

THE ARCTIC EXPEDITION.—In addition to what we have already published, we subjoin the following portion of some rough notes of the proceedings of Sir James Ross's expedition in search of Sir John Franklin:—The last accounts from the expedition were from Uppernavick, *via* the Danish Consul. The ships started thence on the 20th July, and worked up along the east coast, opposite Melville Monument, in Melville Bay, long. $75^{\circ} 35'$, when they crossed over to the middle sea, and finally got through it, August 19. They then run down to Pond's Bay, the western coast of Baffin's Bay, the settlement of the natives, and where the whalers annually visit, and arrived there 22d August. No one landed here, but the ships, coasting along as far as Possession Mount, reached there on the 26th; and Lieutenant McClure, and the Surgeon of the Investigator went ashore. Here they accidentally discovered under a cairn or beacon, a bottle left by Parry, bearing an inscription, "Hecla and Gripper," of which they took possession, erected another cairn, and deposited a copper cylinder, with information of the objects of the expedition. The ships then proceeded towards Cape York, up Barrow's Straits, on the western shore, where all was clear water, no ice whatever being visible. At Cape York, a beacon and flag-staff were erected, and cylinders deposited. From this place ice was seen, extending right across Prince Regent's Inlet; consequently the ships stood towards the north, for Cape Fellfoot, upon the north shore of Barrow's Straits; early in September, and on the 7th of that month, stood across to Leopold, the place of rendezvous; and here getting entangled in the ice, were swept past the island, but subsequently got free and entered Port Leopold, a spacious harbour, with excellent groundings and deep water, 11th September, 1848. Here were immediately deposited three months' provisions for each ship, on shore at Whaler's Point, at the entrance of the harbour. The harbour at that time was perfectly clear of ice.

The provisions were deposited with all dispatch, under the impression that the expedition would start the next morning; but on the 12th the significant appearance of the young ice setting in very sharp, and the probability of being frozen in at a more disadvantageous position, Sir James Ross was induced to delay his departure, and ultimately to make this anchorage his winter quarters, this being the most eligible point of departure in the ensuing spring. In the course of a few days Sir James' predictions were verified; the harbour continued to freeze over, alternately freezing and clearing until about the 24th, when the ice became settled. The crew were now employed to cut a canal forty feet wide, leading in towards the north east side of the harbour, and protected by Whaler's Point from any heavy pressure of ice setting in from the inlet, or Barrow's Straits. This harbour was found to be most commodious and safe, with good depth of water and sandy bottom. The ice was perfectly flat, and frozen over with as plain a surface as the Serpentine in January. The ships were moored abreast each other, about two hundred yards apart. As soon as they were frozen in, they were housed over from the fore-castle to the mizen mast, and the anchors were weighed and stowed. The crews then commenced building a wall of snow seven feet high from one ship to the other, to facilitate communication; and the next thing was the erecting of an observatory for each ship for magnetic observations. They were composed entirely of snow, with plates of ice for the windows. They were six feet high inside, and built of snow bricks one foot thick and two feet long, cut out with a cutlass, and well squared and trimmed—these little houses displaying tasteful, varied, and in some instances, fantastic forms of architecture. The wall of communication required great attention from the accumulation of snow. The sun was not seen from the 9th of November until the 9th of February from the ship, but from the top of a hill, N. E. Cape Leopold, a sight was caught of him so early as the 26th of January. During the long evenings, from October till May, schools were formed along the midship part of the lower decks, which were well attended by the young men, who were instructed in reading, writing, and arithmetic, on board the *Enterprise*, by the clerk; and a youngster from Greenwich School, named Grunsell, second class volunteer, taught the pupils navigation. Many of the scholars made great progress in their studies during the six months. Ample time was allowed to the crews of both ships to meet each other, and games of football and other exercises relieved the monotony which surrounded them. During the whole of that dreary winter, the only other living animals seen were the white foxes. These were not allowed to be shot, but as many were taken alive as could be trapped, and about forty were then sent away with copper collars round their necks, upon which was stamped the name of the ships, and the localities of the depôts of provisions, &c. As it was well known that these foxes travel an immense distance, this measure was resorted to with the view of making them the possible medium of acquainting the missing parties with the means taken for their relief and succour. The foxes were caught in a barrel converted into a door-trap; and to show the intensity of the cold, it may be stated that the poor little animals in endeavouring to escape, often attempted to gnaw the iron bars, when in many cases their tongues adhered to the iron, and were frozen off; when they were killed from motives of humanity. The foxes were facetiously denominated "Twopenny postmen." The thermometer at this time was about 15 below zero; but the Sylvester stove apparatus, which answered admirably well, always kept the lower decks at a temperature of between 55 and 60 degrees.

Christmas Day, and New Year's Day, were kept as seasons of fun and jollity. Double allowance of spirits and provisions were served out, and every one fared sumptuously. The health of the Queen was drunk with devoted loyalty and enthusiasm by the gallant little band; "absent friends," and "sweethearts and wives," were not forgotten; and the dance and song enlivened the festivities. For a few hours, the outward world was forgotten in the joyous realization of the comforts and happiness of home. The crews during the winter were also employed in making tools and portable apparatus for travelling in the spring, and some parties were employed in laying down gravel on the ice, to facilitate the cutting of the passage out of the ships from the harbour at the proper season. The gravel which was taken from the shore on sledges, was laid so as to absorb the sun's rays, which, acting upon the ice, predisposed it to rot and to melt away. This work very much assisted the arduous task of cutting a canal out of the harbour of fifty feet wide, and two miles and a half long. These and other exercises during winter, somewhat acclimated the men, and inured them to sustain the privations which they subsequently encountered in the searching expeditions. All around Leopold Harbour nothing was seen but snow, rocks 1100 feet high bounded on each side; and a narrow low ridge enclosed the harbour northward. There were very few icebergs seen from this point.

Sir James Ross began to send out detached parties at the early part of the month of April. From the *Enterprise* Sir James was the first to go himself, and with Mr. Cheyne and a party of ten men, left the ship, and proceeded with a quantity of bread, preserved meats, fuel, and skis, and went 15 miles to the westward. He was accompanied by Lieut. Barnard and a party from the *Investigator*, the provisions being carried on two sledges. They penetrated as far Cape Hurd. Another party from both ships, under Lieut. Robinson (*Investigator*) and Lieut. Brown (*Enterprise*), and Mr. Adams, Assistant-Surgeon (*Investigator*), was dispatched on similar service, and proceeded about 15 miles southward. They deposited their provisions about 15 miles north of Elwin Bay. Both parties suffered severely from this expedition, being most of them blinded by the snow drifts.

It was arranged that the principal expedition should leave the ships on the 15th May. The morning did not give any indication of fine weather, for the wind blew high, and the snow was a foot and a half deep. About six o'clock, however, in the evening, the weather moderated, and the parties started with three hearty cheers from the ships. It was composed of Sir James Ross, Lieutenant McClintock, and twelve seamen of the *Enterprise*; the first lieutenant, Mr. McClure, having been left in charge of the ship. They were absent exactly forty days. They carried with them preserved meats, with supplies of pork, biscuit, and rum, and also their sleeping apparatus, which consisted of tarpaulins to spread out on the snow to prevent the heat of the bodies from thawing it, buffalo robes to lay upon, the blanket bags in which they ensconced themselves, and racoon skin blankets to serve as counterpanes; they also had two sledges, six men to each, and two tents. They travelled to the westward, from Cape Clarence around the coast as far as Cape Bunney, about one hundred miles upon the shore of North Somerset. Here, as before stated, they found the coast, which had been up to that time unexplored, trending to the southward. They pursued that course about 140 miles farther, at the extreme point of which they erected a cairn, and deposited cylinders therein, with the usual notices, dating them 5th June, 1849. They had by this time shortened their provisions, and the men were so knocked up that Sir James was reluctantly compelled to return.

From the extreme point they reached they could see the coast southward for forty miles farther. The ice in this direction was pressed up in some parts to the height of between 50 and 60 feet. They shot, in this expedition, eight ptarmigan and a few ducks. On the western coast they saw the remnants of an Esquimaux hut, and the relics of a deer's antlers, which were supposed to have been there for at least a century, and from the appearance of the ice in this direction there was no possibility of any ships having penetrated in that direction—at all events that season. Every one was on the sick list, with the exception of Lieutenant McClintock. Many were also frost bitten.

A fatigue party from the *Investigator*, under Capt. Bird, with Dr. Robertson, accompanied this expedition, for five days, and then returned, all of whom were pretty well knocked up. In the course of this journey the whole party were charged by an immense Bear. Bruin walked boldly up to them, and was only checked in his advance by an attempt to fire at him. Of the entire number of guns levelled, however, the only fire arm that went off was Lieut. McClintock's. The ball took effect, but the old gentleman did not seem to care much about it; he merely scratched his head with his paw, stopped within fifteen yards, and then turned his back upon them, and walked off with a most contemptuous air. The track of blood which marked his retirement in the snow, showed that he was wounded. The fatigue party proceeded just as far as the eastern side of Capt. Rennell, about 40 miles from the ships, and returned after supplying the other party with their stock of provisions.

The second party consisted of Lieut. Robinson, of the *Investigator* and eight men. They proceeded down along the western side of Prince Regent's Inlet, until they arrived at Fury Point. Here they found the provisions of the *Fury*, all in a good state of preservation; and Sir John Ross's (Somerset house) standing in good