

of our guard and took our departure, and that night we traveled a considerable distance.

Wednesday, 17th. We proceeded our journey towards Illinois, keeping off from the main road as much as possible, which impeded our progress.

Thursday, 18th. This morning, Elder Kimball went into the committee room and told the committee to wind up their affairs and be off, as their lives would be taken. Stephen Markham had gone over the Missouri river on business. Elds. Turley and Shearer were at Far West. Twelve men went to Elder Turley's with loaded rifles to shoot him. They broke seventeen clocks into match wood. They broke tables, smashed in the windows; while Bogart (the county judge) looked on and laughed. One Whitaker threw iron pots at Turley, one of which hit him on the shoulder, at which Whitaker jumped and laughed like a mad man. The mob shot down cows while the girls were milking them. The mob threatened to send the committee "to hell jumping," and "put day fights through them." The same day, previous to the breaking of the clocks, some of the same company met Elder Kimball on the public square in Far West, and asked him if he was a damned Mormon; he replied, "I am a Mormon." "Well, God damn you, we'll blow your brains out, you God damned Mormon," and tried to ride over him with their horses. This was in presence of Elias Smith, Theodore Turley, and others of the committee. The brethren gathered up what they could and left Far West in one hour; and the mob stood until they left, then plundered thousands of dollars worth of property which had been left by the brothers and sisters to help the poor to remove.

One mobber rode up, and finding no convenient place to fasten his horse, shot a cow that was standing near, and while the poor animal was yet struggling in death, he cut a strip of her hide from her nose to the tip of the tail, which he tied round a stump, to which he fastened his halter. During the commotion this day, a great portion of the records of the committee, accounts, history, &c., were destroyed or lost, so that but few definite items can be registered in their place.

When the Saints commenced removing from Far West, they shipped as many families and goods as possible at Richmond to go down the Missouri river, &c., to Quincy, Illinois. This mission was in charge of Elders Levi Richards and Reuben Hedlock, who were appointed by the committee.

I continued on my journey with my brethren towards Quincy. Elder D. W. Rogers appropriated his money to remove the poor from Missouri.

THE ARCTIC EXPEDITIONS.

The Northwest Passage at last—Highly Important Geographical and Geological Discoveries—Thrilling account of a Meeting of English Officers from the East and West on the Ice, &c., &c.

From the London Times, Oct. 3.

Important news was yesterday received at the Admiralty with reference to the Arctic Expedition. Commander Ingfield, of Her Majesty's ship Phoenix, has arrived in town, and announced to their lordships the gratifying fact of the safety of Her Majesty's ship Investigator, Capt. McClure, about which great anxiety began to be felt.

Commander Ingfield also brings tidings of the discovery of the long sought for northwest passage. He is the bearer of despatches from Sir Edward Belcher, Captain McClure, and Captain Kellett, who were on the expedition. Sir John Franklin's expedition, and Capt. Ingfield announces the loss of the Breadalban, the consort ship of the Phoenix; and the death by drowning, of a gallant officer of the French Imperial Navy, Lieut. Bellot. The despatches thus received, are filled with long and highly interesting details connected with the expedition; but some idea of the news contained in them may be gathered from the following extracts made from Capt. Ingfield's official report:—

HER MAJESTY'S SHIP SLOOP PHOENIX,
Off Thurso, Oct. 4, '53.

Sir:—I have the honor to report to you, for the information of my Lords Commissioners of the Admiralty, my arrival from the Arctic regions, bringing with me the important intelligence of the safety of the Investigator, and the discovery of the northwest passage, though, unhappily, without finding the slightest traces of the missing expedition, either by this route or on the field of search occupied by the squadron under Sir Edward Belcher's command.

I am the bearer of despatches from that officer and Capt. Kellett, and Lieut. Cresswell, of the Investigator, whom I appointed from the North Star as supernumerary to this ship, charged with the letters and journals of Commander McClure. As his journal is of considerable length, I will endeavor to acquaint you with the substance of it, that their lordships may thus be early informed of the leading features of the Investigator's discoveries; but ere I enter into this matter, I deem it to be my duty to acquaint their lordships with the result of the expedition I have the honor to command. And, though I have carried out their lordships' instructions to the letter, and I trust, to their entire satisfaction, it has not been without great difficulty, considerable peril to the safety of this vessel, and the total loss of the Breadalban, transport, without the loss of a single life.

This unfortunate event, which occurred on the morning of the 21st of August, off Beechy Island, no human power could have averted; and my own vessel, which at that time had the transport actually in tow, hardly escaped a similar fate; receiving a severe blow, which raised the stern several feet, and wrecked the quarter deck, destroying the rudder and screw. One of the beams forward was sprung, and the port bow partially stove, breaking one of the riders, and forcing in the planking. This latter damage, there is some doubt, may have been sustained in a heavy gale on the morning of the 18th of August, when the ship was severely nipped off Cape Riley. The ice master is of opinion it was received in Melville Bay, while forcing a passage under full steam through some heavy ice. However this may be, I have little doubt but that for the solid nature of the stowage of our hold, and the strengthenings fitted in England, we must have shared the same fate as the unfortunate Breadalban.

Commander Ingfield then proceeds to give a narrative of the principal events connected with the expedition of the Phoenix, from the time of their arrival at Disco. In this statement he makes the following mention of the death of M. Bellot, a brave and enterprising Frenchman, who seems to have been attracted to these explorations in the Arctic regions from the very dangers by which they are surrounded. Captain Ingfield, writing on the 20th of August, a moment of extreme peril to himself, says:—

While thus employed, I received by an official letter from Capt. Pullen, a copy of which I enclose, marked L. 3, a report of the melancholy intelligence of the death of M. Bellot, who had been sent by Capt. Pullen on his return during my absence to acquaint me of the same, and to carry on the original despatches to Sir Edward Belcher. This unfortunate occurrence took place on the night of the gale; when M. Bellot, with two men, was driven off from the shore on a floe; and shortly after, while reconnoitering from the top of a hummock, he was blown off by a violent gust of wind, into a deep crack in the ice, and perished

by drowning. The two men were saved by a comparative miracle; and after driving about thirty hours, without food, were enabled to land and rejoin their fellow travellers, who gave them provisions, and then returned to the ship, bringing back in safety the despatches; but three of them fit subjects only for invaliding.

The despatch proceeds with the following illustration of what Arctic navigation is:—

The ice closing again, obliged us to quit Cape Riley before midnight, and in endeavoring to push the ships into a bight in the land floe, the Phoenix touched the ground, but came off again without damage. The whole night was spent in struggling to get the ships into a place of security; but the ice drove both vessels fast to the westward, when at 3.10 a.m. of the 21st of August, the ice closing all round, both vessels were secured to a single, but with steam ready to push through, the instant the ice should loosen.

Shortly, however, a rapid run of the outer floe to the westward, placed the Phoenix in the most perilous condition. I ordered the hands to be turned up—no that ought could be done, but to be ready in case of the worst, to provide for their safety. The ice however, easing off, having severely nipped this vessel, passed astern to the Breadalban, which ship either received the pressure less favorably, or was less equal to the emergency. It passed through her starboard bow, and in less than fifteen minutes, she sank in thirty fathoms of water, giving the people barely time to save themselves, and leaving the wreck of a boat only to mark the spot where the ice had closed over her.

Anticipating such a catastrophe, I got over the stern of the Phoenix as soon as the transport was struck, and was beside her when she filled; and can unhesitatingly state that no power could have saved her. Fortunately nearly the whole of the government stores had been landed.

Having taken on board the shipwrecked crew, every precaution was used with regard to the safety of Her Majesty's steam vessel, but it was not till the morning of the 23d of August that we succeeded in getting her to a safe position in Erubus and Terror Bay, where the ship was again secured to the land floe.

Another example of the same kind occurs further on, and is as follows:—

We arrived at Lively Disco on the 9th of September, and immediately commenced coaling. The barometer threatening a southerly gale, indeed me to pass through the Strait to escape it; and in the darkness of night, running under full sail and steam, we were nearly going stem on to an iceberg 100 feet in height; to avoid which, we rounded to, within half pistol shot of a rock at the entrance of the Melville, and which, though not laid down in the charts, we supposed the ship was well clear of. A strong swell through the charts to the northward, must have caused the deception.

The following extract from the despatch may interest geologists:—

At Lively I obtained information of a coal mine about twenty five miles from the harbor, on the southern shore of the island; and I am told that the coal to be obtained here is in such quantities that a ship might take 1,000 tons. For burning in stoves, it is preferred by the Danes to English coal.

I obtained a sufficient quantity of an inferior sort to make trial in our boilers. A copy of the chief engineer's report I enclose, marked L. 7, and I have retained on board four casks of this fuel for their lordships' disposal.

The latter part of Captain Ingfield's despatch is chiefly occupied by a summary of the news from the searching squadrons, and especially of the discoveries made by Capt. McClure, in the Investigator. He says:—

And now, sir, I beg to narrate, in a summary manner, the intelligence gleaned from the searching squadrons; and first, with reference to Sir Edward Belcher. I have but little else to say but that he wintered in a spot he had named Northumberland Sound, in latitude 76.52 N., and longitude 37 W., near the position now marked in the charts of Wellington Channel as Capt. John Franklin.

From Capt. Pullen I learned that my slight loss of the missing expedition had been met with, either by this or the western branch of the searching squadron; and that it was evidently the intention of Sir Edward Belcher to return to Beechy Island as soon as possible. For the rest, Sir Edward's despatches will convey all further details.

Capt. Kellett wintered at Dealy Island, Melville Island. He had a narrow escape of losing his ship on the night of his departure from Beechy Island; she grounded off Cape Colborn, and was only got off after the ice had set down upon her, casting her over on her broadside, and with the loss of sixty feet of her false keel.

It was a party from his vessel that discovered the despatch of Capt. McClure at Winter Harbor, and was thus led to the Investigator's position; a brief account of the voyage and discoveries of this vessel I will now relate.

The lordships will remember that it was on the 6th of August 1850, that the Investigator was last seen running to the northward with studding sails set. They rounded Point Barrow with much difficulty.

At the river Colville, in 150 deg. W., they were detained some days, and then thick weather, fog, and contrary winds set in; the latter proving rather an advantage, as it kept the ice open, and the necessity of working to windward between the Polar pack and the gradually sloping shore gave them the means of avoiding dangers. On the 6th of August they reached the mouth of the Mackenzie, the pack at this point being upwards of ninety miles distant. On the 30th they were off Bathurst.

When at Cape Parry, open water to the northward induced Capt. McClure to push for Banks' Land, and when about 60 miles from this cape, they fell in with an unknown coast, which was named Baring Island. Passing up a strait between this island and a coast that was called Prince Albert's Land, they reached the latitude of 73 deg., where ice impeded their further progress. The season suddenly changing, the ship was becalmed and forced to winter on the pack. Drifting to the northward, they were ultimately frozen up in lat. 72.40 N., long. 117.30 W.

The traveling parties in the spring found no traces of the missing expedition, but discovered and laid down much of the adjacent coasts. On the 14th of July, 1851, the ice broke up, and freeing the ship, an endeavor was made to push to the northward towards Melville Island, but an impenetrable pack in lat. 73.35 N., long. 115 W., precluded their completing what the northern traveling parties had proved to be the northward passage. An attempt was now made to round the southern shore of Baring Island, and proceed up the west side, and with great peril to the vessel, they succeeded in reaching as far as lat. 74.6 and long. 117.12, where they were frozen in on the 24th of September 1851, and have never been able to move the ship. Their record was deposited at Winter Harbor the year following McClintock's visit, while employed on Capt. Austen's expedition.

There are two remarkable discoveries mentioned in Capt. McClure's journal, viz: some smoking hills, and a petrified forest. He also states, that during his intercourse with the natives, he only once met with any hostile demonstrations. This occurred at Point Warren, near the Mackenzie, where, on attempting to land, two natives with threatening gestures, waved them off. It was not without much difficulty that they were pacified, and then they related that all their tribe but the chief and his sick son, had fled on seeing the ship, alleging as a reason that they feared the ship had come to revenge the death of a white man they had murdered some time ago.

They (thru' the interpreter) related that some white men had come there in a boat, and that they built themselves a house and lived there. At last the natives murdered one, and the others escaped, they knew not where; but the murdered man was buried in a spot they pointed out.

A thick fog coming on, prevented Captain McClure from examining this locality, which is much to be regretted, as here is the probable position where a boat party, endeavoring to return by the Mackenzie, would have encamped.

I have now only to state further, for their lordships' information on this head, that Commander

McClure had made arrangements for deserting the ship, to have been carried out a few days later than the opportune arrival of the officer from the Resolute, and that Capt. Kellett sent his surgeon to report upon the health of the crew.

He also desired that, should there not be among them twenty men who would volunteer to remain on shore, Capt. McClure was to desert his vessel. The Intrepid was captured at Beechy Island with the crew, and Sir Edward Belcher ordered the North Star to be prepared on her arrival to proceed to England, sailing on the 1st of September, and to leave the Intrepid at Beechy Island in her stead.

I have now, in concluding the intelligence gleaned concerning the Arctic searching squadrons, to acquaint their lordships of the dangerous position in which the North Star passed the winter. Shortly after I left Beechy Island last year in my yacht, the Isabel, a violent gale which I encountered in the straits, drove the North Star on shore, where she remained during the whole winter, and was only got off this spring without much difficulty.

In natural history we are able to add a large collection of minerals to our museum; nearly 1,000 specimens of ores and earthy substances have been obtained at different parts of the coast of Greenland. Specimens also of the flower, leaf and root plants, of all kinds we have met with, are carefully preserved; and such crustaceans and other creatures from the animal kingdom as our limited means have allowed us to collect, are preserved for the naturalists.

A careful meteorological journal has been kept; a tide register at Holstenburg and a great many observations made on the direction, dip, and force of the magnet. These have been carried on by Mr. Staunton, and the late lamented M. Bellot, whose industry in this branch of science is well proved by the mass of valuable matter he has left behind him.

I have only now to beg that their lordships will accept my assurance of the perfect satisfaction I have received, in the conduct of every officer and man in the expedition, during a period of incessant labor, containing hardships, and frequently imminent peril; each has done his duty with a zeal and alacrity that I find it hard to individualize.

The following despatch gives a description of the intended progress of the expedition during the present year:—

HER MAJESTY'S DISCOVERY SHIP INVESTIGATOR,
Bay of Mercy, Baring's Island,
April 10, 1853.

Sir:—In the event of our not getting to England this year, I think it necessary to acquaint you, for the information of the Lords Commissioners of the Admiralty, what our operations have been, and to state the progress of the expedition, and the measures for our relief as may appear expedient.

Should the ice break up in this bay sufficiently early to permit of our getting through the Straits this season, and finding the water open to the eastward of Leopold Island, it would be my object to push forward without stopping to take on board any provisions from Port Leopold; but if on the contrary, the ice should be thick towards Lancaster Sound, I would if possible, proceed to Port Leopold, and complete a twelvemonth's provision, and then risk wintering in the pack, or getting through, in preference to remaining at the above port.

If, however, we are detained in this bay until next year, it will then be requisite to leave towards the end of April, and make for Port Leopold, where I am aware there is a good boat, a house, and ample supplies; and when the navigable season opens, proceed to Pond's Bay, coasting along the south shore of Barrow's Straits.

Arriving at Pond's bay, and finding from the Esquimaux that no whalers have as yet been there, I should there await their appearance as long as my provisions would admit, and then go down the west shore of Baffin's bay, keeping close along the land floe, where whalers or their boats are almost certain of being met with.

Failing this, I should cross to Disco with the hope of getting a passage by one of the Danish vessels, which come there annually, and leave about the beginning of September; or, being too late for them, either charter or purchase one of their coasting schooners, which I believe are made among the Esquimaux, or else be obliged to stand on to the next voyage.

Could either of the be accomplished, we must of necessity remain until the following season at that settlement. Should any of Her Majesty's ships be sent for our relief, and we should have quitted Port Leopold, a notice containing information of our route will be left at the door of the house on Whaler's Point, or on some conspicuous position. If, however, on the contrary, no intimation should be found of our having been there, it may be at once surmised that some fatal catastrophe has happened, either from being carried into the Polar Sea, or smashed in Barrow's Straits, and no further notice.

If such should be the case, however, I will not anticipate—it will then be quite unnecessary to penetrate further to the westward for our relief; as by the period that any vessel could reach that port, we must from want of provisions, all have perished. In such a case I would submit that the officer be directed to return, and by no means incur the danger of losing other lives in place of those who will then be no more.

As, however, it may occur, as was the case with Sir John Ross, that the ice may not break up in Prince Regent's Inlet during the whole summer, it will be well to provide against such a contingency. If such should happen, it would be necessary to winter at Port Leopold, unless we appeared to the vicinity of any ship that might be sent for our relief, which I think might be accomplished without any very great difficulty; as, altho' such vessel may not be enabled to get far up the Straits, yet, as Admiralty Inlet would be pretty certain of being clear of ice, she might proceed thither, and in some secure bay freeze in, and when the Straits were firmly frozen over about the middle of October, a small traveling party could be despatched with the intelligence; the whole would then proceed to her; and altho' rather late in the season, men waiting for relief are not likely to be discouraged by a little cold.

Whatever may be the final termination of this long, tedious, but I hope not unimportant voyage, I beg, sir, that you will assure their lordships that in every stage, I have been guided entirely by what I have considered to be my duty in prosecuting to the utmost the object for which the expedition was fitted out. And altho' we have not succeeded in obtaining any information which could throw the slightest light upon the fate of the missing expedition, I hope that the services performed in the tracing a very great extent of coast line, the discovery of many new lands, the portion inhabited by a simple and primitive people not hitherto known—and above all, the accurate knowledge of that passage between the Atlantic and Pacific Oceans, which for so many hundred years has baffled maritime Europe—its very existence being almost considered sceptical—will be considered events sufficiently interesting and important to elicit from their lordships a favorable consideration of our services.

I have the honor to be, sir, your most obedient humble servant.

ROBERT MCCLURE, Commander.

The following is an abstract of the proceedings of Her Britannic Majesty's Discovery Ship Investigator, since parting company with the Herald, upon the 31st of July, 1850, off Cape Lisburne:—

At 5.20 a.m., August 2, in lat. 72.1 N., long. 106.12 W. made the ice, which did not appear heavy, but upon entering it a short distance, was undeceived, and ran out.

Aug. 5.—In running along the pack edge, endeavoring to find an opening, exchanged numbers with the Plover, and at 11 a.m. made a low shingle beach to the eastward of Wainwright's Inlet, and at midnight rounded Point Barrow in 73 fathoms, but from the foggy state of the weather, did not see it.

Aug. 8.—1.45 a.m., being off Point Drew, sent Mr. Court, 3d mate, and one of the Esquimaux, Interpreter, to deposit a notice of having passed, and to seek some Esquimaux that had arrived three days previous. These trade with the Russians, and were very friendly; therefore sent a letter with the chance to reach the Admiralty. We also heard from them, that last year three boats had passed to the eastward with white men and Indians;

and which was most probably Lieut. Pullen. In the evening erected a cairn, and buried another notice at Point Pitt.

Aug. 9.—Passed the Colville about 40 miles from the entrance in 3½ fathoms.

Aug. 11.—Deposited a notice upon Jones' Island, which was thickly strewn with driftwood. In the forenoon two baidars, containing twenty four natives, came alongside. The chief possessed a "Baber, 1840," on the lock, observed from the Russian. Baidars, intended for salmon and ducks. In the afternoon communicated with another party, who were exceedingly intelligent and clean. Sent despatches for the Admiralty via Colville, and from what the interpreter states, believe that they will arrive.

Aug. 12.—Several baidars came alongside. Received fish and ducks for presents of beads and tobacco. These are adroit pilferers.

Aug. 14.—Run upon a shoal eight miles north of Yarrowburgh Inlet, having during the last two days narrowly escaped several of these dangerous shoals, which are very little above the water, and hidden from view by the ice. Hove off with the stream anchor, but unfortunately upset a whale boat and lost eleven casks of beef, having to carry sail to prevent being set again on shore.

Aug. 15.—Found it impossible to get two miles in any direction; the ice having closed from the northward, resting upon the shoals in that direction, and to the southward; the low banks which we grounded upon yesterday. Anchored to await some favorable change.

Aug. 16.—Ice to the northward of the shoals, slightly eased, leaving about 150 yards of open water. Weighted and warped through two cables length of ice to get into it, which occupied six hours of hard labor, so heavy was the pack.

Aug. 17.—At noon the weather, which had been foggy, cleared with a breeze from N.E.; made sail through heavy sailing ice, occasionally striking violently; navigation along this coast very dangerous, the sandbanks being low and numerous. Lat. 70.30 N., long. 149.4 W.

Aug. 21.—Made the Polly Islands off the Mackenzie. Since the 17th have encountered very heavy ice, running nearly miles into the light, which brought us to the solid pack; fortunately, we were enabled to run out of it before it closed.

Aug. 24.—Observing some hills a little to the westward of Point Warren, sent despatches for the Admiralty, with the hopes of their being forwarded by the Hudson Bay Company. This tribe, however, have no traffic with them, but barter with others farther west that trade with the Colville, giving as their reason, that the Hudson Bay Company had given the Indians water, which had killed many of them, and they did not wish to have any more of them appear, and warlike, and are at enmity with their neighbors. Bro't the despatches back.

Aug. 30.—Observing a post erected on the beach, near Point Maitland, in Liverpool Bay; went to examine it, and deposit a notice of our passing. Found it was an Esquimaux mark, and that they had apparently recently quitted it, there being several caches containing birds and fish.

In the afternoon, while approaching Cape Bathurst, observed Esquimaux on the shore. Upon communicating with them, found that they belonged to a tribe now at Cape Bathurst, who were catching whales, and the same who had seen Sir J. Richardson last year. In the evening, being thick, and getting into 3½ fathoms, anchored between Baidle's Islands and the mainland.

Aug. 31.—Proceeded to Cape Bathurst. Tribe consisted of 300, very friendly; would go south in three weeks; gave then despatches for the Admiralty, a gun and ammunition to the chief, and many presents among them; and, judging from their intelligence and cleanly appearance, have great expectation of their reaching.

Sept. 1.—Off Cape Bathurst, many native caches came on board, and being nearly calm, remained until the evening; when a breeze springing up, we took our final leave of the Esquimaux upon the American coast, fully convinced that neither the ships nor any of the crews of Sir John Franklin's expedition have ever reached their shores; they appear a quiet, inoffensive people, (with the exception of those at Point Warren, whom the Cape Bathurst tribe have no dealings with) and would assist any white people thrown among them.

The whole of this coast is shallow, but with the lead and soundings, the nature of the bottom is very regular. The shoals terminate about thirty miles to the eastward of Yarrowburgh Inlet, and water, varying in breadth from one mile to forty, may be calculated upon along shores between the beginning of August and 10th of September, according to the winds more or less ice encountered, but the natives state that every year the ice opens from the shore.

Sept. 2.—At 11.30 a.m., being to the northward of Cape Parry, remarked high land from N. by E. to E. N. E.

Sept. 7.—At 7.30 a.m., landed and took possession of the discovery, and named it Baring Island. The land is bold upon the southern side, being upwards of 1000 feet in height, its northern being Banks' Land; erected a signal pole with black ball, and left a notice in lat. 71.8 N., long. 122.48 W.

Sept. 9.—Observed land N. N. E. Named it Prince Albert's Land, which is continuous with Wollaston and Victoria Land, and extends north to lat. 73.21 N., long. 112.48 W.

Sept. 11.—Ship becalmed, lat. 72.52, long. 117.3 W., but ice in motion.

Oct. 8.—Since the 11th of last month have been drifting in the pack—narrowly escaped destruction several times—until, with a heavy nip at 3 a.m. this day, which listed the ship 3½ degrees, we were firmly fixed for the space of nine months, in lat. 72.47, long. 117.34.

Oct. 10.—Took possession of Prince Albert's Land, distant four miles.

Oct. 18.—And to-day of the Princess Royal's Land, lying in the centre of the Prince of Wales Strait, distant four miles from the ship. There is erected a large cairn, pole and ball upon its summit, in lat. 72.46 N., long. 117.44 W. and have deposited three months provisions for sixty men, besides leaving a boat and some ammunition.

Oct. 21.—The Captain, Mr. Court, and party started to trace this strait towards the northeast.

Oct. 26.—Discovered the entrance into Barrow's Strait, in lat. 73.30 N., long. 114.14 W., which establishes the existence of a northwest passage.

Oct. 30.—Five musk oxen shot upon Prince Albert's Land, which terminated our operations for 1850.

April 18, 1851.—This day despatched three traveling parties to search the coast line, under Lieut. Haswell, towards the southeast, toward Wollaston Land; Lieut. Cresswell in the direction of Banks' Land, and Mr. Wynniatt, mate, to the northeast, who respectively reached the position as noted below, and tracked the coast as per accompanying chart.

June 2.—Captain and Mr. Mierschling, (the interpreter), communicated with the Esquimaux upon Prince Albert's Land, about 50 miles south of our position, who had previously been met by Lieut. Haswell; they traced the coast-line as marked in the chart, and state that there are many of their tribes inhabiting the land towards the south; but that they know of none to the northward. They are a kind, simple people, and have never before seen the white man, at whom they were evidently alarmed.

July 14.—The ice opened without any pressure and the vessel was again fairly afloat, but so surrounded with it that we only drifted but twice, and then only for a few hours, up to August 14, when we attained our further northern position in Prince of Wales Strait, lat. 73.14 N., long. 115.32 W.

Aug. 16.—Finding our passage into Barrow's Strait obstructed by northeast winds settling large masses of ice to the southward, which had drifted the ship 15 miles in that direction during the last 12 hours; bore up to run to the southward of Baring Island.

Aug. 20.—Lat. 74.37 N., long. 122.32.15 W.—Have had clear water to reach thus far, running within a mile of the coast the whole distance, when our vessel was again stopped by the ice, resting on the shore. Secured to a large grounded floe-piece in twelve fathoms. It appears to have been recently detached from the coast.

Aug. 29.—Ship in great danger of being crushed or driven on shore by the ice coming in with a heavy pressure from the Polar Sea, driving her along within one hundred yards of the land for

half a mile, heeling her 15 deg., and raising her bodily one foot eight inches, when we again became stationary, and the ice quiet.

Sept. 10.—Ice again in motion, and ship driven from the land to the main pack, with heavy gale from the southwest.

Sept. 11.—Succeeded in getting clear of the pack, and secured to a large grounded floe. Lat. 74.29 N., long. 122.30 W.

Sept. 13.—Clear water along shore to the eastward; east off worked in with direction with occasional obstructions and several narrow escapes from the stupendous Polar ice, until the evening of the 23d, when we ran upon a mud-bank, having six feet water under the bow, and five fathoms astern; hove off without sustaining any damage.

Sept. 24.—At daylight, observing Barrow's Strait full of ice, and large masses setting into this bay, determined upon making this our winter quarters; and finding a well sheltered spot upon the south side of the shoal upon which we last night grounded, ran in and anchored in four fathoms, lat. 74.4 N., long. 117.54 W. This night we were frozen in, and have not since moved. The position is most excellent, being well protected from the heavy ice by the projection of the reef, which throws it clear of the ship 600 yards.

The currents along the coasts of the Polar Sea appear to be influenced in their direction, more or less by the winds; but certainly upon the west side of Baring Island there is a permanent set to the eastward. At one time we found it as much as two knots during a perfect calm; and that the flood tide sets from the westward we have ascertained beyond a doubt, as the opportunities afforded during our detention along the western shore of this island gave ample proof.

The prevailing winds along the American shore and in the Prince of Wales Strait, we found to be N.E.; but upon this coast S.S.W. to N.W.

A ship stands no chance of getting to the westward by entering the Polar Sea; the water along shore being very narrow, and wind contrary, and pack impenetrable; but thro' Prince of Wales Strait, and by keeping along the American coast, I conceive it practicable. Drift-wood is in great abundance upon the east coast of the Prince of Wales Strait, and on the American shore also, much game.

In this vicinity the hills abound in reindeer and hares, which remain the entire winter. We have been very fortunate in procuring supplies of 4000 pounds.

The health of the crew has been, and still continues excellent, without any diminution of numbers, nor have we felt the slightest trace of scurvy.

It is my intention if possible, to return to England this season, touching at Melville Island and Port Leopold; but should we not again be heard of, in all probability we shall have been carried into the polar pack, or to the westward of Melville Island, in either of which cases, any attempt to send succor would only increase the evil, as any ship that enters the polar pack must be inevitably crushed; therefore a depot of provisions, or a ship at Winter Harbor, is the best and only certainty for the safety of the surviving crews.

No trace whatever has been met with, or any information obtained from the natives, which could by any possibility lead to the supposition that Sir John Franklin's expedition, or any of his crews, have ever reached the shores we have drifted or searched; nor have we been more fortunate with respect to the Enterprise, not having seen her since parting company at the Straits of Magellan, on the 20th of April 1850.

This notice was deposited by a traveling party, in April 1852, consisting of Captain McClure, Mr. Court, second mate; John Calder, captain of the forecutter; Sergeant Wood, Royal Marines; Geo. Gibbs, A.R.; George Bonnell, A.B.; John Davis, A.B.; and Peter Thompson, captain of the forecutter.

Whoever finds this, it is requested it may be forwarded to the Secretary of the Admiralty. Dated on board Her Britannic Majesty's discovery ship Investigator; frozen in, in the Bay of Mercy, lat. 74.6 N., long. 117.54 W., April 12th, 1852. ROBERT MCCLURE, Commander.

Unless there is a vessel now at