service, by Sir John Richardson; that when selected, they will be discharged from the ship's books they may then be serving in to those of the "Victory," there to be borne as supernumeraries for time and pay, for service in the "Arctic Searching Expedition;" that they will be provided with suitable clothing, bedding, &c., and rations without spirits, and that they will receive double pay while so serving, but would be liable to be mulcted in case of misconduct to pay and a half; and that at the expiration of the service each man will receive a gratuity of from 10*l.* to 15*l.*, upon a certificate of good conduct from Sir John Richardson.

The men required to be volunteered should be amongst those most accustomed to boats, and, if possible, such as have served in whalers, and are accustomed to steer with the oar, and to handle a boat in rapids.

As it is probable a considerable number of men will volunteer in the first instance, you are to be guided by the appearance of such numbers; and if any considerable number (any number above 15) should come forward, you are to stop the volunteering, and select from 12 to 18 of the most promising, and of the best character, to be surveyed by Sir John Richardson.

I am, &c.

To Admiral Sir C. Ogle, Bart.  
Portsmouth.

(signed) *H. G. Ward*.

Sir,

Admiralty, 7 May 1847.

IN return to your letter of the 28th ultimo, containing your observations on the several plans proposed for tracing the progress of the expedition under Sir John Franklin, I am desired by their Lordships to acquaint you, that they are much obliged to you for your many valuable observations on this subject.

I have &c.

Captain Beechey, Bristol.

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

Part III.  
Correspondence,  
&c. in reference to  
the Expedition.

Sir,

Admiralty, 7 May 1847.

IN return to your letter of the 5th instant, containing your remarks on the suggestions of Captain Beechey, as to the proper steps to be taken in tracing the expedition under Sir John Franklin, I am to thank you for the additional pains you have taken in thus furnishing their Lordships with a still more complete exposition of your views as to what is really necessary to be undertaken this season.

I have, &c.

Sir John Richardson,  
Haslar.

(signed) *H. G. Ward.*

Sir,

Admiralty, 8 May 1847.

WITH reference to my letter of the 5th instant, I am to request that a passage may be afforded in the Hudson's Bay Company's ship, that will sail the 4th of June, for five seamen in addition to the 15 Sappers and Miners. And their Lordships wish to know if there would be any objection to these 20 men being victualled during the time they are on board in the same way and on the same rations, as those issued to the proper crew of the ship (and as part of the crew), the cost to be defrayed by their Lordships.

In reply to the question contained in Mr. Barclay's letter of yesterday, their Lordships desire me to acquaint you, that the weight of pemmican and other stores to be conveyed by the Hudson's Bay ship will probably not exceed 10 tons, exclusive of the boats, which will weigh about 6 cwt. each.

I have, &c.

To Sir John Pelly, Bart.,  
Governor of the Hudson's Bay Company.

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

Sir,

Hudson's Bay-House, 10 May 1847.

I HAVE to acknowledge the receipt of your letter of the 8th instant, requesting, in the name of the Lords of the Admiralty, that a passage may be afforded in the Hudson's Bay Company's ship that will sail the 4th of June, for five seamen, in addition to the 15 Sappers and Miners, and inquiring if there would be any objection to these 20 men being victualled, during the time they are on board, in the same way and on the same rations as those issued to the proper crew of the ship, and as part of the crew, the cost to be defrayed by their Lordships;—

I beg to acquaint you, in reply, that the directors of the Hudson's Bay Company will have much pleasure in complying with the request of the Lords Commissioners of the Admiralty, to afford a passage to York Factory for five seamen, in addition to the 15 Sappers and Miners; and that there is no objection whatever to the whole 20 men being victualled in the manner you describe.

I am, &c.

W. A. B. Hamilton, Esq.,  
&c. &c. &c. Admiralty.

(signed) *J. H. Pelly.*

Sir,

Royal Naval Hospital at Haslar,  
10 May 1847.

IN compliance with the directions conveyed in your letter of the 8th instant, that I should furnish you, for the information of my Lords Commissioners of the Admiralty, with an appropriate estimate of the tonnage required for the stores to be embarked on board the Hudson's Bay ships for the service of the expedition to be employed in tracing the progress of Sir John Franklin; and also, that I should furnish an exact description of the provisions required for the voyage out to Hudson's Bay by the five seamen, and 15 Sappers and Miners, of which the party is to consist;—

I have to state, that the tonnage of the stores for the service of the expedition, after landing at York Factory, will amount to 12 $\frac{3}{4}$  tons by weight, or 21 $\frac{1}{2}$  by measurement; and that the provisions for the voyage out to Hudson's Bay will weigh, when packed, three tons 17 cwt., or measure six tons, exclusive of water. The particulars on which these calculations have been made are contained in the accompanying enclosures (A.) and (B.)

With reference to the kind of provisions to be supplied to the party during the voyage out to Hudson's Bay, I beg leave to suggest that they be issued



Part III.  
Correspondence,  
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the Expedition.

issued in conformity with the usual scale on board Her Majesty's ships, including spirits; and as the time of arrival at Hudson's Bay varies from the latter end of August to the 24th of September, that the supply be calculated from the 4th of June to the 24th of September.

The Secretary to the  
Admiralty.

I have, &c.  
(signed) *John Richardson,*  
Med. Inspector.

(A.)

TONNAGE of the following STORES for the use of the Expedition for tracing the Arctic  
Discovery Ships, by Weight and Measurement.

- Pemmican, 198 cases in casks, weighing 104 lbs. each
- Bacon - - 10 sides, = 4½ cwt. in bags
- Flour - - 8 cwt. in 10 bags, 36 × 20 inch
- Chocolate - 2 ditto in 3 ditto, 36 × 20 inch
- Sugar - - 4½ ditto in 5 ditto, 36 × 20 inch
- Tea - - 88 lbs. in 2 ditto, 36 × 20 inch
- Seine net 160 lbs. in 1 barrel
- Biscuit - 6 cwt. in 6 ditto
- Jackets, 20 in number } Flushing
- Trowsers, 20 in number }
- Frocks, Guernsey, blue, 20 in number
- Jackets, patent, waterproof, 20 in number
- Leggings - - ditto - - 20 pairs
- North-westers ditto - - 20 in number
- Ball cartridges, 400 - - } In four-quarter cases, to be placed
- Fine gunpowder, 120 lbs. } in the ship's magazine
- Percussion caps, 2,000 in number
- Partridge shot, 90 lbs.

These articles will amount to  
about

In Weight.	By Measure.
12 tons.	20 tons.
¾ "	1½ "
12¾ tons.	21½ tons.

In addition to the above, boats' fittings requiring to be  
stowed below.  
Four-tool chests, four arm-chests, and the sails say -  
Four boats on the booms.

*John Richardson,*  
Med. Inspector.

(B.)

PROVISIONS required for 20 Men (according to the Scale in use in Her Majesty's Navy), between the  
4th June and 24th September 1847 inclusive, during their Voyage out to Hudson's Bay, with the  
approximate Tonnage.

Species.	Quantity.	In what Packages.	Weight when Packed.	Measurement in Tons.
Biscuit	2,240 lbs.	20 bags, of 112 lbs.	2,280 lbs.	3 ¼
Chocolate	163 lbs.	{ 1 half hogshead, 108 lbs.	206 "	{ 1 ½
		{ 1 small cask, 55 lbs.		{ 1 ½
Rum	75 gallons	3 half hogsheads, of 25 gallons	879 "	{ 1 ½
Sugar	224 lbs.	2 small casks, of 112 lbs.	284 "	{ 1 ½
Tea	36 lbs.	1 half chest	52 "	{ 1 ½
Oatmeal	2¾ bushels	1 small chest	146 "	{ 1 ½
Vinegar	25 gallons	1 half hogshead	317 "	{ 1 ½
Beef	114-8 lbs.	3 tierce, of 38 pieces	1,506 "	{ 1 ½
Pork	208-4 lbs.	3 barrels, of 52 pieces	1,023 "	{ 1 ½
Pease	8½ bushels	{ 1 barrel, of five bushels	659 "	{ 1 ½
		{ 1 half hogshead, of 3½		{ 1 ½
Flour	500 lbs.	2½ hogsheads, of 250 lbs.	588 "	{ 1 ½
Raisins	224 lbs.	1 half hogshead	266 "	{ 1 ½
Suet	224 lbs.	{ 1 half hogshead, of 168 lbs.	465 "	{ 1 ½
		{ 1 small cask, of 56 lbs.		{ 1 ½
			8,671 lbs.	6 tons.
Water	2,240 gal.	at 1 gallon per man a day.		

*John Richardson,*  
Med. Inspector.

Part III.  
Correspondence,  
&c. in reference to  
the Expedition.

Sir,

Office of Ordnance, 12 May 1847,  $\frac{9}{53}$ .

WITH reference to your letter of the 28th ult., relative to Sir John Richardson's application to be supplied with arms for the use of the expedition to be employed in tracing Captain Sir John Franklin and party;—

I have the honour, by the Board's commands, to acquaint you, for the information of the Lords of the Admiralty, that they have received a further requisition from Sir John Richardson for the following articles; viz. Four quarter-cases, to be used as boat magazines, 120 lbs. of fine-grain gunpowder, 400 ball cartridges, and 2,000 percussion caps.

And I am to inform you, that the Board have ordered their officer at Portsmouth to issue the same, and to request that you will move their Lordships to sanction this issue.

I have, &c.

(signed) *R. Byham.*

Captain Hamilton,  
&c. &c. &c. Admiralty.

My dear Sir,

London, 13 May 1847.

I HAVE ascertained that the Hudson's Bay Company's ships for York Factory are the "Prince Rupert," Captain D. G. Heard, and "Westminster," Captain Forbes Michie. With reference to a Treasury order for the embarkation at once of the stores for the party, the Hudson's Bay Company will notify the day on which they will be ready to receive them.

I also take this opportunity of mentioning, that some of the seamen would like to make allotments of part of their pay to their wives or mothers, and the Brigade Major informs me that many of the Sappers and Miners are likely to desire a portion of their pay to be deposited in the savings bank of the corps.

I selected 12 very fine men at Woolwich this morning, and expect to see another party at Sandhurst.

I remain, &c.

(signed) *John Richardson*

Captain Hamilton, R.N.,  
Admiralty.

Sir,

Admiralty, 13 May 1847.

WITH reference to my letter of the 8th inst., stating that the weight of stores to be conveyed in the Hudson's Bay ship, for the use of the expedition for tracing the Arctic discovery ships, would be about 10 tons, exclusive of the boats, I am to refer you to the interview that Sir John Richardson has had with you on this subject, and to send you herewith a copy of an account received from him of the stores in question, from which it appears that their tonnage will be  $12\frac{3}{4}$  tons by weight, or  $21\frac{1}{2}$  tons by measurement.

I have, &c.

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

To Sir John Pelly,  
Governor of the Hudson's Bay Company.

Sir,

St. Vincent, in Portsmouth Harbour,  
13 May 1847.

In reply to your letter of the 7th instant, desiring me to take the necessary measures for volunteering seamen from Her Majesty's ships at Portsmouth to complete the party to be employed under Sir J. Richardson in tracing the progress of Sir John Franklin's Expedition, I request you will inform the Lords Commissioners of the Admiralty, that, having made the same known on board the several ships, 26 seamen, volunteers, came forward, 18 of whom were sent to Sir John Richardson to be examined, that he might select five of the most eligible for the said expedition.

Having done so, he reported the five seamen named below as physically qualified for the service, and, inquiry being made to ascertain their characters, their

their captains state them to be men of steady, sober, active and obedient habits, and well calculated for the service required.

I wait their Lordships' orders to discharge them into the "Victory."

I have, &c.

Henry Geo. Ward, Esq.,  
Secretary Admiralty.

(signed) *Chas Ogle,*  
Admiral.

From "St. Vincent"—Daniel Clarke, A. B. ; Thomas Selley, A. B.

From "Excellent"—William Done, A. B. ; George Stares, A. B.

From "Victory"—Thomas Cousins, A. B.

Part III.  
Correspondence,  
&c. in reference to  
the Expedition.

Sir,

Hudson's Bay House, 14 May 1847.

I AM directed to acknowledge the receipt of your letter to the Governor of the Hudson's Bay Company, dated yesterday, enclosing a copy of an account of stores to be forwarded by the Company's ships to York Factory, in which the amount of tonnage is estimated at 12¾ tons by weight, and 21½ tons by measurement, and to acquaint you, in reply, that the conveyance of these stores will be provided for.

I am, &c.

W. A. B. Hamilton,  
&c. &c. &c. Admiralty.

(signed) *A. Barclay,*  
Secretary.

Sir,

Office of Ordnance, 19 May 1847, <sup>M</sup>/<sub>27</sub>.

IN reference to your letter of the 5th instant, I have the honour, by command of the Master-general and Board of Ordnance, to transmit to you, for the information of the Lords Commissioners of the Admiralty, a return of 15 men of the corps of Royal Sappers and Miners, selected by Sir John Richardson from 48 volunteers, to be employed under that gentleman to the west of Cape Walker in tracing the progress of Captain Sir John Franklin, and I am to request you will move their Lordships to favour the Master-general and Board with information as to the embarkation of these men, and the consequent period of their discharge from the Ordnance service, as well as in regard to the supply of clothing, bedding and rations, and their pay.

I have, &c.

Captain Hamilton,  
&c. &c. &c. Admiralty.

(signed) *R. Byham.*

RETURN of Men of the ROYAL SAPPERS and MINERS who have been medically examined and selected by Sir John Richardson from Volunteers to accompany the Expedition for tracing the Progress of Captain Sir John Franklin to the West of Cape Walker.—Woolwich, 17 May 1847.

RANK.	NAME.	TRADE.	AGE.		SERVICE.		CHARACTER.	REMARKS.
			Years.	Months.	Years.	Months.		
2d Corporal	James M'Haren	carpenter	28	1	6	11	very good.	lance corporal.
"	David Brodie	carpenter	21	3	1	-	good.	
"	Robert Graham	carpenter	25	5	7	5	good.	
"	Henry J. Ralph	carpenter	26	7	6	9	very bad.*	
"	Robert Mackie	carpenter	26	4	6	6	very good	
"	Donald Fraser	carpenter	25	1	1	4	good.	
"	Edward Dodd	{ wood and iron-turner }	20	6	1	4	good.	
"	Hugh Geddes	painter	19	5	1	5	good.	
Privates	Richard Webber	millwright	24	4	1	4	good.	
"	James Mitchell	smith	25	4	7	-	very good	
"	Jacob Hobbs	smith	23	9	1	2	good.	
"	Thomas Bugbee	smith	25	5	1	5	good.	
"	John Salter	smith	29	10	6	10	good.	
"	James Waddell	miner	20	9	1	9	good.	
"	Robert Dall	miner	23	9	1	5	good.	

\* Vide page 69.

H. Sandham, Brigade Major.

Part III.  
Correspondence,  
&c. in reference to  
the Expedition.

Sir,

Hudson's Bay House, 22 May 1847.

I AM directed to acknowledge the receipt of your letter to the Governor of the Hudson's Bay Company, of yesterday's date, requesting to be informed of the name of the ship in which the men and stores to be employed under Mr. Bell and Sir John Richardson, are to be embarked, and to acquaint you, in reply, that it is proposed to divide the men, stores and boats in equal proportions between the ships "Prince Rupert" and "Westminster," if the Lords Commissioners of the Admiralty have no objection to that arrangement.

I am also directed to request that application be made to the Treasury for the necessary dispensing order, that no delay may occur from the interference of the Custom House Officers in the embarking of the stores and provisions.

I have, &c.

W. A. B. Hamilton, Esq.  
&c. &c. &c. Admiralty.

(signed) A. Barclay,  
Secretary.

Sir,

Royal Naval Hospital at Haslar,  
22 May 1847.

IN compliance with the directions of my Lords Commissioners of the Admiralty, conveyed in your letter of yesterday, I have the honour to inform you, that, with respect to the clothing and bedding of the 15 Sappers and Miners to be employed in the "Arctic Searching Expedition," one flushing jacket, one pair of trowsers, one striped Guernsey frock, one patent waterproof coatee, one patent waterproof leggins, one patent waterproof north-wester cap, have been provided, to be issued to each man on landing at Hudson's Bay; and that I have considered the fatigue dresses they now possess most appropriate to be worn during the voyage out. One hair mattress, one hammock, and one pair of large blankets, will be issued to each man as bedding for the voyage out and his subsequent progress through the Hudson's Bay country.

Each man will also be furnished, on landing, with mocassins and socks, suited to the nature of his employment; and during the winter such of the party as are required to travel or work in the open air will be supplied with an over-coat of dressed buffalo or moose skin: as the stay of the party in that country is uncertain, I have not thought it expedient to encumber the boats with clothing for more than one year; but it is my intention to carry up a further supply when I go to join the party.

A tent has been provided for each boat's crew.

The rations during the voyage out will be such as the crews of the Hudson's Bay ships receive, are to be paid for to the Company by the Admiralty, and are of excellent quality, and sufficient in quantity. During the boat voyage the rations will vary with circumstances. A quantity of excellent dried bacon, biscuit, flour and cocoa has been provided, to last up to the first wintering place, allowing each man to consume about three pounds of solid food daily. For the first winter the diet will consist almost wholly of fish, the ordinary allowance being 10 lbs. per man daily; but when the fishery is very productive, no restriction is usually placed on the quantity consumed. When the water-fowl pass in the spring, one goose or two large ducks are substituted for 10 lbs of fish. The second winter will be passed at a post where rein-deer or musk-ox meat will form a part of the rations; and of the meat, 8 lbs is the usual daily allowance. During the summer voyages pemmican will constitute the main article of diet, and will be issued at the rate of 2 lbs per diem for each man, which is as much as the average consumption on unlimited allowance. I calculate upon carrying seven tons of pemmican to the Mackenzie for the ulterior progress of the party.

It will be most convenient to embark the Sappers and Miners on the 5th of June, the Hudson's Bay Company's ships being appointed to sail from Gravesend on the evening of that day; but as the period of service of some of the men at Sandhurst terminates, as I have been informed, on the 31st of May, it will probably simplify the accounts if they commence expedition-pay on the 1st of June; and, in accordance with the precedent of Sir John Franklin's overland expedition, I beg to recommend that they have six months' advance of pay. As

no

no money is in circulation in the country through which the party will travel, no payments need be made during the progress of the expedition; but should the men wish to procure any article from the Hudson's Bay Company's stores, at the prices charged to the servants of the Company, I would keep an account of the same, that the items might be deducted on the final settlement of each man's account. I have been informed by the Brigade-major at Woolwich, that it would be agreeable to the men to have the accumulation of pay during their absence lodged in the savings bank of the corps at Woolwich; and if their Lordships approve of the same, I beg to recommend that this be done, on the men signifying in writing that such is their wish.

I have, &c.

(signed) *John Richardson,*

Med. Inspector.

The Secretary of the Admiralty.

A copy of this letter was sent to the Accountant-general and to the Comptroller of Victualling, for their information and guidance, acquainting the Accountant-general that the Sappers and Miners are to be paid a sum equal to double their pay as Sappers and Miners.

Sir,

Hudson's Bay House, 25 May 1847.

IN reply to your letter of this day's date, relative to the shipment of 20 tons of victualling stores, and 30 tons of naval stores, I beg to acquaint you that one of the Company's vessels will be ready to receive these stores on board at Gravesend, on Thursday the 3d of June.

I am, &c.

(signed) *A Barclay,*

Secretary.

James Meek, Esq.,  
&c. &c. &c. Somerset House.

A copy of this letter was sent to the Comptroller of Victualling and to the Storekeeper-general, for their information.

Sir,

Admiralty, 25 May 1847.

THE five seamen borne on the books of the "Victory" for the "Arctic Searching Expedition," are to be paid two months in advance, according to the rate of pay allowed for this service, viz. double pay.

By command, &c.

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

Accountant-general.

Admiralty, 26 May 1847.

Sir,

HEREWITH you will receive for your information and guidance a copy of a letter from Sir John Richardson respecting the pay and allowance of 15 men (1 corporal and 14 privates), to be discharged from the Sappers and Miners to join the "Arctic Searching Expedition."

These men are to be paid a sum equal to double their pay as Sappers and Miners, from the 1st of June next inclusive, and are to be allowed to receive six months' advance of pay

By command, &c.

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

Accountant-general,  
and Comptroller of Victualling.

Royal Naval Hospital at Haslar,  
27 May 1847.

Sir,

IN compliance with the directions of my Lords Commissioners of the Admiralty, conveyed in your letter of yesterday's date, I have the honour to inform you, that the stores of the Arctic Searching Expedition ought to be consigned to Mr. John Bell, chief trader of the Hudson's Bay Company, who will receive them at York Factory. I beg to mention, however, that the bedding, consisting

Part III.  
Correspondence,  
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consisting of a hair mattress, two blankets and one hammock for each man (20), requiring to be issued when the men embark on board the Hudson's Bay ships, ought not to be placed on the bill of lading.

I have, &c.

Captain W. A. B. Hamilton, R. N., (signed) *John Richardson,*  
Secretary to the Admiralty, Med. Inspector.  
&c. &c. &c.

A copy of this letter was sent to the Comptroller of Victualling, for his information and guidance.

Sir,

Admiralty, 31 May 1847.

I AM to acquaint you, that the Board of Ordnance have been requested to give over to the Comptroller of Victualling the 20 carbines, with saw-back bayonets, for the "Arctic Searching Expedition," to be forwarded with the other stores, addressed to Mr. Bell, York Factory.

I have, &c.

Sir John Richardson, M. D., (signed) *W. A. B. Hamilton.*  
R. N. Hospital, Gosport.

Sir,

Office of Ordnance, 31 May 1847, <sup>1</sup>/<sub>1847</sub>.

THE Inspector of small arms having reported that the 20 carbines, with saw-back bayonets, for service of the Sappers and Miners about to proceed with the expedition to the north coast of America, will be completed and ready for issue on Monday next, this day, I have it in command to signify the same to you, for the information of the Lords Commissioners of the Admiralty.

I have, &c.,

Capt. Hamilton, R. N. (signed) *R. Byham.*

Sir,

Office of Ordnance, 2d June 1847.

IN reference to your letter of the 26th ultimo, requesting, by command of their Lordships, information as to the embarkation and pay, as well as the supply of clothing, bedding and rations, of the Sappers and Miners who have volunteered to join the "Arctic Searching Expedition";—

I have the honour, by the Board's commands, to transmit, for their Lordships' information, the enclosed copy of a letter from Major Sandham, in reply to the Board's reference on the points adverted to in their Lordships' letter, and I am to convey the Board's request that their Lordships will take the charge of the accumulation of the men's wages during their absence from this country, and to make the necessary arrangements with the men for this purpose.

I am, &c.

H. G. Ward, Esq. (signed) *R. Byham.*

Sir,

Woolwich, 31 May 1847.

WITH reference to Sir John Richardson's letter of the 22d May 1847, which accompanied the Board's letter of the 27th May 1847, <sup>A</sup>/<sub>1846</sub>, relative to the pay and allowances to be granted to the detachment of the Royal Sappers and Miners about to be employed in the "Arctic Searching Expedition," in the last paragraph he states that he has been informed by me that it would be agreeable to the men to have the accumulation of pay during their absence lodged in the savings bank of the corps at Woolwich: Sir John Richardson, however, must have mistaken me; for under the circumstances of the volunteers for this service receiving their discharge from the corps, it would be impossible that they could be allowed to benefit by the regimental savings bank, which is exclusively for the use of soldiers. I am not aware of the arrangement in regard to the payment and control of the detachment after they receive their discharges; but I would suggest, that the Lords of the Admiralty should be requested to facilitate the wishes of the

the

the men in regard to the accumulation of their wages, whether they should wish to leave money to the support of their friends or families, or leave it in deposit with the Admiralty, in which latter case I conceive such deposits might be allowed by their Lordships to bear interest, on the principle and regulations laid down for regimental savings banks, which might be calculated in the final settlement of the men's accounts.

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Correspondence,  
&c. in reference to  
the Expedition.

I have, &c.

(signed) *H. Sandham,*  
Brigade Major.

To the Inspector-general of Fortifications.

Sir,

Office of Ordnance, 2 June 1847,  $\frac{E}{974}$ .

In reference to your letter of the 26th ultimo, requesting, by command of the Lords of the Admiralty, information as to the embarkation and pay, as well as the supply of bedding and rations, of the Sappers and Miners who have volunteered to join the "Arctic Searching Expedition";—

I have the honour, by the Board's commands, to transmit, for their Lordships' information, the enclosed copy of a letter from Major Sandham, in reply to the Board's reference on the points adverted to in their Lordships' letter; and I am to convey the Board's request, that their Lordships will take the charge of the accumulation of the men's wages during their absence from this country, and to make the necessary arrangements with the men for this purpose.

I have, &c.

Capt. Hamilton,  
&c. &c. Admiralty.

(signed) *R. Byham.*

Sir,

Woolwich, 31 May 1847.

With reference to Sir John Richardson's letter of the 22d of May 1847, which accompanied the Board's letter of the 27th May 1847,  $\frac{A}{1245}$ , relative to the pay and allowances to be granted to the detachment of Royal Sappers and Miners about to be employed in the "Arctic Searching Expedition," in the last paragraph he states, that he has been informed by me that it would be agreeable to the men to have the accumulation of pay during their absence lodged in the savings' bank of the corps at Woolwich: Sir John Richardson, however, must have mistaken me; for under the circumstances of the volunteers for this service receiving their discharges from the corps, it would be impossible that they could be allowed to benefit by the regimental savings bank, which is exclusively for the use of soldiers. I am not aware of the arrangement in regard to the payment and control of the detachment after they receive their discharges; but I would suggest that the Lords of the Admiralty should be requested to facilitate the wishes of the men in regard to the accumulation of their wages, whether they should wish to leave money for the support of their friends or families, or leave it as deposit with the Admiralty, in which latter case I conceive such deposits might be allowed by their Lordships to bear interest, on the principle and regulations laid down for regimental savings banks, which might be calculated in the final settlement of the men's accounts.

I have, &c.

(signed) *H. Sandham,*  
Brigade Major.

To the Inspector-general of Fortifications.

My dear Sir,

Haslar Hospital, 2 June 1847.

I was aware of the bad character of Henry Ralph,\* the Sapper and Miner; but having ascertained that his crime was repeated drunkenness, and that he was otherwise an obedient, hard-working man, I yielded to his request to be allowed an opportunity of reform, by employing him where no drink was to be had. The only hazard is his committing some excess before the ship leaves England, and he is physically well qualified for severe labour.

I have heard of all the stores being forwarded to Woolwich, and mean to go to that place on Friday, to attend to the embarkation of the Sappers and Miners, &c.,

\* Vide page 65.

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and also to accompany the governor and committee of the Hudson's Bay Company to Gravesend on Saturday, when the crews of their ships are to be paid before sailing.

I remain, &c.

Captain W. A. B. Hamilton, R. N.

(signed) *John Richardson.*

Sir,

Hull, 2 June 1847.

I BEG to apprise you, for the information of their Lordships, that the barque "William Ward," Captain John Gravell, intends leaving this port for Davis' Straits Fishery on Monday the 7th of this month: should they have any despatches to send out to the Arctic Expedition, we should be happy to take them.

I am, &c.

Captain Hamilton.

(signed) *William Jackson,*  
49, High-street.

Sir,

Hull, 7 June 1847.

I DULY received your favour of the 5th instant, enclosing despatches for Sir John Franklin, which I have given in charge to Captain John Gravell, of the "William Ward," who, I am confident, will use his best endeavours to forward them to him.

I am, &c.

(signed) *William Jackson.*

The "William Ward" sailed this morning.

Sir,

London, 4 June 1847.

I HAVE the honour to acknowledge the receipt of your letter dated yesterday, desiring to know whether the offer of Mr. W. Jackson, of Hull, to convey despatches to Sir John Franklin by his ship "William Ward" can be turned to account, and to inform you that I am not aware of any way in which this offer can be made available for the service of the "Arctic Searching Expedition"; but I beg to enclose a private letter to Sir John Franklin, mentioning the steps that have been taken for communicating with him next year.

I have, &c.

(signed) *John Richardson,*

Captain W. A. B. Hamilton, R. N.,  
Secretary to the Admiralty.

Med. Inspector.

Sir,

Admiralty, 3 June 1847.

WITH reference to my communication to you of the 26th of last month, relative to the pay of the Sappers and Miners who are about to proceed on the "Arctic searching Expedition," their Lordships desire me to send you herewith a copy of a letter from the Board of Ordnance, dated the 2d instant,  $\frac{2}{27}$ , and of its enclosure, and they desire you will carry out the wishes of the Ordnance Department therein expressed.

Accountant-general.

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

Sir.

Admiralty, 4 June 1847.

WITH reference to their Lordships' communications of the 3d instant, relative to the pay, &c. of the Sappers and Miners who are about to proceed on the "Arctic searching Expedition," and more particularly with reference to the following extract from the enclosed letter from Brigade Major Sandham;—

I would suggest that the Lords of the Admiralty should be requested to facilitate the wishes of the men in regard to the accumulation of their wages, whether they should wish to leave money to the support of their friends or families, or leave it in deposit with the Admiralty; in which latter case I conceive



ceive such deposits might be allowed by their Lordships to bear interest on the principle and regulations laid down for regimental savings banks, which might be calculated in the final settlement of the men's accounts."

I beg leave to inform their Lordships that there will be no difficulty in paying to the families or friends (the payments to friends are quite a novelty), such proportion of the wages of the men in question as they may wish to leave for their support; but as, under former orders, the men have had six months' double pay advanced to them, I beg to know whether their Lordships intend, under the peculiar circumstances of the nature of their employment, that the risk shall be incurred by the naval department of the over-payments which may possibly take place before such six months' advance shall have been worked out, as well as before any information can be received of the death of any of the parties.

Another proposition is of so novel and unprecedented a nature, and may be appealed to as a precedent in cases where officers and seamen of Her Majesty's ships are employed on dangerous or distant expeditions, namely, that of allowing interest on the amount of wages becoming due, that I venture to express a hope that their Lordships will pause before they acquiesce in that arrangement, as this department has no knowledge of the "principle and regulations laid down for regimental savings banks," under which it is proposed that the deposits shall take place, and interest be allowed.

(signed) *T. Briggs,*

Accountant-general.

To the Secretary of the Admiralty.

PRIVATE MEMORANDUM.

Admiralty, 8 June 1847.

EXTRACT of private Letter from Captain *Fitzjames*, dated January 1845.

"It does not appear clear to me what led Parry down Prince Regent's Inlet, after having got as far as Melville Island before.

"The north-west passage is certainly to be gone through by Barrow's Straits; but whether south or north of Parry's Group remains to be proved.

"I am for going north, edging N. W. till in longitude 140°, if possible."

*Mem.*—Captain Fitzjames was much inclined upon trying for the passage to the northward of Parry's Islands, and he would no doubt endeavour to persuade Sir John Franklin to pursue the course mentioned, if they failed to the southward.

This should be borne in mind on sending any searching expedition next year through Baffin's Bay and Lancaster Sound.

*J. B.*

Royal Naval Hospital at Haslar,  
9 June 1847.

Sir,

WITH reference to your letter of the 3d instant, informing me that the Accountant-General of the Navy had been directed to carry out the wishes of the Ordnance Department relative to the pay, &c., of the party of Sappers and Miners now engaged for the "Arctic Searching Expedition," I beg leave to enclose a document signed by the men, in presence of the Brigade-Major at Woolwich, stating the allotments of pay they wish to make; also an agreement which they have signed, and which I thought it expedient to draw up, as they have received their discharges from the Ordnance Department.

I have, &c.

Captain W. A. B. Hamilton, R. N.,  
Secretary to the Admiralty,  
&c. &c. &c.

(signed) *John Richardson,*  
Med. Inspector.

"We, the undersigned, having been permitted by the Master-General and Board of Ordnance to join an expedition under the directions of Sir John Richardson, for tracing the discovery ships under command of Sir John Franklin, do hereby bind and oblige ourselves to perform the duties of the said expedition in obedience to the said Sir John Richardson and the other officers, and also to follow the directions of Chief Trader John Bell, or other superior officer of the Hudson's Bay Company, who may be entrusted with the direction of the expedition

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expedition until it is joined by Sir John Richardson and the officers who are to accompany him, in consideration of the following terms, agreed upon by the Board of Ordnance and the Admiralty; viz.

“The men to be discharged from the corps of Sappers and Miners on their embarkation, subject to permission to re-enlist on their return, if efficient.

“That they be provided with slop clothing, bedding and wrappers suitable to the climate, and rations, without spirits, free of charge, by the Admiralty, and that they be paid by the Admiralty at the rate of double their present regimental pay, but liable to be mulcted in case of misconduct to pay-and-a-half, and that at the expiration of the service each man shall receive from the Admiralty, upon Sir John Richardson's certificate of conduct, a gratuity of from 10*l.* to 15*l.* sterling.

“The men to leave this country in one of the Hudson's Bay Company's ships early in June for York Factory, and on their arrival will proceed to winter quarters, under the direction of Chief Trader John Bell, until they shall be joined next year by Sir John Richardson for their further progress on the expedition.”

Signed at Woolwich, on the 2d day of June 1847.

*James M' Laren*, second corporal.

*James Mitchell*, lance corporal.

*John Sulter*, private.

*James Waddell*, private.

*David Brodie*, private.

*Richard Webb*, private.

*Edward Dodd*, private.

*Robert Dall*, private.

*Robert Mackie*, lance corporal.

*Donald Fraser*, private.

*Hugh Geddes*, private.

*Robert Graham*, private.

*Henry John Ralph*, private.

*Thomas Bugbee*, private.

*Jacob Hobbs*, private.

Read and explained to the above men by me, and signed in my presence,

(signed) *H. Sandham*, Brigade-Major,  
2 June 1847.

*Thomas Conolly*, Serjeant, R. S. and Miners,  
Woolwich, 2 June 1847.

MEMORANDUM from Sir John Barrow, Bart.

The “Erebus” and “Terror.”

July 1847.

THE anxiety that prevails regarding Sir John Franklin, and the brave fellows who compose the crews of the two ships, is very natural, but somewhat premature; it arises chiefly from nothing having been received from them since fixed in the ice of Baffin's Bay, where the last whaling ship of the season of 1845 left them, opposite to the opening into Lancaster Sound. Hitherto no difficulty has been found to the entrance into that Sound. If disappointed, rather than return to the southward, with the view of wintering at or about Disco, I should be inclined to think that they would endeavour to enter Smith's Sound, so highly spoken of by Baffin, and which just now that gallant and adventurous Russian, Admiral Count Wrangel, has pointed out in a paper addressed to the Geographical Society as the starting place for an attempt to reach the North Pole; it would appear to be an inlet that runs up high to the northward, as an officer in one of Parry's ships states that he saw in the line of direction along that inlet, the sun at midnight skimming the horizon.

From Lancaster Sound Franklin's instructions directed him to proceed through Barrow's Strait, as far as the islands on its southern side extended, which is short of Melville Island, which was to be avoided, not only on account of its dangerous coast, but also as being out of the direction of the course to the intended object. Having, therefore, reached the last known land on the southern side of Barrow's Strait, they were to shape a direct course to Bhering's Strait, without any deviation, except what obstruction might be met with from ice, or from islands, in the midst of the Polar Seas, of which no knowledge had at that time been procured; but if any such existed, it would of course be left to their judgment, on the spot, how to get rid of such obstructions, by taking a northerly or a southerly course; one thing

thing is certain, they did not get through Bhering's Strait the last season, and if in the present one, it would probably be in the months of September or October, and about February or March before we could hear of it. There is not, therefore, any occasion yet to be anxious about their safety; but if nothing be heard of them in the course of these two months, the Admiralty will no doubt take measures for every possible inquiry to be made into their fate.

But how or where to direct this inquiry is the difficulty; if they pursued their instructions, the coasts of the Polar Sea and its two entrances are the most obvious points to be examined, and in the course of the spring Lord Auckland consulted Sir Edward Parry and myself on the subject; our opinion was, that the first step was that of a vessel to pass the two entrances of the Polar Sea, in order to ascertain from the Esquimaux or Indians if they had seen or heard of any such vessels, and if so, how, when and where; and further, we recommend the whalers about to proceed should be encouraged to make every possible inquiry about them.

On the coast of North America I should consider any inquiry unnecessary. The Hudson's Bay Company have their stations so little removed from the sea-coast, and have so much intercourse with the Indians and Esquimaux, and besides, Sir John Franklin must have such a painful recollection of that coast, as to avoid it in the first instance, and if forced on it, to lose no time in quitting it.

The northern coast of the Polar Sea is also inhabited, even Siberia, and I am almost certain if they happened to be there, the Russian Government would know it, and be anxious to communicate that knowledge to England. The only chance of bringing them upon this coast is the possibility of some obstruction having tempted them to explore an immense inlet on the northern shore of Barrow's Strait (short of Melville Island), called Wellington Channel, which Parry felt an inclination to explore; and more than one of the present party betrayed to me a similar inclination, which I discouraged, no one venturing to conjecture even to what extent it might go, or into what difficulties it might lead.

Under all these circumstances, it would be an act of folly to pronounce any opinion of the state, condition or position of those two ships; they are well suited for their purpose, and the only doubt I have is that of their being hampered by the screws among the ice.

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Correspondence,  
&c. in reference to  
the Expedition.

Sir,

Admiralty, 9 September 1847.

HAVING laid before my Lords Commissioners of the Admiralty your letter of the 1st instant, transmitting documents forwarded by Sir George Simpson to Mr. Bell the officer appointed *ad interim* to the command of the expedition which is to proceed under Sir John Richardson to the Arctic shores in search of Sir John Franklin, I am to acquaint you, that their Lordships are very sensible of the care and attention with which these instructions have been compiled, and their Lordships would take this opportunity of acknowledging the valuable assistance they have received from the governor and committee of the Hudson's Bay Company in the attempt now making to obtain information of Sir John Franklin.

A. Barclay, Esq.  
Hudson's Bay Company.

(signed) W. A. B. Hamilton.

Sir,

Admiralty, 29 October 1847.

HAVING laid before my Lords Commissioners of the Admiralty your letter of the 27th instant, stating that the men sent out last summer in the "Prince Rupert" and "Westminster," had arrived safe at York Factory, and had started for the interior, under the charge of Mr. Bell, I am commanded by their Lordships to request that you will express their thanks to the governor and committee of the Hudson's Bay Company for their communication.

A. Barclay, Esq.  
Hudson's Bay House.

(signed) H. G. Ward.

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Correspondence,  
&c. in reference to  
the Expedition.

LETTER from Captain Sir *James C. Ross* volunteering his Services.

Sir,

Whitgift Hall, Goole, 8 November 1847.

I BEG leave to request you will be pleased to inform the Lords Commissioners of the Admiralty, that I am willing and desirous to take the command of any expedition their Lordships may contemplate sending to the relief of the expedition under the command of Captain Sir John Franklin.

I have, &c.

H. G. Ward, Esq., M P.,  
&c. &c. &c., Admiralty.

(signed) *James C. Ross*,  
Captain R. N.

Sir,

Admiralty, 10 December 1847.

I HAVE received and laid before my Lords Commissioners of the Admiralty your letter of the 8th ultimo, expressing your readiness and desire to take command of any expedition their Lordships may think proper to send for the relief of Sir John Franklin, and I am to inform you that their Lordships have much satisfaction in availing themselves of your valuable services on this occasion, and that it is the intention of the Board to appoint you to the command of an expedition to be shortly fitted for Baffin's Bay.

*W. A. B. Hamilton.*

Captain Sir James Ross,  
Whitgift-Hall, Goole.

Admiralty, 16 November 1847.

MEMORANDA relating to Minutes for the Fitting and Equipment of the "Plover" for particular Service, with an Outline of Subjects for Consideration as to her Sailing, &c. &c.

THE "Plover" is to be repaired and fitted with all possible dispatch for the Arctic service through Bhering's Straits, and is to be wood-sheathed on felt, and fitted as well as copper-sheathed. The vessel is to be efficiently as well as properly secured to contend with ice; also to be fitted with warming-stoves, and Lieutenant Moore will be in attendance to give the necessary instructions for fitting the vessel.

It will be necessary to provide provisions and accommodations for a crew of about 44 men for 20 months, as also, in the event of falling in with Sir John Franklin's Expedition, to supply them with provisions for 138 men for two months, being the estimated period required to take them to some near port in the Pacific for further aid and supplies.

The "Plover" is to be complete and ready for sea by the 1st day of January next, and it is important that she should not be later than the 1st day of July at Bhering's Straits; therefore every possible exertion must be made at Sheerness in her equipments, and the Storekeeper-general, Accountant-general, and the Comptroller of Victualing should be apprised accordingly, to prevent delay in their respective departments; and that the vessel is to be repaired and fitted at Sheerness by job and task work, and the people taken from the "Salamander" for this purpose, if required.

It is their Lordships' intention that orders be given to Captain Kellett, of the "Herald," to render every assistance to the "Plover," and proceed with her to a port at the entrance of Bhering's Straits, and the "Herald" is to take as much provisions as possible, leaving the store with the "Plover," which is to winter in Bhering's Straits, after being filled up with supplies from the "Herald."

The important point is now for the consideration and decision of their Lordships, as to whether it is possible to place the crews of the "Erebus" and "Terror" on board the "Plover," in addition to her own crew, in the event of these ships being wrecked or abandoned, as they will then amount in all to about 182 persons, which the "Plover" will have to convey from her winter quarters to some port or anchorage near Panama.

The "Plover" is 226 tons burthen, brigantine rigged, very capacious for stowage, and is built of teak.

It is their Lordships' intention that she should be provided with four whale-boats, two of which, if possible, are to be shipped in the "Asia" for conveyance to the Pacific; also, that steps be taken to provide a plentiful supply of preserved provisions of all descriptions, also of warm slop-clothing, and ice-sledges, with proper arms and munitions for the protection of travelling on the ice.

I would submit to their Lordships, that, in order to facilitate the equipment of this expedition, that Lieutenant Moore should be forthwith appointed to the ship, and empowered by their Lordships to find out such of the warrant officers as may have been employed on former similar expeditions, and that a boatswain, carpenter and gunner of his selection should be appointed forthwith to assist him in fitting the vessel for sea.

16 November 1847.

MEMORANDA relating to Minutes and necessary Information for providing two Ships to proceed to Baffin's Bay.

As there are no vessels of war of a description calculated for this particular service, Mr. Edye is to take steps to inquire what description of whale-ships, of not less than 400 tons, nor above 500 tons, nor exceeding 15 feet draught of water, could be procured at Hull, or in the river.

These vessels should be well and faithfully built, and not exceeding five years' old; they will require to be ready equipped, and to sail from England by the end of April; therefore, in order that they may be expeditiously fitted, I would submit that the work should be done by contract in merchant's yards in the river, preference being given to the merchant builders, who are in the habit of fitting ships out for the whale fisheries.

Sir,

Dumfries, 29 October 1847.

I HAVE the honour to acquaint you for the information of my Lords Commissioners of the Admiralty, that by the return of the Hudson's Bay ships I have heard of the arrival of the 15 Sappers and Miners, five seamen and four boats belonging to the Arctic Searching Expedition at York Factory, and that they were to leave that post for the interior, under charge of Mr. Bell, on the 10th of September.

Owing to the unusually low state of the rivers, and the lateness of the season, Mr. Bell did not expect to get farther than Cumberland House before the closing of the navigation, and even expresses some apprehension of being arrested by frost before he reaches that place. The lowness of the rivers had compelled him to leave a part of the pemmican at York Factory, but the loss can be supplied from a store of that material made farther north, by direction of Sir George Simpson, for the use of the expedition, and what has been left behind can be forwarded by the Company's boats next season, as a supply to fall back upon.

I have, &c.

(signed) *John Richardson,*  
Med. Inspector.

To the Secretary of the Admiralty.

Admiralty, 16 November 1847.

SUBMITTED to their Lordships that the Captain-Superintendent at Sheerness be informed that the services of the "Plover" are urgently required, and that every exertion that can be made in the completion of the vessel is to be used, by extra hours, job or task-work, at unlimited earnings; and that the Surveyor of the Navy will give the requisite directions for preparing and fitting the vessel to proceed to and winter at Bhering's Straits; and the master shipwright is to suggest, with the aid of Lieutenant Moore, who will be directed by their Lordships to attend such a disposal of the vessels' equipment as may be required, in order to prevent any delay in getting the vessel complete for sea by the 20th of December next, so that she may be ready in all respects to proceed to sea on the 1st of January 1848.

(signed) *J. Edye,*  
For the Surveyor.

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Correspondence,  
&c. in reference to  
the Expedition.

Royal Naval Hospital at Haslar,  
22 November 1847.

Sir,

As part of the plan of the expedition which is to go in quest of the Arctic discovery ships from the Mackenzie River (of which 20 men and four boats, with their stores, went out to York Factory last summer, and are now supposed to be wintering at Cumberland House), it is necessary to provide canoe transport for myself and another officer to be ready, on the opening of the navigation, to proceed by Canada and Lake Superior to overtake the boats, which are also directed to resume their voyage as early as they can next spring. For this purpose one Canadian canoe is required for the passage of the Great Lakes, to be afterwards exchanged for two north canoes for the river navigation, and I have been informed that Governor Simpson has already directed the north canoes to be deposited at the proper locality on the route.

I have now to request that you will be pleased to move my Lords Commissioners to authorize me to write to Governor Sir George Simpson, or the Hudson's Bay Company's agent at La Chine, by the next packet (which sails on the 3d proximo) to engage 14 canoe men, being the usual complement of one large Canada canoe for that service; it is customary to engage these men some time before the navigation opens, and there is a difficulty in obtaining them if they are not inquired for in time. By travelling with as much rapidity as canoe voyaging admits, and carrying no more baggage than can be transported over the Portages in one trip, I hope to overtake the boats on Portage la Loche, on the banks of Clear-Water River, one of the affluents of the Mackenzie, in the beginning of July, and the Arctic Sea by the end of that month: the light canoe men will be employed in assisting to carry the luggage and boats over Portage la Loche, if that remains to be done when we arrive, and afterwards sent back in time to reach Canada by the close of summer. One Canada canoe is sufficient to take two passengers, with their personal baggage, and the few astronomical, meteorological and other instruments that we shall require, and to travel light, as it is termed; but an additional officer and baggage would require another canoe to enable us to cross the Portages in one trip. I mention this circumstance that their Lordships may be aware of greater means of transport being required should they hereafter think it necessary to add a third officer to the party; but I beg leave to say, that I by no means recommend such a measure, as two are amply sufficient, in my opinion, for the service.

The navigation of the Great Lakes opens towards the middle or end of April, and it will be necessary that we should leave England by the New York Packet, which sails on the 3d of March.

I have, &c.

(signed)

*John Richardson,*  
Med. Inspector.

To the Secretary of the Admiralty.

LETTER FROM Baron *Brunnov* to Captain *Hamilton*.

My dear Hamilton,

Ashburnham House, Thursday morning.

I NEED not tell you how anxious I am to afford every facility in my power towards the accomplishment of Lieutenant Moore's intended expedition. I have received as yet no communication on the subject from the Foreign Office; but in the meanwhile should Lieutenant Moore think proper to send me a statement as to the local information which Baron Wrangel, or any other competent person in his Imperial Majesty's service, might be enabled to afford, I shall not lose a single moment, but send it at once to Count Nesselrode, requesting him to forward to me the answer to those questions without any loss of time.

You are aware that we have in this country a very distinguished officer of the Imperial navy, Rear-Admiral Pontiatini; perhaps Lieutenant Moore might feel interest to make his acquaintance, and ask him some questions connected with his intended expedition. At all events permit me to say that I am entirely at your commands, and most happy to offer to you my best assistance in order to carry out and assist the views of the Admiralty.

Believe me, &c.

Captain Hamilton.

(signed)

*Brunnov.*

Ashburnham

" Ashburnham House, 27 December 1847.

" BARON BRUNNOW presents his compliments to the Earl of Auckland, and begs to enclose a letter of introduction in behalf of Lieutenant Moore, directed to the Governor of the Russian Colonies on the north-west coast of America, and to be forwarded to Lieutenant Moore."

A letter of thanks forwarded to Baron Brunnow, and the above-mentioned letter forwarded to Lieutenant Moore.

Part III.  
Correspondence,  
&c. in reference to  
the Expedition.

EMPLOYMENT of Mr. *Rae*.

Sir,

Hudson's Bay House, 28 December 1847.

I HAVE the honour to acknowledge the receipt of your letter of the 16th instant, stating that it would be very satisfactory to the Lords Commissioners of the Admiralty if the Hudson's Bay Company could spare Mr. John Rae to accompany Sir John Richardson as second officer of the party about to proceed in quest of Sir John Franklin's Expedition, and that their Lordships would be glad to be informed in what manner the Company would think proper that Mr. Rae should be remunerated.

I am directed by the governor and committee of the Hudson's Bay Company to acquaint you, in reply, that, in compliance with their Lordships' wishes, they have granted Mr. Rae permission to join the expedition under Sir John Richardson, in the capacity before mentioned.

The committee leave the question of remuneration to the decision of the Lords Commissioners; but as their Lordships may probably wish to know what has been done on former occasions of a somewhat similar kind, I am to state that Messrs. Dease and Simpson received 400*l.* each on their return from the survey of the coast between the mouth of Mackenzie River and Point Barrow, in 1837, and that the same amount has been awarded to Mr. Rae on account of the survey of the coast between Lord Mayor's Bay and the Straits of the Fury and Hecla, these gratuities being independent of their emoluments as officers of the Company.

I have, &c.

H. G. Ward, Esq.,  
Admiralty, &c. &c. &c.,

A. Barclay,  
Secretary.

MEMORANDUM.

Dear Barrow,

December 1847.

This is interesting at this time; they may be wintering this winter either at Okhotsk or Zakontsk. You sent it to me before the expedition sailed.

W. H. B. Hamilton.

EXTRACTS of Letters from Commander (now Captain) *Fitzjames*, proposing to come home though Siberia on passing Bhering's Straits.

" In whatever year the expedition gets through Bhering's Straits, the month will be August or September, so that there will be time to go at once to Okhotsk, and start off for Petersburg; but in case of its being too late in the season to attempt the journey through Siberia, a winter would be profitably employed at either Okhotsk, Zakontsk, Tomsk or Tobolsk, in taking magnetic observations, which would form a chain of them round the world."

" Sir John Franklin tells me he had thought of such a journey for some officer, and Colonel Sabine says it would be highly desirable and interesting."

In another letter (his last to me) Captain *Fitzjames* says, " I do hope and trust that, if we get through, we shall land at Petropaulowski, and that I may be allowed to come home through Siberia: I shall do all in my power to urge Sir John Franklin to let me go, and I do wish the Russian Government had been asked to send to their Governors, &c., that they may expect me, and not oppose my going on: this was done in former expeditions, as I have just read in Beechey's account of the voyage of the "Dorothea" and "Trent." It is not now too late to send to St. Petersburg, and could do no harm: get through I firmly believe we shall."

J. B.

Part III.  
Correspondence,  
&c. in reference to  
the Expedition.

Sir, Royal Naval Hospital at Haslar, 3 January 1848.  
I HAVE the honour to acknowledge the receipt of your letter of the 31st ultimo, informing me of the governor and committee of the Hudson's Bay Company having sanctioned the employment of Mr. John Rae in the intended "Arctic Searching Expedition," and conveying their Lordships' directions to me to make the necessary arrangements with Mr. Rae.

I have, &c.

To the Secretary of the Admiralty. (signed) *John Richardson.*

Sir, Royal Naval Hospital at Haslar, 31 January 1848.  
Should no intelligence from Sir John Franklin arrive by way of the Pacific before the middle of February, it may be concluded that he has not been able to pass Bhering's Straits, and the expedition in search of him will have to proceed without delay; I have therefore to request that their Lordships will be pleased to relieve me from my duties in the Hospital on or about the 15th or 20th of February, that I may have leisure to make some family arrangements previous to my departure from England on the 25th of March.

Sir George Simpson, governor of the Hudson's Bay Company's dependencies informs me, in a recent letter, that, owing to severe frost having set in in Canada long before any fall of snow took place, he looks for a late spring, and is of opinion that by leaving England on the 25th of March, or 1st of April, we shall be early enough for the opening of the navigation on Lake Superior.

I have further to request that you will be pleased to move their Lordships to grant to myself and Mr. Rae six months' advance of pay, as has been usual on previous expeditions.

I have, &c.

To the Secretary of the Admiralty, (signed) *John Richardson,*  
&c. &c. &c. Med. Inspector.

Sir, London, 16, Charlotte-street, Bedford-square,  
22 February 1848.  
THE directions of my Lords Commissioners of the Admiralty of the 5th instant, that I am to receive six months' advance of pay on the expedition in search of the Arctic discovery ships, not having specified whether I am to receive double personal pay, as has been usual in such expeditions, I have to request that you will be pleased to move their Lordships to give the Accountant-general directions on this point.

I have, &c.

To the Secretary of the Admiralty, (signed) *John Richardson,*  
&c. &c. &c. Med. Inspector.

Sir, Foreign Office, 6 January 1848.  
WITH reference to your letter of the 7th ult., I am directed by Viscount Palmerston to transmit to you, for the information of the Lords Commissioners of the Admiralty, a copy of a despatch from Lord Bloomfield, stating that the Russian Government will instruct the authorities in Kamschatka to afford all assistance in their power to Her Majesty's ship "Plover." \*

I am, &c.

Capt. Hamilton, R. N. (signed) *H. M. Haddington.*  
&c. &c. &c.

My Lord, St. Petersburg, 22 December 1847.  
UPON the receipt of your Lordship's despatch, No. 200, of the 8th instant, I addressed a note to Count Nesselrode, informing his Excellency that Her Majesty's ship "Plover" was about to proceed to Bhering's Straits in search of the expedition under the command of Sir John Franklin, and requesting the Russian Government to afford all the assistance in their power in furtherance of the object of this new expedition.

I saw



I saw the Chancellor yesterday, and had some conversation with his Excellency on the subject, and learnt from him that orders should be immediately forwarded to Kamschatka and Petropaulowski, in conformity with the wishes of Her Majesty's Government.

Part III.  
Correspondence,  
&c. in reference  
to the Expedition.

I have, &c.

The Viscount Palmerston, G. C. B.

(signed) *Bloomfield.*

Sir,

Admiralty, 12 January 1848.

I AM to acquaint you that their Lordships, taking into consideration the peculiar and hazardous service upon which Her Majesty's ship "Plover" is to be employed, and the necessity of her being provided with a second officer fit to take the command, have been pleased to promote you to the rank of Commander (your services having long merited their approbation), and to place a Lieutenant on board the "Plover."—*P. S.* Your commission is with the Superintendent of Devonport Dock-yard.

Lieut. S. E. L. Moore,  
H. M. S. "Plover," Devonport.

(signed) *H. G. Ward.*

Surveyor—Storekeeper General,

Admiralty, 12 January 1845.

My Lords having had under their consideration your report on the purchase of the two ships belonging to Messrs. Wigram and Green for the "Arctic Expedition," with an estimate of the cost of equipping them completely for the ice, amounting to 17,370*l.* for Mr. Wigram's ship, and 15,700*l.* for Mr. Green's, including masts, spars, sails and three boats for each ship, the work to be executed to the satisfaction of the Admiralty, and under your superintendence, I am to acquaint you, that their Lordships approve thereof, and they desire that a contract may be drawn up, with a penalty of 1,000*l.* in each case, if the ships are not completed by the 15th April next.

(signed) *H. G. Ward.*

Sir,

No. 1, Little Reed-street, Hull,  
22 January 1848.

I TAKE the liberty respectfully to inquire what rewards are now payable by Government to the crew of a ship which may navigate the Arctic Sea near to the North Pole, and the scale of the sums awarded, according to the different degrees of north latitude attained.

I have been engaged in the whale fishery at Greenland and Davis' Straits from my boyhood, and have always had a strong conviction, that in certain favourable seasons a high northern latitude may be obtained by perseverance, and the North Pole possibly be reached. For several years I have had the command of a ship engaged at the above fisheries, in the whole having made 29 voyages there, about two-thirds of them being to Greenland. In the past year (1847) I made a successful voyage to the seal fishery at Greenland, and after my cargo of oil, &c. was delivered at Hull, I proceeded in the month of June to Davis' Straits, from whence I returned to Hull in November with 10 whales, about 130 tons of oil, being the largest cargo brought from that fishery the last year, and I was for the greatest part of the time a single ship; and in the years 1845 and 1846, I remained in Greenland until the 6th of September, the last of the other ships having returned home some time previously. I refer to those circumstances in order to show that I am not deficient in enterprize. I have repeatedly been to the north of 80°, and could have proceeded further north in one year, when there was no apparent obstruction, had there been any inducement to do so, and the two voyages which I made last year with success are the first instance of the kind which has occurred in the same year.

I expect to sail for Greenland on the 25th February, and shall therefore feel much obliged by an early reply. I am not insensible to the value of a pecuniary reward, but I feel especially anxious for the honour of assisting to settle the

Part III.  
Correspondence,  
&c. in reference to  
the Expedition.

question as to practicability of navigating the Arctic Seas to a higher latitude than has yet been attained, and I think it is probable I may do this without neglecting the interests of my owners with reference to the fishery.

I have, &c.

*John Gravill*, Master of the  
Barque "William Ward," of Hull.

Henry George Ward, Esq.,  
Secretary to the Admiralty.

*Mem.*—1,000*l.* was formerly offered for the attainment of every degree of north latitude beyond 82°, which parallel Lord Mulgrave reached in 1773; but these rewards, as well as those for effecting the north-west passage round America into the Pacific Ocean, were all repealed by 9 of Geo. 4.

Sir,

23 March 1848.

HAVING laid before my Lords your letter of yesterday's date, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, with reference to that part of it in which you request instructions as to how to act on your return from your expedition if any of the men of the party should express a wish to remain in the Hudson's Bay territories, or enter the service of the Company, that you are at liberty, in the event of any of your men being invited by the Hudson's Bay Company to settle in their territories, to discharge such men, provided you can dispense with their services, furnishing them with a certificate of such, as well as of their conduct whilst under your orders, and stating the time they have been so employed, date of discharge, &c., a duplicate of which is to be forwarded to their Lordships' Secretary; and should any of your party desire to remain in the territories of the Hudson's Bay Company, you are at liberty to comply with their request upon the terms above mentioned, provided such persons remaining in the country is approved of by the nearest resident officer of the Company.

I have, &c.

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

Sir John Richardson,  
Athenæum Club.

British Consulate, Panama,  
5 February 1848.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of 13th December, enclosing, by order of my Lords Commissioners of the Admiralty, a despatch, addressed to Captain Kellett, of Her Majesty's ship "Herald;" and I beg to inform you, that said despatch shall be placed in his hands on his arrival from Garachine, whence I am expecting him momentarily.

I am, &c.

(signed) *Louis Leurs, jun.*  
Her Britannic Majesty's Pro-Consul.

H. G. Ward, Esq.  
Secretary to the Admiralty,  
&c. &c. &c.

BOARD MINUTE.

8 February 1848.

SIR James Ross's ships are to be paid double pay from the day of their sailing, with six months' advance of single pay when ready for sailing.

(signed) *H. G. Ward.*

London, 16 Charlotte-street, Bedford-square,  
18 February 1848.

Sir,

I HAVE to request that you will be pleased to move their Lordships to give directions for the supply of the following articles for the service of the "Arctic Searching Expedition:"

6,000

6,000 percussion caps, which can be furnished by Barnard & Co., Minories, the makers of the fowling pieces.

Four boat-ensigns, small, white, with St. George's cross.

One hydrometer.

Eight cushions of cork shavings, for packing the instruments, to be made by Tayler & Sais, 6 Great Dover-street, Borough, patentees.

Part III.  
Correspondence,  
&c. in reference to  
the Expedition.

I have, &c.

(signed) *John Richardson,*  
Med. Inspector.

To the Secretary of the Admiralty.  
&c. &c. &c.

Sir,

Hudson's Bay House, 18 February 1848.

I AM directed by the governor and committee of the Hudson's Bay Company to acquaint you, for the information of the Lords Commissioners of the Admiralty, that advices have been received at the Hudson's Bay House, from the Sandwich Islands, to the 27th September, at which date no intelligence of Sir John Franklin's Expedition had reached those Islands.

I have, &c.

(signed) *A. Barclay.*

H. G. Ward, Esq.

#### STEAM LAUNCHES.

East Greenwich, 23 March 1848.

My Lords Commissioners of the Admiralty are most respectfully informed, that the annexed sketch is a representation of the engine and boiler proposed by me, to be fitted to each of two boats attached to the expedition about to proceed to the Polar Seas.

I hereby agree to fit said engines and boilers, complete with every requisite, and fix the same ready for service, each with one spare propeller of cast iron, one spare pump plunger, one spare pinion, one spare wheel, six spare tubes, spare bolts and nuts, spanners and files; the boilers, with their tubes, steam pipes and injection pipes to be of wrought iron, with the necessary duplicates (for the sum of 400*l.*) in five weeks, dating from the 22d inst.

This estimate does not include patent right of propeller, or shipwrights' work for the reception of machinery, and further supposes that said boats are to be placed off my factory for the reception of the same.

I am, &c.

(signed) *J. T. Beale.*

24 March 1848.

*Memorandum.*—Mr. Beale's tender to supply and fix these engines in five weeks, from the 22d inst., for the sum of 400*l.* each, including the spare articles, &c. enumerated herein, was accepted.

Her Majesty's Ship "Herald," Panama,  
24 February 1848.

Sir,

I HAVE the honour to acknowledge the receipt of your letter and its duplicate of the 13th December 1847, containing their Lordships' orders for me to proceed in company with the "Plover" (on her arrival at Panama) to Kamschatka and Bhering's Strait, to endeavour to assist the vessels under the command of Sir John Franklin, and to communicate, if possible, with Sir John Richardson on the Mackenzie River, &c. &c.

There is not at present a pound of provisions at Panama. I have sent, therefore, a copy of my instructions to the Commander-in-Chief with demands for provisions in the following proportions; namely,

Twelve months for the "Herald," 150 men, allowing that I shall be eight months from Panama to Panama; there will then be left disposable for "Plover," 12 months' provisions, supposing her to be manned with 50 men.

I have not demanded any slops for her, as she will no doubt be well supplied with those from England.

Part III.  
Correspondence,  
&c. in reference to  
the Expedition.

Having received my provisions, Her Majesty's Ship "Herald" shall be ready to proceed at the time directed, and, having arrived at the field of our operations, I can assure you, sir, no means shall be left untried to carry out their Lordships' order. Trusting that our exertions may be rightly directed, and ultimately crowned with success,

I have, &c.

The Secretary of the Admiralty,  
London.

(signed) *Henry Kellett,*  
Captain.

Statistical Society of London, 12, St. James'-square,  
3 March 1848.

Sir,

I BEG to remind you, that on the 16th ultimo I volunteered my services to the Lords Commissioners of the Admiralty to proceed to the western land of North Somerset, by the Great Fish River, in search of Sir John Franklin.

The 15th instant is the latest period I should feel justified in starting upon this expedition; and as I am not aware of having written anything to cause their Lordships to withhold a reply, and as I have to make arrangements to vacate my appointments as Physician to the London and Provincial Life Office, Physician to the Blenheim-street Dispensary, Physician to the St. George's and St. James's Lying-in Charity, Honourable Secretary of the Ethnological Society of London, and Assistant Secretary of the Statistical Society of London, I need scarcely state that it is important I should have very early information of their Lordships' decision.

I shall only be too happy to explain to you by chart my plan, in the same way that I did to Mr. Hawes, when I was in official communication with Earl Grey; and, in conclusion, I beg to say, that I am induced thus to urge the matter upon the consideration of the Board, from the fact that I have given the subject the most mature and deliberate consideration, and am convinced that my plan will be eventually proved to be the only effectual one for discovering the lost expedition.

I have, &c.

Henry George Ward, Esq.,  
&c. &c. &c.

(signed) *Richard King.*

Sir,

3 March 1848.

IN reply to your letters of this day's date and of the 16th ultimo, offering your services to proceed to the western land of North Somerset, by the Great Fish River, in search of the expedition under Captain Sir John Franklin, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, that they have no intention of altering their present arrangements, or of making any other that will require your assistance, or force you to make the sacrifices which you appear to contemplate.

I have, &c.

To Dr. King, Statistical Society of London,  
12, St. James'-square.

(signed) *H. G. Ward.*

Sir,

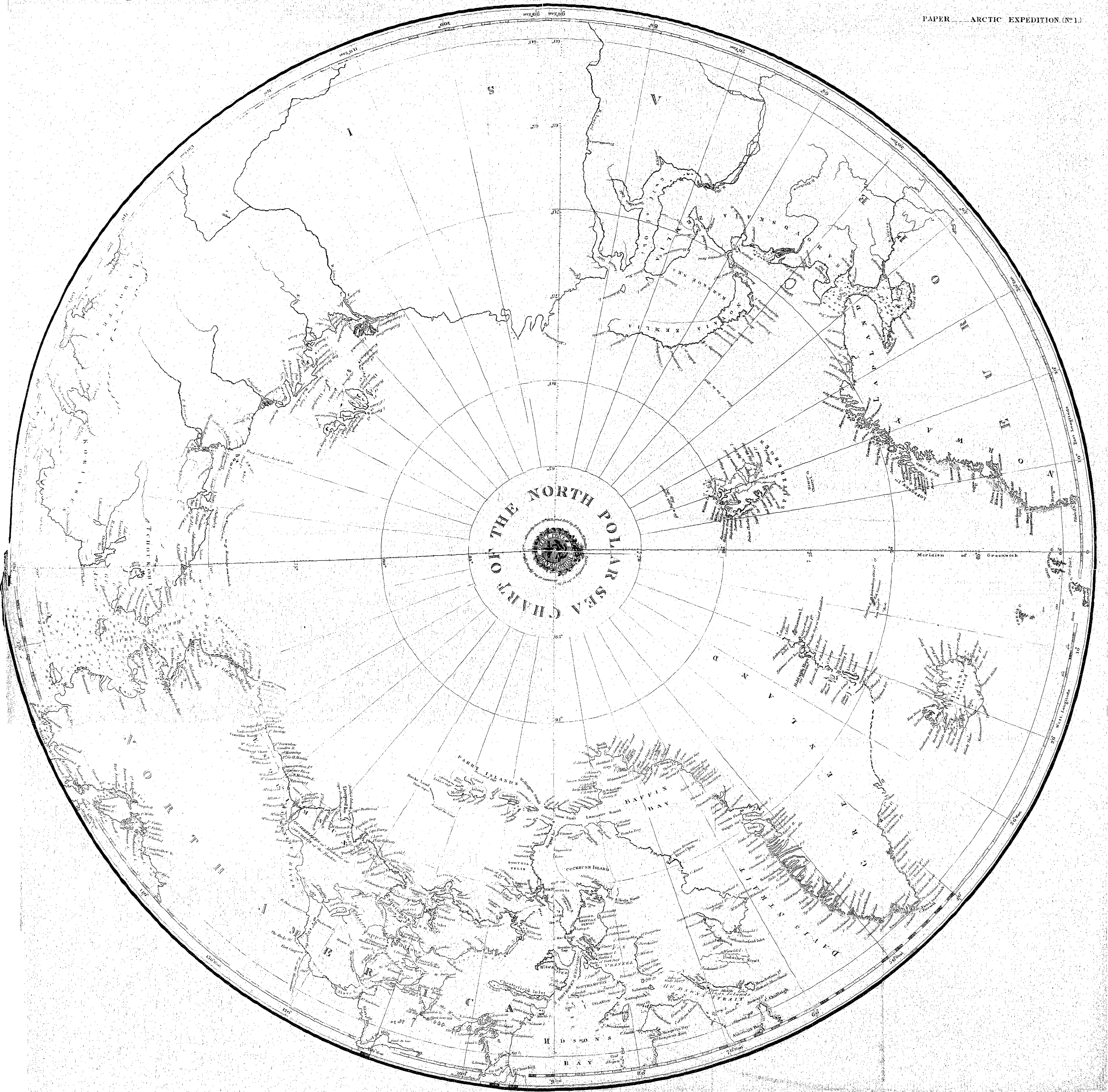
Admiralty, 18 March 1848.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, that you have been ordered to be paid 400*l.* per annum whilst employed under Sir John Richardson, and the Accountant-general of the Navy has been ordered to pay to you six months' advance. Your pay is to commence from the 1st instant.

I am, &c.

Dr. J. Rae  
(care of Sir J. Richardson),  
Athenæum.

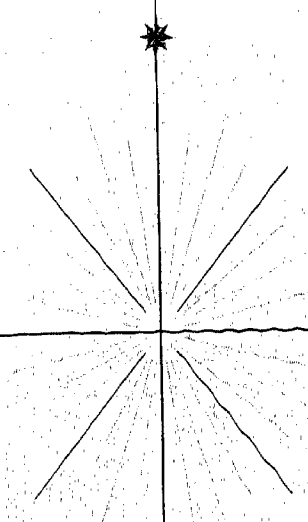
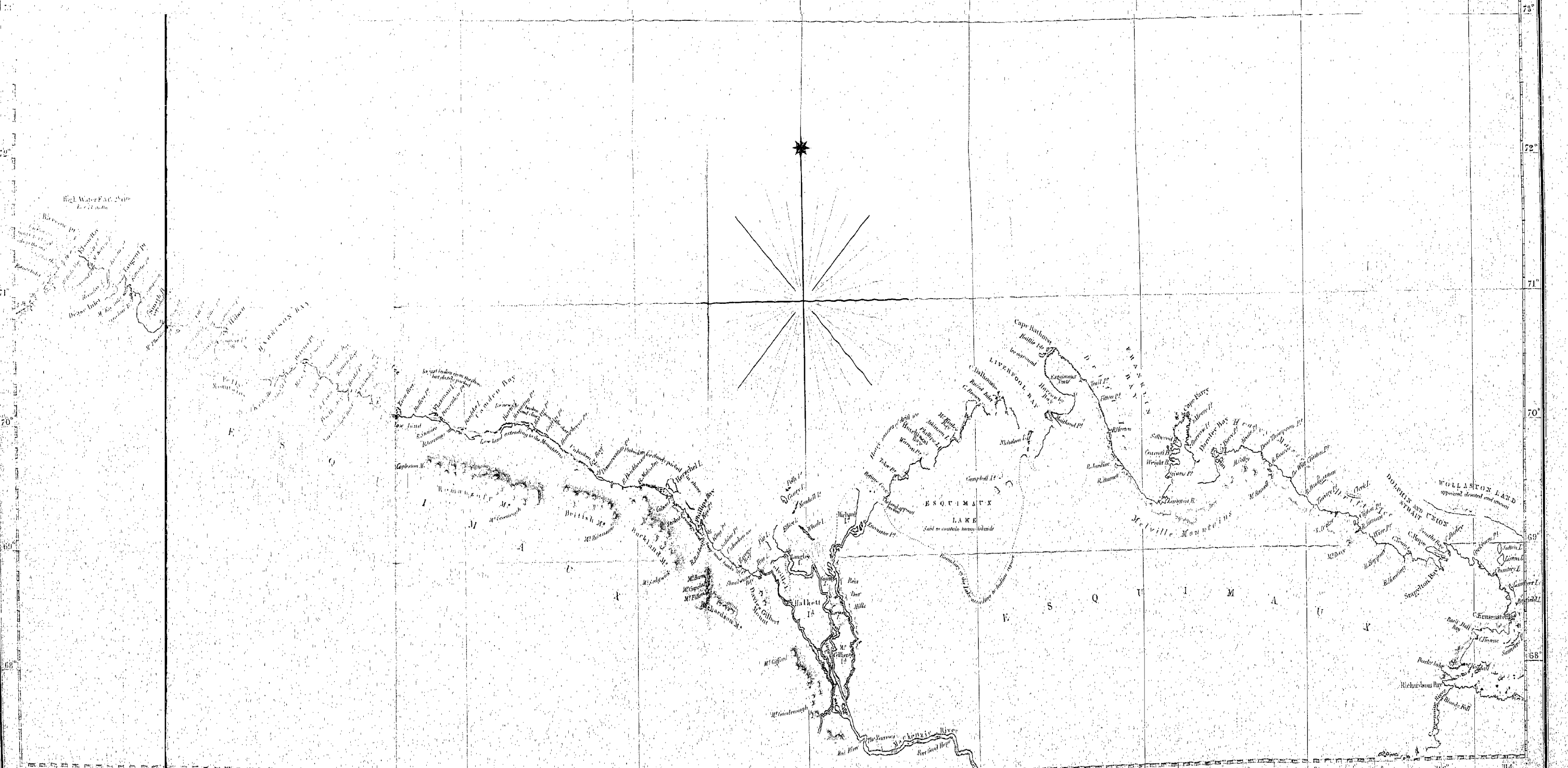
(signed) *W. A. B. Hamilton.*

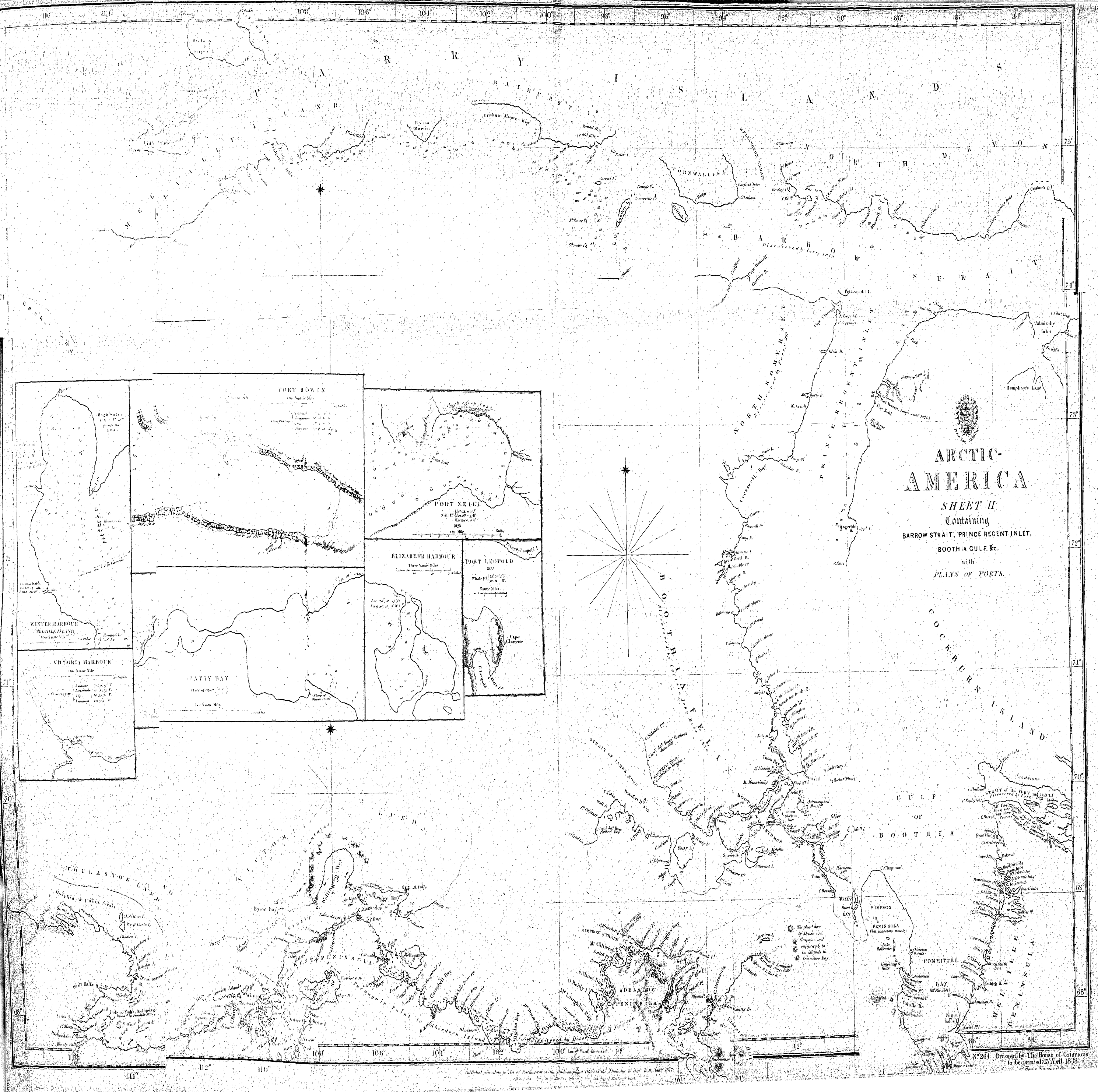




ARCTIC AMERICA SHEET 1 From CAPE BARROW TO CAPE IRUSENSTERN by SIR JOHN CUNNINGHAM BURNES and JAMES SIMPSON 1825 and 1827

P O I A R S E A





**ARCTIC AMERICA**  
*SHEET II*  
Containing  
BARROW STRAIT, PRINCE REGENT INLET,  
BOOTHIA GULF &c.  
with  
PLANS OF PORTS.

**PORT BOWEN**  
One Nautical Mile

**PORT NEILL**  
South of Cape Melville  
Three Nautical Miles

**ELIZABETH HARBOUR**  
Three Nautical Miles

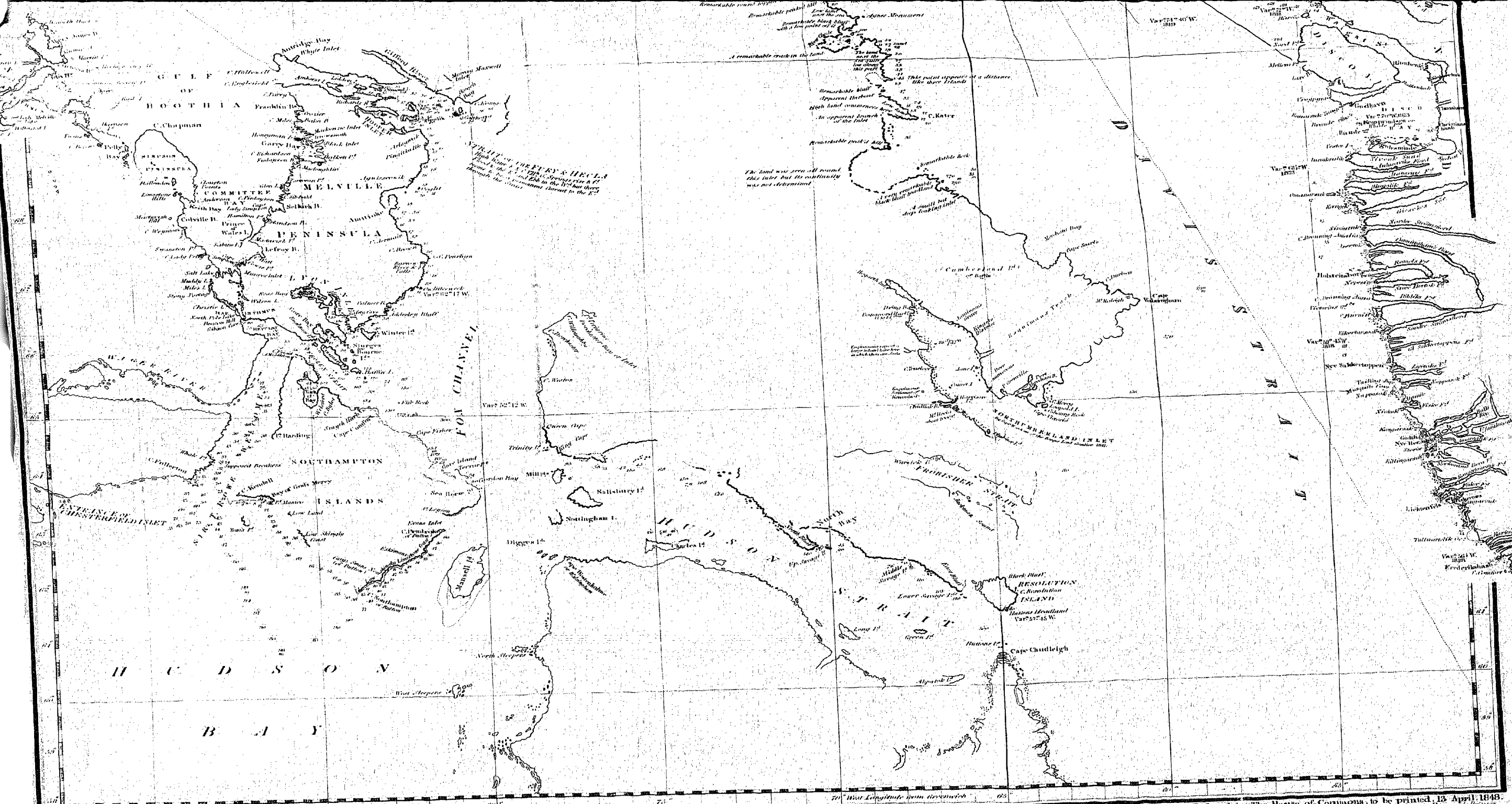
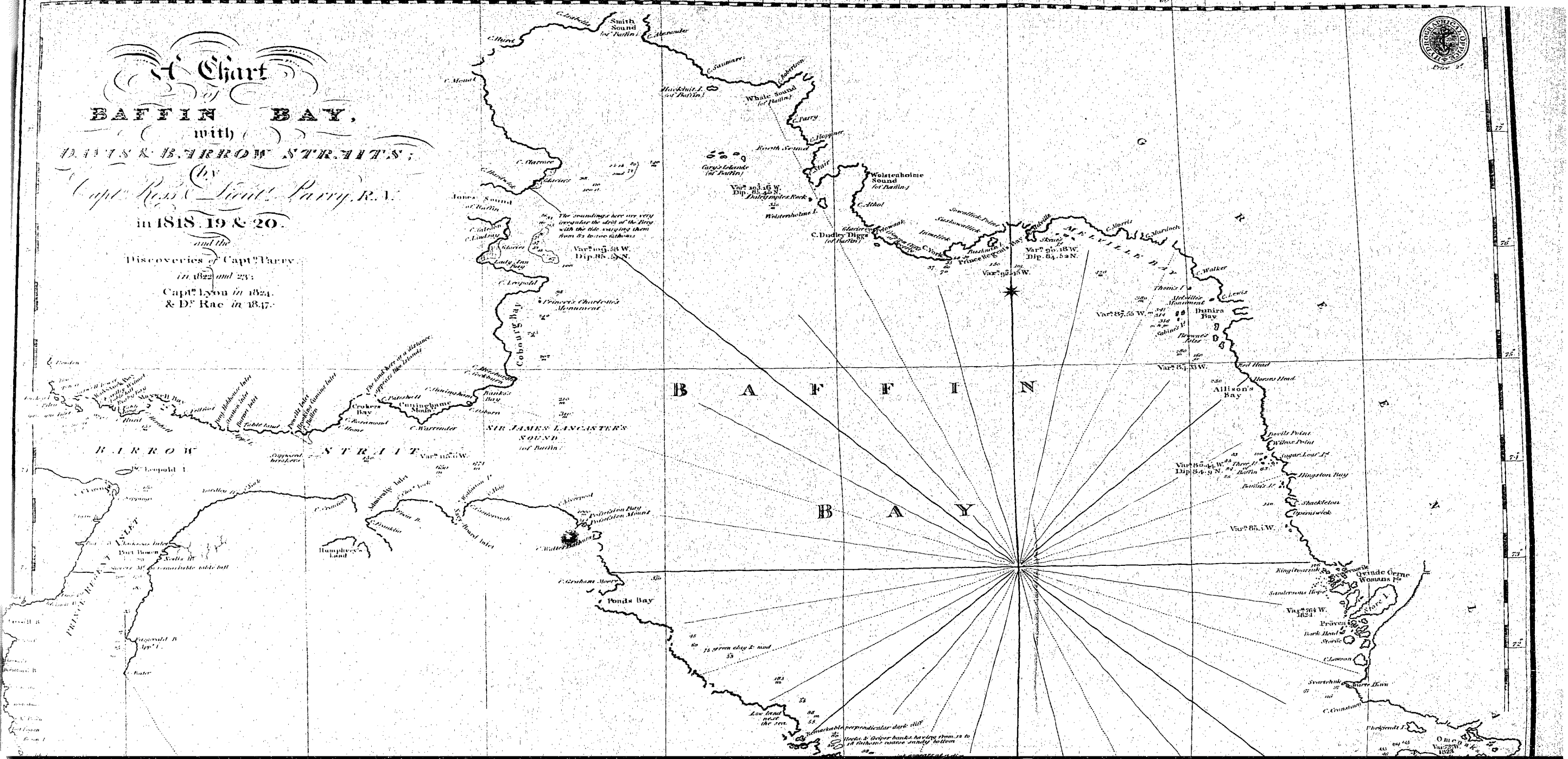
**PORT LEOPOLD**  
1853  
Three Nautical Miles

**WINTER HARBOUR**  
NEVILLE ISLAND  
One Nautical Mile

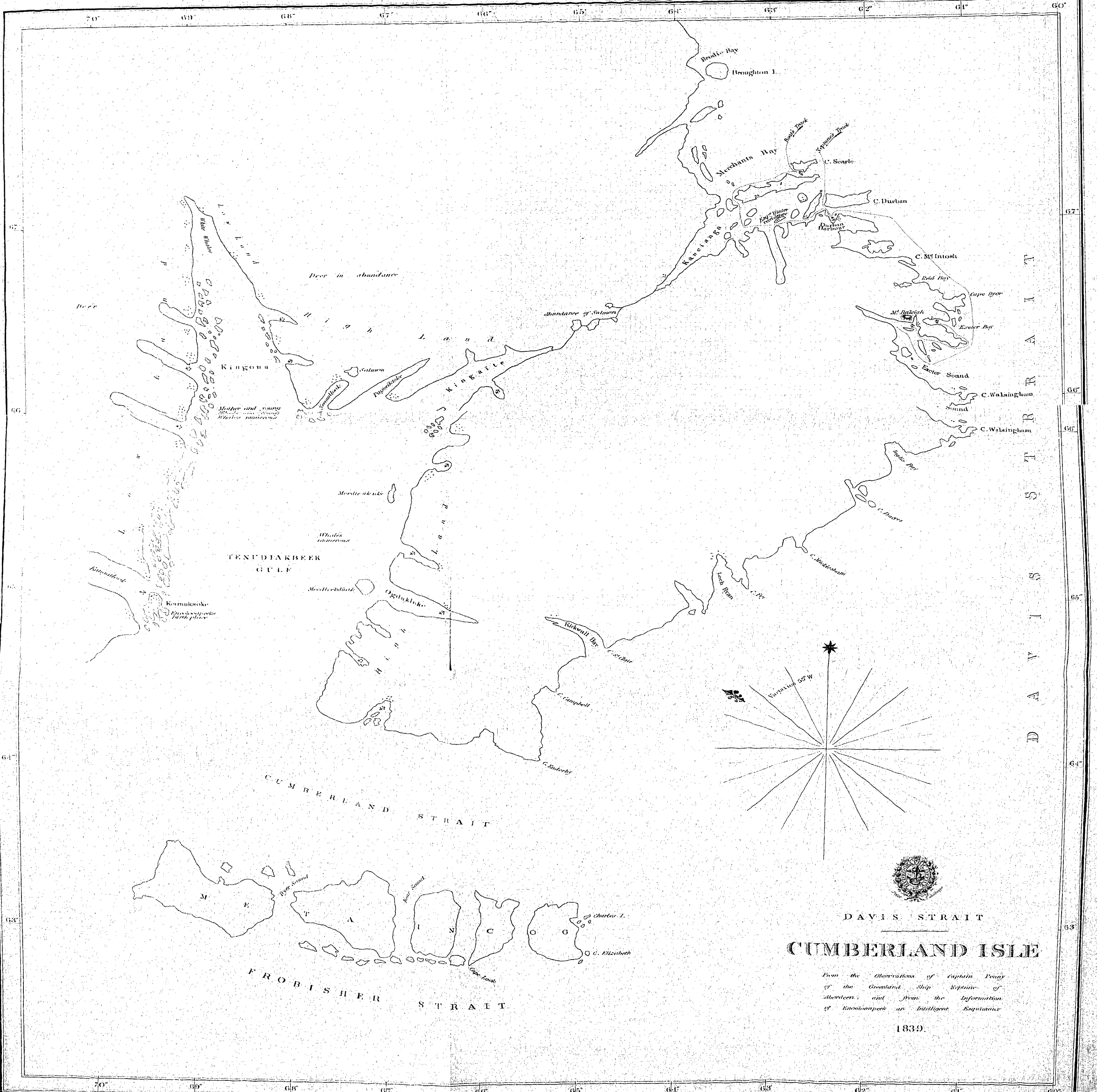
**VICTORIA HARBOUR**  
One Nautical Mile

**BATTY BAY**  
Two Nautical Miles

**Chart**  
**BAFFIN BAY,**  
 with  
**DAVIS & BARROW STRAITS;**  
 by  
*Capt. Ross & Lieut. Parry, R.N.*  
 in 1818, 19 & 20.  
 and the  
 Discoveries of Capt. Parry  
 in 1822 and 23;  
 Capt. Lyon in 1824,  
 & Dr. Rae in 1847.







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DAVIS STRAIT

### CUMBERLAND ISLE

From the Observations of Captain Penny of the Greenland Ship *Sydney*, and from the Information of Knookwaek an Intelligent Esquimaux

1839.