



SALLE GAGNON



BIBLIO-
THÈQUE
DE LA VILLE DE
MONTREAL

MONTREAL
CITY
LIBRARY

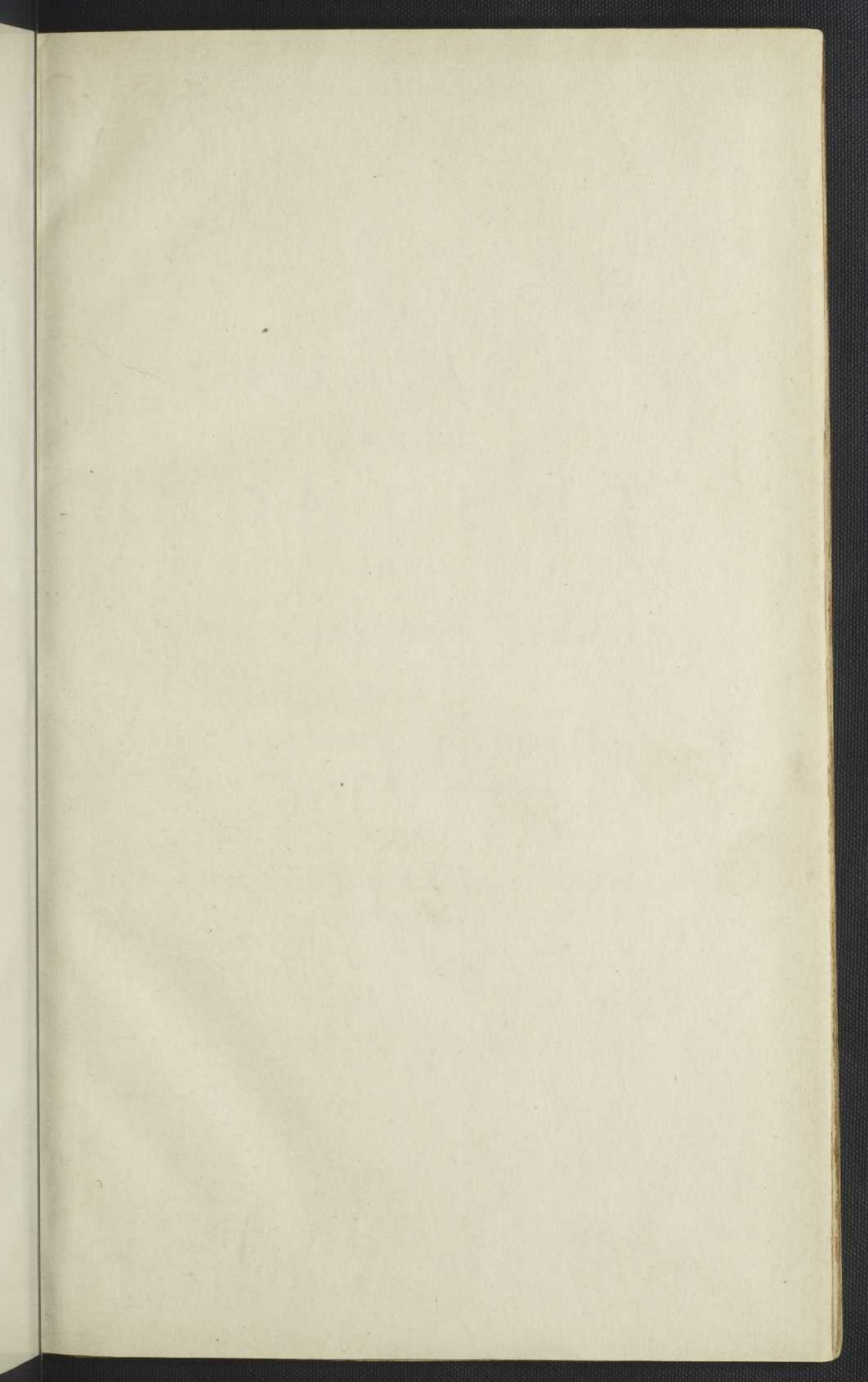
919.8
M628vi

D

943710

Gagne

SOUND BY BAYNTUN-RIVIERE. BATH. ENGLAND.



2905

A
VINDICATION
OF THE
CONDUCT
OF

Captain *Christopher Middleton,*

IN A
Late Voyage on Board His Majesty's
Ship the FURNACE.

FOR
Discovering a North-west Passage to the *Western
American Ocean.*

A
VINDICATION
OF THE
CONDUCT

OF
CAPTAIN CHRISTOPHER MASON
IN A
Late Voyage on Board His Majesty's
Ship the FURNACE.

FOR
Discovering a North-west Passage to the North
American Ocean.

VI
C
Capt
Late
Disco
To
AR
A
The Capt
of the
Dobbi,
Vouch
With a
the Dr
The Who
An Acco
Effects
before th
By JHR
Lieut Co
Printed by
J. Robt

A
VINDICATION
OF THE
CONDUCT
OF

Captain *Christopher Middleton*,

IN A

Late Voyage on Board His Majesty's
Ship the FURNACE,

FOR

Discovering a North-west Passage to the *Western*
American Ocean.

IN ANSWER

To certain *Objections* and *Aspersions*

OF

ARTHUR DOBBS, Esq;

WITH AN

A P P E N D I X:

CONTAINING

The Captain's Instructions; Councils held; Reports
of the Inferior Officers; Letters between Mr.
Dobbs, Capt. *Middleton*, &c. Affidavits and other
Vouchers refer'd to in the Captain's *Answers*, &c.
With as much of the *Log-journal* as relates to
the DISCOVERY.

The Whole as lately deliver'd to the Lords Commissioners
of the ADMIRALTY.

To which is Annex'd,

An ACCOUNT of the Extraordinary Degrees and Surprizing
Effects of COLD in *Hudson's-Bay*, *North America*, read
before the ROYAL SOCIETY.

By *CHRISTOPHER MIDDLETON*,

Late Commander of the FURNACE, and F. R. S.

L O N D O N:

Printed by the AUTHOR's Appointment; and Sold by
Jacob Robinson, at the *Golden-Lion* in *Ludgate-Street*. 1743.

VINDICATION

OF THE

CONDUCT

OF

Captain Charles Middleton

IN A

Letter to the Admiralty

Respecting the

Discharge

OF

ARTHUR DOBBS, Esq.

CONTAINING
The Captain's Instructions; General's Orders; Reports
of the Admiralty; Letters between the
Captain, General, and Admiralty; and other
particulars relative to the Captain's conduct, &c.
With an account of the Proceedings in relation to
the Discharge.

The Whole as presented to the Lords Commissioners
of the Admiralty.

TO WHICH IS ADDED

An Account of the Expedition, &c.
of the Captain in the year 1794, &c.
&c.

BY

943710

Printed by J. DODD, at the Office of the Admiralty, &c.
&c.

C O N T E N T S.

S ecretary Corbett's Letter to Captain Middleton, May 23, 1743.	page 1
Capt. Middleton's Letter to Mr. Corbett.	2
Capt. Middleton's Letter to the Lords Commissioners of the Admiralty.	3
A Succinct Account of what passed between Mr. D—— and Capt. Middleton.	5
Mr. D——'s Objections and Capt. Middleton's An- swers.	4d
A Summary State of Mr. D——'s Objections an Capt. Middleton's Answers.	65
Instances of the Contradictions and Inconsistencies in the several Answers to the Queries proposed by the Lords Commissioners of the Admiralty to some of Capt. Mid- dleton's Officers, &c.	83

A P P E N D I X.

I. The Captain's Instructions for the Voyage.	99
II. The Lords Commission. Order of May 29, 1741.	103
III. Hudson's Bay Company's Order to their Governor of May the 30th, 1741.	104
IV. A Council held on board the Furnace, Aug. 1741.	104
V. A Council held at Fort Churchill, Mar. 21, 1741-2.	106
VI. VII. A Council held on board the Furnace July 12, 1742.	106, 107
VIII. The Lieutenant's Report July 27, 1742.	108
IX. The Captain's Order, July 27, 1742.	109
X. The Lieutenant's and Master's Report, Aug. 1, 1742.	110
XI. A Council held on board the Furnace, August 8, 1742.	112
XII. An Abstract of the Captain's Journal from Church- ill on the Discovery.	114
2	XIII.

C O N T E N T S.

XIII. <i>Mr. D—'s Letter to Capt. Middleton</i> , November 19, 1742.	page 120
XIV. <i>Capt. Middleton's Letter to Mr. D—</i> November 27, 1742.	123
XV. <i>Mr. D—'s Letter to Capt. Middleton</i> , December 14, 1742.	126
XVI. <i>Capt. Middleton's Letter to Mr. D—</i> , Jan. 1742-3.	128
XVIII. <i>A Letter of Mr. D— to Capt. Middleton</i> , Jan. 22d, 1742-3.	131
XVIII. <i>A Letter of Capt. Middleton to Mr. D—</i> , date forgot.	135
XX. <i>An Extract of a Letter of Mr. D— to Capt. Middleton</i> , May 27, 1741.	138
XX. <i>An Affidavit of Robert Wilson.</i>	138
XXI. <i>An Affidavit of John Mackbeth.</i>	140
XXII. <i>An Affidavit of Thomas Towns.</i>	141
XXIII. <i>An Affidavit of Ulrich von Sobriek.</i>	143
XXIV. <i>An Affidavit of Grance Grant.</i>	119
XXV. <i>An Affidavit of Thomas Cooper.</i>	147
XXVI. <i>An Affidavit of John Dewilde.</i>	ibid.
XXVII. <i>A Letter of Mr. D—</i> Mar. 25, 1741.	149
XXVIII. <i>An Extract of Mr. John Lanrick's Letter to his Father</i> June 21, 1742.	ibid.
XXIX. <i>Extract of Mr. John Lanrick's Letter to his Father</i> , Sept. 16, 1742.	150
XXX. <i>A Paper of the Lieutenant</i> , July 15.	151
XXXI. <i>A Paper of the Lieutenant.</i>	153
XXXII. <i>Observations on this Paper.</i>	154
XXXIII. <i>A Letter of Lieut. Rankin to Capt. Middleton</i> , February the 12th, 1742-3.	155
<i>Queries propounded by the Lords Commissioners of the Admiralty to some of Capt. Middleton's Officers, with their Answers.</i>	156
<i>Capt. Middleton's Account of the Cold in Hudson's Bay.</i>	193

A
VINDICATION
OF THE
CONDUCT
OF

Captain *Christopher Middleton*,
IN

A late Voyage on Board his Majesty's Ship the
FURNACE, on a Discovery of a *North-West*
Passage to the *Western American Ocean*, &c.

Secretary CORBETT's Letter to Captain
MIDDLETON.

SIR, *Admiralty-Office, 23d May, 1743.*

MR. ARTHUR DOBBS having laid before
my Lords Commissioners of the Admi-
ralty, Objections to your Conduct in your
late Voyage in the *Furnace* Sloop, together with the
Discovery Pink, in order to find out a north-west
Passage; and having proposed several *Queries*, re-
lating to your Proceedings in that Voyage, to which
the late Lieutenant, Master, Surgeon, and Clerk
of the *Furnace* Sloop have given Answers, I am
commanded by my Lords Commissioners of the Ad-
miralty to send you Copies of the said Objections,
Queries and Answers, and am to acquaint you, that
the Publick having been at a great Expence in fitting
B and

and sending out the said Sloop and Pink, in order to make the afore-mentioned Discovery, which would be of great publick Utility, their Lordships think it a Matter of a very serious Nature, and that they ought to be thoroughly satisfied, that the Person entrusted with the Execution of such a Design, has strictly performed his Duty therein; and therefore they expect, that you give a very particular and clear Answer to the several Points of Misconduct, which you are charged with by the aforesaid Papers. I am,

S I R,

Your very humble Servant,

THO. CORBETT.

*Captain MIDDLETON's Answer to Secretary
CORBETT.*

HONOURABLE SIR,

I HAVE their Lordships Commands signified by your Letter, with the several Papers inclosed therein, containing Objections to my Conduct in my late Voyage in the *Furnace* Sloop, and *Discovery* Pink. As it is their Lordships Pleasure, I should answer each Particular in a distinct Manner, I humbly pray their Indulgence, that I may have Time to make my Replies thereto; not doubting, but I shall make such sufficient Answers as will be entirely to their Lordships Satisfaction; and prove myself an honest Man, and a faithful Officer and Subject to th^e King. I am,

HONOURABLE SIR,

Your most obedient Servant,

C. M.

To the Hon. Tho. Corbet, Esq;

This I sent at the receiving the
Objections to my Conduct.

Captain

Captain MIDDLETON's Letter to the Lords of the Admiralty.

MY LORDS,

AS I was not in the least conscious to myself of any Misconduct during my Voyage to *Hudson's-Bay*, it gave me great Surprize and Concern to hear that Mr. D—— had made a most ungenerous Attempt to ruin my Character and Reputation, and deprive me of your Lordships Favour and Esteem: In both which Respects I might have been a great Sufferer, if your Lordships had not been pleased to order me a Copy of his Accusations. I therefore think myself obliged to return your Lordships my very humble Thanks for allowing me an Opportunity of making a proper and just Defence.

According to your Lordships Commands, I have drawn up full and particular Answers to all that Gentleman's Objections and Remarks; submitting the same to your Lordships candid and impartial Examination; being well assur'd I have therein paid the strictest Regard to Truth, and supported the whole with strong Evidence of Facts, from the Logg-Books and Journals, as also from the Instructions, Councils, Reports, Affidavits, &c. annex'd in an *Appendix*; as must, I humbly hope, give entire Satisfaction to your Lordships, in every Point alledg'd against me, and entitle me to your Countenance and Protection.

Mr. D—— has cast his Reflexions together, in so confus'd and incoherent a Manner, without Order or Method, and so frequently repeated the same things, that I was for some time at a loss how I might make my Answers clear and distinct, as your Lordships had required. At length I perceiv'd I had no other way but to answer him Paragraph by

Paragraph ; and wherever I met with Repetitions, to refer back to the Answers already given.

Mr. D——'s Charges being of three Kinds, *Neglect, Misconduct, and Corruption, or the Suspicion of it* ; I have, for your Lordships easier Perception, at the End of my Answers at large, made a summary Reduction of them under those three Heads, and subjoined the Substance of my Answer to each. I have also added a Paper to shew the many Contradictions and Inconsistencies in the Answers to the Queries, of which your Lordships have been pleas'd to transmit me the Copy.

But one thing is still unmention'd, which nevertheless I am fully persuaded is essentially necessary to your Lordships perceiving Mr. D——'s Objections in their true Light, and tracing them to their real Source ; and that is a succinct Account of what has passed between Mr. D—— and me (or relating to me) from the time I first knew him, almost down to this Day ; which I have therefore assum'd the Liberty to prefix to his Objections.

And now, my Lords, in an humble Confidence, that I have, to your Lordships Satisfaction, approv'd myself a faithful Servant and Subject of his Majesty, I hope that your Lordships will be pleas'd to allow me the Liberty to print a Defence of my Conduct at large, in order to wipe off those Aspersions which Mr. D—— and his Abettors have industriously cast upon me, as well in publick as in private, to the very great Injury of my Character and Reputation. I am,

MY LORDS,

*Your Lordships most obedient,
and faithful humble Servant,*

C. MIDDLETON.

*A Succinct Account of what has pass'd between
Mr. D— and C. MIDDLETON.*

SEVEN or eight Years ago, being then setting out on a Voyage to *Hudson's-Bay*, Mr. D— often made strong Application to me, then a Stranger to him, to quit the Company's Service, in which I had continued many Years with much Reputation, in order to undertake a Discovery of a north-west Passage into the western *American Ocean*; telling me at the same time, that he had already apply'd to the Governor and Directors of the Company about sending out a proper Person; but that they gave little Attention to his Propositions. I answered him, that I had experienc'd the Service to be so beneficial an Employ, as I knew not how to give up with Prudence; but he endeavoured to remove all such Objections, by assuring me he could procure me the Command of a twenty Gun Ship of War. I persisting in my Refusal, he entreated me to recommend some other Person; but I desired also to be excused in that Particular. However I offered to furnish him with all the Journals and other Memoirs I was possess'd of, which were likely to direct him to the Place where such a Passage might most probably be found. For both he and I were well agreed, that it was in vain to expect it on any Part of the western Coast of *Hudson's-Bay* lower than 65° of Latitude. Every time I returned home from my annual Voyage, he solicited me a fresh, and more pressingly than before; urging, that he was sure no one so well understood how to execute his Scheme as myself. I answered, that I thought his best Expedient would be to go himself, and then he might be sure of having every thing done to his Mind; besides indisputably securing to himself the Glory of so useful a Discovery, if he should succeed.

This

This Advice, I perceived, did not relish with him at all; however he became thereon a little more moderate in his Sollicitations than usual, till about four Years ago, understanding that I had been disappointed by the Company as to something I thought I had a Right to expect from them, he renewed his Instances, assuring me not only of the Command of a Man of War, but likewise of a Royal Grant to myself and my Posterity, of any of the Lands I should happen to discover. Being in the before-mention'd Situation with the Company, I consider'd his Proposals, and came to this Determination: That if he had Interest enough to procure me a Post-Ship, I would undertake the Discovery, and do my best. He readily answered, that I might rely on what I demanded. As I was unwilling to part with my old Masters, without giving them fair Notice of my Intention, I told them, it was not likely that I should undertake more than one other Voyage for them. They propos'd my continuing with them on more advantageous Conditions than before, which I refused; and from that time I acted in Concert with Mr. D—. Sometime after this, the *Furnace* Sloop was appointed for the Service of the intended Discovery, and I was to have the Honour of the Command: But finding that I was not to take Post, as I had condition'd with Mr. D—, I declined accepting the Commission for some Time after it had been made out; 'till Mr. D——, by alluring Promises that he would be sure to employ his Interest so as to procure me an Equivalent some other Way, prevailed upon me to take it.

I think it necessary to observe to your Lordships, that the Instructions by which I was to be guided in the Voyage were left entirely to Mr. D——'s modelling; and that they mention not a Word of searching any Coast, Tides, &c. or of attempting
any

any Discovery southward of *Whale-Bone-Point* in 65° Latitude (*Append. I.*)

For the several Particulars of the Voyage, and my Conduct therein, I beg leave to refer your Lordships to the Log-Books, Journals, Councils, Reports, &c. as also to my Answers to Mr. D—'s Objections, and to the several Affidavits in the *Appendix*.

On my Arrival at the *Orkneys* homewards, I sent a Letter to Mr. D—, *Append. XII.* with a just Abstract of my Journal, from our leaving *Churchill* River to go upon the Discovery, to that time, by a Ship bound from thence for *Ireland*; and as soon as I arrived in the River *Thames*, I sent him a Duplicate of the same Abstract for fear of Miscarriage; both which in his Letter of *November* 19. he acknowledges to have received. In this Letter, Mr. D— says, “ I am
“ convinced, from the Extract you have sent me
“ of your Journal, that from the *Welcome* in 64° to
“ the Latitude of 67 Degrees, there are no hopes
“ of a Passage on that Coast; and if there is any,
“ it must be further North, and consequently attended
“ with more Difficulty. — Upon the
“ whole, I think it would be in vain to push it any
“ further that Way, I think the only safe Way
“ now is by the Rivers *Nelson* and *Churchill*, &c.” He closes thus, “ I hope to have your Answer as
“ soon as you can conveniently, with your Journals
“ and Draughts; I wish you Health and Prosperity
“ in all your Undertakings, and am, with great
“ Esteem, Dear Sir, &c.” (*Append. XIII.*)

In Answer to this, I sent him my Letter of *November* 27, promising him my Journal and Chart by the first Opportunity, and adding at last,
“ Undoubtedly there is no hope of a Passage to encourage
“ any further Trial between *Churchill* and
“ so far as we have gone, and if there be any further
“ ther

“ ther to the northward, it must be impassable for
 “ the Ice, and the Narrowness of any such Outlet.
 “ In Latitude 67° or 68° it cannot be clear of Ice
 “ one Week in a Year, and many Years, as I ap-
 “ prehend, not clear at all.

“ In any other Attempts, I shall be glad to give
 “ you all the Assistance I can, and furnish you
 “ with any other Informations that you may think
 “ needful to promote your Design; but I hope
 “ never to venture myself that Way again.” (*Ap-
 pend. XIV.*)

In the Middle of his Letter, of the 19th of *Novem-
 ber*, are inserted some Queries, which I answer'd
 in this.

His next Letter was of *December* 14th, 1742, he
 begins, “ Dear Sir, I have your last, of the 27th
 “ of *November*, in answer to the Difficulties I start-
 “ ed, which you have fully answered; so that I am
 “ fully convinced there can be no Passage N. W.
 “ by Sea, as we seem'd to have had Reason to ex-
 “ pect; and therefore it would be very wrong to
 “ think of attempting it for the future. — I
 “ have a Letter from Mr. *Samuel Smith* yesterday,
 “ that he has forwarded to me your last Journal,
 “ and that you will send me your Draught as soon
 “ as you have got it copied, for which I am very
 “ much obliged to you.

“ I should be very glad you were employed in
 “ some Way satisfactory to you by the Publick,
 “ which you have so just a Right to, after having
 “ quitted the Company's Service in order to serve
 “ the Publick, and wish it were in my power to
 “ contribute to it; I should do it with great Plea-
 “ sure, and would go over on that very Account if
 “ it would be of Advantage: In the mean time I
 “ wish you all Happiness.” (*Append. XV.*)

I wrote back to him *January*, 1742-3, and
 should have done so sooner, but that I was in an ill
 State

State of Health, which would not permit me to return him a mature Answer to a new Scheme which he proposed to me for my Concurrence in his last, of laying open the *Hudson's-Bay* Trade; my Sentiments on which was the Business of this Letter. (*Append. XVI.*)

I am apt to think your Lordships will believe, that hitherto our Correspondence seems to have been carried on in the most frank and sincere Manner, and that for any thing appearing to the contrary, we did repose a mutual Confidence in each other: yet Mr. D—— soon after commenced my bitter Enemy, and made use of the unworthiest Means to hurt me, as appears from an Affidavit of Mr. *Wilson's*, (*Append. XX.*) and from another of Mr. *Dewilde's* (*Append. XXVI.*)

The next Letter I received from him was dated from *Lisburn* (in Ireland) Jan. 22d, 1742-3, and begins this:

“ Dear Sir, In my last to *Samuel Smith*, I inclos'd one for Lord***, open for your Perusal,—
 “ and in the same Letter hinted at what I have
 “ discovered from your Journal at large, viz. that
 “ you have made a much greater Progress in the
 “ Discovery of the Passage, than you imagined
 “ when there; and that from the Lights I have got
 “ from your Journal, I can almost prove that you
 “ were in the Passage, &c. and that *Wager* River
 “ is properly *Wager* Straits, and not a fresh Water
 “ River — I only want your Chart of the whole
 “ new-discovered Coast to establish or contradict my
 “ Judgment of it, which I am informed is come
 “ to *Dublin*, but not yet sent to me.”

Here he introduces his Reasons, being much the same as those he brings in the present Objections. (*Append. XVII.*)

I soon returned him an Answer at large, in which I endeavoured to undeceive him, by much the same

Arguments I have used against that Part of his Objections, (*Append. XVIII.*) and inclosed I sent him the Lieutenant's and Master's Report. (*App. X.*)

About *February* or *March*, Mr. *Samuel Smith*, mentioned above in Mr. D——'s Letter, being his Agent here, came frequently to me, and acquainted me that Mr. D—— was resolved to pursue his Scheme of laying open the Company's Trade; and much importuned me to write to Mr. D——, that *there might be still hopes left of a Passage, even though I thought otherwise*; for that it would be a means of facilitating Mr. D——'s Scheme; in consequence of which himself, he said, expected some considerable Advantage; But I told him, I could not do it at any rate, since all things concurred in proving the contrary.

In *April*, Mr. *Rankin*, my Lieutenant, came to me, and shew'd to me a Letter he had received from Mr. D——, then just come to Town, in which he told him, that he had Reasons to suspect Captain *Middleton* had designedly suppress'd the Discovery he had made; and that believing him (Mr. *Rankin*) to be a Person of Veracity, he desired him to come and dine with him such a Day, and satisfy him in some Points he intended to propose to him. Mr. *Rankin* desired my Opinion, if he should go or not. I answered by all means, and to satisfy him in all things to the best of his Knowledge. This was the first time I had ever suspected Mr. D—— of any uncandid Intention.

Mr. *Rankin* went on the Day appointed; and, the same Evening, came and acquainted me, that he found Mr. *Wygate*, my Clerk, and Mr. *Thompson*, my Surgeon, there; and that they all express'd a Surprise to see each other, for that every one expected to have been there alone. That the chief Matter proposed to himself was, whether he could draw up any thing to prove my voluntary Neglect.

Neglect or Concealment of the Discovery? And that he answered, he knew of nothing but what was contained in Journal and Reports, which he would abide by. The Clerk and Surgeon, he said, seem'd to be planted there as Witnesses to what he should advance; for there was little said to them in his Presence; and by their great Familiarity with Mr. D——, he made no doubt of their having been there before.

Upon this I determined to pay Mr. D—— a Visit myself; and accordingly went to him the seventh Day after his Arrival in Town. I sent up my Name, finding he had a good deal of Company, who all withdrew when I came into the Room. Being with him alone, he pretended to receive me very kindly; and when I express'd a Surprize, that, contrary to what was usual with him, he had been a whole Week in Town without letting me know it, or coming to see me; he answer'd, 'Twas on account of some indispensable Attendances he was oblig'd to pay to Persons of high Rank. Without further Ceremony I tax'd him with his secretly dealing with my Officers; and told him, that if he had any Doubts to be satisfy'd in, he well knew I was always ready to do it myself, and I could not think he meant me well. He assured me my Suspicions were wrong, and that he only wanted to be informed, for the sake of satisfying the Lords of the Admiralty, why we returned so soon from the Discovery; and found it was owing to the very ill State of Health of both the Ships Crews: And when I took my leave, he promised to repay my Visit soon, which he did in a few Days; when, at my Desire, he perused my Log-Book and Draughts, and having ask'd me a few Questions about the Tides, took his leave, and I have never seen him since, excepting once or twice by Accident.

About a Week after this, Mr. *James Smith*, whom Mr. *D——* himself had recommended to me as a Friend (*Append. XIX.*) and as such was employed by me in the Voyage, as an Under-Clerk, and wrote most of the Copies of my Journal, came and told me that a close Design was carrying on against me, between Mr. *D——*, my Lieutenant, my Clerk, and my Surgeon, and that Mr. *Wilson*, my Master, being then just arrived in the River, he believed they had drawn him in too, for that he was sure he had been with them once at least.

Mr. *James Smith* came to me a second time, and told me, that Mr. *D——* had formed a Scheme to invalidate my Journal, and represent it as a false one; but that Mr. *Rankin* informing him, that his own Journals, which were already delivered in, and so could not be alter'd, agreed in the main with mine, that Project was drop'd.

Till now I had only felt a Concern for Mr. *D——*, who had behaved to me in so ungenteel a Manner: But this Intelligence warned me that it was high time to think of securing my own Reputation from his Attacks, which I resolved to do if I could; and therefore, I forthwith sent to Mr. *Rankin* and Mr. *Wilson*, and desired that they would bring their original Log-Books with them, which they did; and we passed most part of the Day in comparing them carefully with mine, Mr. *James Smith* assisting us: And finding them agree in every thing of Consequence, they testified the same in writing, and so did Mr. *Smith*, in the first blank Leaf of my Journal, ready to be delivered to your Lordships.

At the same time Mr. *Wilson* and Mr. *Rankin* both declared an entire Dislike of Mr. *D——*'s practising with them; and *Rankin* added, that Mr. *D——* had endeavour'd to make his Wife believe that I had threatned to cane him, and persuaded her

her to influence him to revenge it some way or other.

Mr. *Wilson's* Professions of resenting Mr. *D—'s* Proceedings were undoubtedly sincere, as will appear to your Lordships from his Affidavit (*Append. XX.*) I cannot say the like of my Lieutenant. He meant me honestly at first; else a Letter in his own Hand-writing (*Append. XXXIII.*) which I entreat your Lordships to read, proves him the worst of Hypocrites. But the specious Promise of a Command in another north-west Expedition appears to have operated upon him, and soon altered his Conduct. As for my Clerk, he has openly declar'd, that because I did not make him a Compliment of a Purser's Warrant, (which I am sure he never asked of me) he resolv'd to disserve me the first Opportunity; and to that end took on in Mr. *D—'s* Service; not doubting, with the help of his Friend the Surgeon, to do my Business, and be rewarded on that Account with a Purser'ship. (Mr. *Dewilde's*, Mr. *Wilson's*, and Mr. *Macbeath's* Affidavits, *App. XX. XXI. and XXVI.*)

On the other hand, as I have already acknowledged the very friendly Admonitions of Mr. *James Smith*, Mr. *D—'s* particular Friend, I ought not to forget Mr. *John Lindrick*, another young Gentleman of Mr. *D—'s* recommending, for the generous Account of my Behaviour which he sent his Father from the *Orkneys*, at a Time when he little thought I should be represented in so different Colours; His Letter it seems was printed in some of the *Irish* News-Papers; and I am told was reprinted in several of our own about *November* last. (*Append. XXVIII. and XXIX.*)

Altho' Mr. *D—* had contriv'd that his Scheme should not take Air before most of my People were gone away into other Service; yet I have been convinced, greatly to my Satisfaction, of the Disposition

position of those that are left of them, in and near *London*, to do me Justice: For without any Application of mine, hearing of the Designs on Foot against me, they have enquired me out one after another, and offered to make Affidavit of what they happened to be Witnesses to in the Voyage, and which they do still well remember. It was from some of these I first learned that certain Queries had been sent, by your Lordships Direction, to be answer'd by some of my Officers; which I find by the Transcript your Lordships were pleased to order me, have been answered accordingly.

This is the Account which I have mentioned before to your Lordships; and I humbly hope your Forgiveness, if it shall be thought somewhat more prolix than may be consistent with your Attention to Affairs of much greater Importance.

OBJECTIONS of Mr. *A--- D---* to the Conduct of Capt. *Christopher Middleton*, in a late Voyage for a Discovery of a North-west Passage: Together with Capt. *Christopher Middleton's* Defence of his Conduct, in Answer to the Objections of Mr. *A--- D---*.

Mr. *D---*

IT appears that he found a strict Tide at the Head-Land, N. E. of Brook Cobham, and that the Tide sometimes rose there 22 Feet, and that many Whales were seen there close in upon Shore, but none seen but in that Place and in Wager River by him, and in the same Bay by Fox, and between Cape Fullerton and Whalebone Point by Scroggs.

What

Capt. Middleton.

Journals,
July 5. Ma-
ster's Answers
to Qu. 10.
and 14.

What Mr. D—— means by a strict Tide, I cannot guess. Being outward Bound in Lat. $63^{\circ} 20'$ No. 9 or 10 Leagues to the Eastward of Brook Cobham, I met with a Tide off the Head-land, which run but two Miles an Hour, from the N. E. b. E. one Day before the Full-Moon: This is no more than what we find all along that Coast; as also between *Churchill* and *York Fort*, near the Full and Change: And also, when it blows hard with a Wind northerly, we frequently experience the Tide to rise as high as 20 or 22 Feet. Twenty Years Observations along these Coasts, have confirm'd me in this, and all who have been duly acquainted with them know it well. Our Journals do not mention any Whales, Seals, or Sea-Horses, to have been seen nearer Brook Cobham, than off the Head-land, which is 10 Leagues from it, nor did we see any near that Coast besides there.

Journals,
Aug. 12.

Mr. D——

But no black Whales seen at any other time in any other Part of the Bay, or in Hudson's Straits, by any Ships who have been in the Bay, either upon Trade, or upon making Discovery.

Capt. Middleton.

I have almost every Voyage seen Whales 50 or 60 Leagues up in *Hudson's Straits*, and have frequently traded for fresh Bone in all Parts of the Straits and Bays, particularly about the *Upper Salvages*, *Salisbury*, and *Nottingham* in the Straits; the *Sleepers*, *Baker's Dozens*, and as far down as *Belcher's Islands*, in Lat. 56° in the Bay, the Company allowing us 25 per cent. neat Profit upon all such Trade. That this

this can be no other than the Bone of Whales actually taken in these Parts, is evident beyond Dispute, to all who know, that in 10 or 12 Days after a Whale is dead, the Bone drops off of itself from his Mouth ; for it is impossible the dead Fish should drive 180 Leagues in that Time, since no Ship, even under her main Course, or at Hull, has ever been known by the greatest Storm to drive above two Miles, or two Miles and an Half an Hour : But it is well known, that a very small Part only of a dead Whale's Body emerges above the Surface of the Water ; well then may it be admitted, that it would require at least 3 Months, in the most favourable Circumstances, for such Fish to drive from *Wager River* or *Brook Cobham*, to any of the beforemention'd Parts, or to *Rupert River*, where a dead Whale was found about 3 Years since, with the Bone all in its Mouth ; a sure Proof that it had lately liv'd thereabouts. It is not reasonable to conclude, that there are no Whales in *Hudson's Bay*, because we have never seen any. It should be considered, that in our Track we always keep at a great Distance from the Shore, at a time of the Year when the Whales keep in the Bays and great Inlets. This is the Reason why all those *Indians* that drink Train-Oil, and feed on Blubber, choose to inhabit the East Main, as I have been assured by one of them who lived with me three Years.

Mr. D——

That Wager River is a Strait and no fresh River, is evident from its Increase and Depth, from the Entrance on the East-side, to the South-westward and North-westward, and also the Height of the Lands, and there being no Shrubs nor Timber on any of the Lands, tho' always found in the same, or more northerly Latitudes, upon fresh Water Rivers.

Capt. Middleton.

Journal of
our 3 Weeks
Stay there,
and the Affi-
davits of
Towns, Von
Sobriek and
Grant. Ap-
pend.

That *Wager* River was no Strait, but a fresh Water River, I collected from the following Particulars. 1st, From the Floods coming in at its Mouth from the Eastward. 2^{dly}, From its flowing 18 Feet at the Entrance, but 13 at *Deer Sound*, and at the highest the Boat went, no more than 5 or 6 Feet. 3^{dly}, From the Water's being almost fresh in the Mid-Channel above *Deer Sound*, so that the Men chose to drink it alongside the Boat, when myself was present. 4^{thly}, From the Water-falls being so strong, as to force the Boat to come to a Grapnel, being unable to proceed higher up.

Mr. D——

The East Entrance of Wager River was only 7 Miles wide, and from 14 to 44 Fathoms in the Mid-Channel, as they sailed in, with a rapid Tide, which run from 6 to 9 Miles in an Hour, but farther up Westward, even from 20 Leagues to 30 Northwest, it increased to 8 and 10 Leagues wide; and so as to have no Ground with a Line of 68 Fathoms.

Capt. Middleton.

It is a fallacious Way of arguing *Wager* River to be a Strait from its Increase and Depth of Water. In several Parts of the *Norway* and *Swedish* Coasts, there are large Rivers which the Natives call *Fewrs*, not above 10 or 12 Fathom at the Entrance, and yet they discover no Ground within, with many hundred Fathoms of Line. It is indeed not difficult, tho' it would be too tedious, to account for all such Rivers enlarging their Capacities, both in Breadth and Depth.

The Land I saw here was as high to the full, as

D

any

any I met with about the River *Wager* : As for the want of Trees and Shrubs, those who have travelled from *Churchill* N. W. as far as the *Arctic* Circle, by Land, as *Norton* and many others, all agree, that after they had past the Lat. of 61° they never saw the least Tree or Shrub, tho' they went 2 or 300 Miles within Land, amongst Lakes and Rivers of fresh Waters.

Mr. D——

At 20 Leagues from the Entrance, it was full of black Whales, Seals, and Sea-Horses, when there were no Whales seen below, or without the River.

Capt. Middleton.

I saw myself only two small Whales, neither of them of the Whalebone kind, in *Wager* River, these were at *Deer Sound*, where the Lieutenant and Master saw others of the black kind, but none were seen above it ; these, they were of Opinion, came by some Inlet on the East-side the River. Mr. D—— says, that the River, at 20 Leagues from the Entrance, was full of black Whales, Seals, and Sea-horses. None ever saw Whales above *Deer Sound*, which yet is but 15 Leagues higher than the Entrance. But how comes it about that none of these were seen yet higher up, nearer his pretended Passage into the Western Ocean, where it was clear of Ice, if they came in that Way ; whereas myself and others saw three at our coming out of the River ? After all, if the Whales came not in from the Eastward, why should there be such Abundance of Eskimaux about *Savage Sound*, but eight Leagues within the River's Mouth, with Store-houses of Blubber and Fin, and none to be seen elsewhere

Logg Book,
Aug. 4. and
the Affidavits
of *Towns*, *Von*
Sobriek and
Grant. Ap-
pend. XXII.
XXIII. and
XXIV.

where on the Coasts of this River ? Whereas, did they come in higher from the Westward, the Inland whereof these *Indians* chiefly inhabit, we should certainly have found them and their Store-houses that way, and not down the River 60 Miles from their Homes. As for Mr. D——'s Seals and Sea-horses in the River *Wager*, I take them to be all his own ; I never saw any there myself, nor have I heard that any of my People ever did.

Mr. D——

—— *All broken Land at the Northwest End, with a great Collection of Waters full of Islands, the Lands on the Sides as high as the Lands at the Cape of Good-Hope, and a large Opening on the Southwest Side,*

Capt. Middleton.

The Lieutenant and Master say indeed in their Report, that they saw, far to the Northward, a large Collection of Waters, with mountainous Land on the Sides ; and on the West-side bluff Points, and broken Land : But then they take Notice also of a great Run or Fall of Water on this Side the said Collection of Waters, which doubtless must have rendered any Progress upwards impracticable ; and affords a strong Argument against any Communication between *Wager* River and the Western *American* Ocean. If it be worth while to form any probable Conjectures about such large Collections of Waters, I wou'd say, 'tis likely they are no other than a kind of Lakes of melted Snows from the Mountains ; for several such we saw every where between the Hills, in the Valleys, when we were ashore on Mountains about Cape *Frigid*, and above *Deer* Sound ; as also on the S. W. Side of the River *Wager*, where I was myself the Day before we left that River ;

Mr. D——

—— which was never attempted nor look'd into, ——

Capt. Middleton.

tho' Mr. D—— is pleased to say, that this Side was never so much as look'd into at all. The Truth is, we had made several unsuccessful Attempts to land there, but never could for Ice, before that Day.

Mr. D——

—— nor none of the Bays nor broken Lands betwixt Whale Cove and Cape Dobbs, the South Cape of Wager River, were searched into at all, ——

Capt. Middleton.

Logg Book
Aug. 10, 11,
12, 13, 14.
Master's Anf.
to Qu. 12. Af-
fidavits of
Towns, Van
Sobrick, and
Grant. Ap-
pend. XXII.
XXIII. and
XXIV.

At our Return from Cape *Frigid* to Brook *Cobham*, we searched exactly all the West-shore, as near as the Islands and Rocks permitted us with Safety ; and saw all the Main-land and Bottom of the Bays, as is explained at large in our Logg Book, shewing the Course and Distance sailed every Hour, in hauling off or on, to deepen and shoalden the Water, which the Journal expresses less particularly ; especially from *Whalebone* Point to Brook *Cobham* homewards : The rest of the Way Northward we had traversed outward bound. We had very little hazy Weather, except in the Night, and then we lay by till Day-light, and hauled in as near the Shore as we durst. It was not possible to miss any Inlets where there could be any Hopes of a Passage. Off Cape *Fullerton*, we met with Rocks and broken Ground 5 Leagues distant, which obliged us to haul further off to deepen our Water, and lay too for moderate clear Weather,

Journal and
Logg Book
Aug. 10, 11.

Weather, between the two Shores. But when it cleared up, we stood in N. and N. b. W. into 40 odd Fathoms; if we came within that Depth, we fell into broken Ground, sudden Shoaldings, Ripplings, and Overfalls. But between Lat. 64° and 63° , we had better Soundings, and could come nearer the Land, tho' at Night we were obliged to keep a League or two further out, and drive, as *per* Logg Book, and stand in Shore in the Day: We never, but once, were above 4 or 5 Leagues off Shore, and that was towards Morning, in Expectance of Day-light; in most other Places not above 2 or 3 Leagues from the Land, and in 9 Fathoms Water off the Head-land in Lat. $63^{\circ} 20'$. All the North-side of the *Welcome* is high Land, and as far as Brook Cobham, appears very near at 4 or 5 Leagues Distance. Fox's Account of this Coast, and its Tides, may be met with in a Book printed at London in 1635, entitled *North-west Fox, or Fox from the North-west Passage*.

Mr. D——

— *tho' the chief Places pointed at by Fox and Scroggs for a Passage; they having mention'd them to be all broken Lands and Islands, where many Whales were seen, where were high Tides from 4 to 5 Fathoms,—*

Capt. Middleton.

Scroggs's Account is in the Possession of the *Hudson's Bay Company*. I have carefully perused both that and Fox's many Years since. They are so profoundly unintelligible, that one may venture to say, no uninspired Person can make any Thing of them.

Mr. D——

—— *but no Stop made there by Capt. Middleton, nor his Boats ever once sent on Shore, to try the Tides, or search after Inlets or Straits, tho' he had very fine Weather*

Weather all the Voyage ; and tho' at a Council, they had agreed to search that Coast ; great Part of it being past in the Night, and having not been at any Time nearer the Islands or Head-lands than 5 or 6 Leagues,——

Capt. Middleton.

The Reason I did not send the Boat on Shore to try the Tides, was too melancholy a one to be easily forgotten ; the greatest Part of our Men were not only sick, but had also lost the Use of their Limbs ; so that if I had mann'd the Boat, the remaining Hands would have been insufficient to have work'd the Ship, or handled the Sails. The Truth of what I say will scarce be call'd in question, when it is known how many of these poor Creatures I was obliged to leave at the *Orkneys*, and how many of them since we came home, have been, and still are soliciting for Smart Tickets, most of which will, I fear, be for ever unserviceable to their Country and to themselves. If I had not impressed 8 or 9 Men at the *Orkneys*, as I then wrote to my Lords Commissioners of the Admiralty, I could not possibly have brought the Ship home, having not above 3 Men and 4 Officers who did Duty, that were able to come on Deck. But to return to the Tides ; they were so far from being neglected by me, that I tried them frequently, and almost every Hour, as also the Currents, which I could do as well on board, or in a Boat near the Ship in the Channel, and much better than within Head-lands or near Islands, which, by forming Eddies, produce a Confusion and Irregularity in them, to which Cause is undoubtedly owing the gross Inconsistencies which abound in *Fox*, Mr. D——'s favourite Oracle. My Instructions ordered me

Master's Anf.
to Qu. 13. Affi-
davits of *Towns*
and *Von Sobriek*.
Append. XXII.
and XXIII.

Journal, Aug.
12. Master's
Anf. to Qu. 13.

me to observe the Height, Course, and Direction of the Tides ; but to observe them almost every Hour in all Places, as I did here, would not only have been quite incompatible with our ever returning home again, tho' I had tried but 20 Leagues of Coast, in such high Latitudes, where what is called Summer is so quickly over ; but it would also have been altogether unnecessary. For wherever I judged it proper to examine, I never fail'd to do it, as at *Churchill Whale Cove* in Lat. $62^{\circ} 20'$, *Wager River*, and the *Frozen Straits* ; and having the exact Course and Height of the Tides from my own Experience, at these Places, as also in all Parts of *Hudson's Bay*, I could not mistake the Floods for the Ebbs afterwards, by observing the Slacks, as Mr. D——, an utter Stranger to such Matters, has attempted to insinuate.

Mr. D——

—— the Ships having quit the Discovery in the Beginning of August, ——

Capt. Middleton.

Journals, The Discovery was not quitted before
 Aug. 15. the 15th of August, when we left Brook
 Cobham. This Month is confessedly the
 fittest of all the Year, and the only one too, for
 making and perfecting Discoveries in these Parts ;
 the Seas being then tolerably clear of Ice in some
 Years ; for in others, there is no passing at all to
 the Northward of Lat. 64° . If I had staid longer
 than I did, how could I have expected to pass *Hud-*
son's Straits, who well remember the Fate of one of
 our homeward bound Ships, which was lock'd up
 in Ice near *Mansfield Island* in the Middle of *September*,
 where she lay confin'd three Weeks, and
 had her whole Crew almost frozen to Death. We
 usually pass the Straits homewards the latter End of
 August,

August, or the Beginning of *September* at farthest, and even then our Sails and Rigging are frozen to such a degree, that if a Topsail be handed, we are two or three Days before we can get any Part of it set; but what Fresh-water-gentleman could ever imagine this in an easy Chair !

Since Mr. D—— is here again reiterating his Complaints of my Neglect of the Coast between *Whale Cove* and *Cape Dobbs*, I must observe, that tho' I did examine it carefully all along, as I have already set forth, yet was I no ways directed by my Instructions to do so.——Let me add, that southward of Latitude 65° , a Passage has been sought carefully and to no purpose for these three hundred Years and more. For *Button*, *Fox*, and many others since, have kept along Shore by Sea as far as 65° , and others still higher within Land; which is sufficient to put this Point quite out of Dispute.

Mr. D——.

— *When almost all the Ice was dissolved in Wager River, and none to obstruct them to the southward of that River, that Month being the best Month in the Year to perfect the Discovery. The only pretended Reasons given by Capt. Middleton why he took Wager Strait for a River, were these; That the Tide flow'd into the Strait from the N. E. that it was full of Ice as far as the Ships went up, and somewhat higher, and therefore he took the Ice to be breaking up, as he went in; and that at a Point, near which they apprehended there was a Current or fresh Stream two Leagues from them, they apprehended the Water was brackish.*

The first was no Reason; for if it was a Strait, the Tide of Flood must follow them westward, until they met the contrary Tide, and as probably they had not got half Way through, the Flood must necessarily follow them from the eastward.

The second Reason why the Ice was but breaking up when they entered the River must be also false ; for none can imagine, that Whales in great Numbers should lye up the River under the Ice not broke up, and none at all below where it was broke up ; it appears also that there was much less Ice above than below. Nor can the third be a Reason, because the Water near a Stream they apprehended to be a fresh Current should be brackish, tho' that is controverted ; since there were great Openings into the River besides that Stream that they never tried, and no doubt the dissolving of the Snow from the Lands, as well as Ice, might lessen the Salt-ness of the Water at that Season in narrow Inlets.

Capt. Middleton.

Mr. D— having brought me back to *Wager River*, I must attend him there again. None of our Journals say, that the Ice was but just breaking up in the main River. At the time the

July 15. Lieutenant went up to *Deer-Sound*, it was not indeed broke up in the Inlets

Appen. VIII. and Bays, as his Report testifies, but did break whilst he was there ; yet assuredly it had been cleared away at the upper Part of the River some Time. If the River itself had not been broken up, we could not have got our Ships into it : But it is well known, that in all frozen Countries, the upper Ice of the Rivers is blown up and first of all gives way, from the Freshes produced by melted Snow, which also hurries the Ice downwards in Concurrence with the Stream, and out of the River's Mouth into the Bay or Ocean.

And now I am speaking of melted Snow, I cannot avoid remarking the Weakness of this Gentle-

E man's

man's Conjecture, that these Dissolutions should so far take off the natural saline Quality of this imaginary Sea-water, in so wide and deep a Bason, as to render it but barely brackish; when it may be made appear, by an easy Computation, that such Addition can never amount to a thousandth Part of the total Content of the Water, and therefore must be altogether incapable of producing any sensible Alteration in its Taste.

Mr. D——.

— *Another Reason he also alledged why it was a River was, that the Height of the Tide diminished the farther westward he went, as from 13 Feet, where the Ships lay, to 10 Feet at Dear-Sound, 10 Leagues higher, and to 6 Feet at the furthest Bluff Point the Boats were at; however this last was only computational, having not had time to make a full Trial; but this, if true, can be no Reason; for it proves just the same in Magellan Straits; by Narborough's Account the Tide on the east Side rises 4 Fathoms, within the second Narrow 10 Feet, and in the Middle, where the other Tide meets it, it rises but 8 or 9 Feet.*

To make out this rapid Tide in Wager River, and to account for the Whales being there, and coming in by the Way the Ships entered, he alledges there was a great Tide flowed through a frozen Strait north eastward of Wager River, from Hudson's Strait by Cape Comfort, which was 18 to 20 Leagues long, from 4 to 7 wide, but filled with Islands, and fast froze from Side to Side, under which these Whales must have passed, and the Tide which filled not only the great Bay, above Cape Hope and Wager River, but also the whole Welcome, as far as the Point near Brook Cobham, where he supposes the southern Tide met it, and raised the great Tide there.

Capt.

Capt. Middleton.

I do believe that my Conclusion, drawn from the lessening of the Rise of the Tide in ascending *Wager* River, will appear just to all who have been much experienced in such Affairs; yet I own, that the Instance of the Tides in the Strait of *Magellan*, which Mr. D—— brings from Sir *John Narborough*, admitting that they were duly observ'd, is an Exception to this general Rule, and has been often remark'd as the only known one of the kind. However, no one who has passed that Strait, takes the least Notice of any Brackishness or Freshness of the Water; tho' they all remark the Abundance of Trees on its Coasts. In a word, the several Phænomena and Properties of the River *Wager* do universally agree with those of all other Rivers where the Tide flows, in the known World.

Mr. D——.

In Answer to this it appears, that no Whales were seen near that Strait nor Bay above Cape Hope, nor any where near Wager River, at the east End, nor in the Welcome, until near Brook Cobham, and consequently the Presumption is strong, that the Whales never came in that Way. There are also strong Reasons to shew, that no Tide from Cape Frigid could cause the Tide in the River Wager ——

Capt. Middleton.

It is true, as Mr. D—— observes, that our People saw no Whales during our short Stay at the frigid Strait, or in *Repulse Bay* above *Cape Hope*, tho' there might be great Numbers in shore which escaped our View, as those certainly would which I have said we saw off the Head Land in Latitude $63^{\circ} 20'$, if we had not been within five or six Miles of the Shore, and the abundance of Sea-horses and

Seals which appeared every where thereabouts, is no small Indication that those Parts are not without Whales, since they are seldom seen in Numbers, but where Wales also come. I have already contradicted his Assertion, that none were seen near the east End of *Wager River*, by instancing three myself and others saw there.

Mr. D——.

—— and that it is highly probable, that there is no such Strait, and that it is only in Imagination, or calculated to serve that particular Purpose. For from the Observations he made in *Wager River*, where he stayed three Weeks, he could ascertain the Time of Tide at High-water, where the Ships lay in *Savage Sound*, which was fixed to a west-and-by-north Moon, making High-water.

Capt. Middleton.

He might as well have said, 'Tis likely *Hudson's Straits* is an imaginary one, as that, 'tis probable there is no such Place as the *Frigid Straits*. When

I was on Shore at *Cape Frigid*, I sent Log-Journal, the Carpenter and Gunner to the Top Aug. 8. of the highest Mountain there, from whence they could overlook and take a distinct View of all the Straits to the southward, and the Land, Islands, and Bays all round. At their Return, I strictly examined them as to the Particulars they saw; whether they were positively sure that the low Beach joined to the Land we stood upon?

They assured me it did; that we were Master's Answer to Qu. on no Island cut off from the Beach; 11. and that the *Frozen Straits*, of which they delivered me a Plan next Morn-

ing on board, was at least twelve Leagues wide from the east to the west Side; and not less than four or five Leagues over at the Mouth or narrowest Part. I could indeed see every thing very well from my own

own Station, except to the southward towards *Cape Comfort*, and the high Land that way ; so that I was satisfied the *Frozen Strait* did not surround the Land we were upon : Besides had it been so, we could not have had a Tide so strong as four Miles an Hour, which had like to have halled the Ship into it. When I went on Shore we stood in within two Leagues of it, and were oblig'd, tho' the Wind blew a fresh Gale off the Mouth or Entrance of the Strait, to stand from it, thereby to prevent our being halled in among the Ice on the Ebb, and set off from it on the Flood. I left the Ship between nine and ten in the Morning, and got ashore by eleven, when I found the Water had fallen five or six Feet by the Shore, and noted it in my *Memorandum Book*. At my Return to the Boat at half an hour past 4 in the Afternoon, those who kept the Boat acquainted me, that it had flowed four Feet, and I presently measured what Height it had to flow to the Marks of the last Tide, by a Pole set up at the Water's Side, and found that a Level continued from the said Marks to the Pole made twelve Feet, which added to the four Feet the Men had observed, made in all sixteen Feet for the whole Rise of the Tide ; though by some Marks of Sea-weeds, &c. on the Shore, it appeared to have flowed, upon extraordinary Circumstances, eight or ten Feet more. From the ebbing Water when I landed, I concluded the Time of High-water that Evening would be about 8 and 9 o'Clock, it being almost four Days after the full Moon, and consequently a W. or W. b.S. Moon made High-water, and not a N.W.b.N. Moon, as Mr. D——'s, the better to suit his purpose, would have it.

Master's Answer to Qu.
11.

Mr.

Mr. D——.

He tried the Tide when he was on shore at Cape Frigid, where he supposed the Frozen Strait, on Sunday the eighth of August, and found it Low-water at seven at Night, just at Sun-set as he affirms; the Moon was at full the fifth at six in the Morning in London; so allowing for the Difference of Longitude, it was then three Days and eighteen Hours after the Full; so that taking three Hours for the Difference of the Tide in that time, it was Low-water at full Moon, at four in the Evening, which was a S.W.b.W. Moon that made Low-water, consequently a N.W.b.N. Moon made High-water there, which was four Points or three Hours later than the Tide in Wager River, and consequently could not be caused by that Tide.

Capt. Middleton.

I must here however do Mr. D—— the Justice to confess, that when he ask'd me at my Lodgings, the only time he was pleased to call since my Return, how it flowed there on *Sunday the eighth of August*; having not my *Memorandum Book* at hand, I answered him, That, to the best of my Memory, it was High-water just at Sun-set, about seven a-Clock: whereas I should have said a little after eight, the Sun setting at that time; and if, as he relates, I said *Low-water*, that was an inadvertent Blunder, for which I ask his Pardon.

Mr. D——.

He also found at Brook Cobham, that a West or W.b.N. Moon made High-water there, and therefore that Tide could not flow from Cape Frigid, as he alleges from his Journal.

Capt.

Capt. Middleton.

Master's Answer to Qu.
11.

But to return to the Tides : Those who were on board perceived no Tide, either of Ebb or Flood between the low Beach and *Cape Frigid*, whilst they were driving and working to wait for the Boat; whereas if the Land of that Cape had been an Island cut off from the low Beach, the strong Tide would have come round it. But I lying open off the Bay formed by the low Beach and *Cape Frigid*, several Hours after my returning on board, found no Appearance of any Tide that Way.

After all, were I to grant him his Tide at *Cape Frigid*, how much could that avail him? It is not possible to account for all the Anomalies and Peculiarities of Tides, without an accurate Knowledge of the almost infinite Causes and Circumstances to

Letter of Novemb. 1742.
Append. XVI.

which they may be owing; as I wrote to him in *November* last. Though it flows E.S.E. at *Resolution*, and S.b.E. at *Cape Diggs*, making five Points in running 130 Leagues, yet it amounts but to a single Point in going down to *Albany* and *Moose River*; for there it flows S. and the Distance is 250 Leagues. Again, from *Humber* to *Cromer*, on the *Lincolnshire* Coast, is but 14 Leagues; yet at the former it flows W.b.S. and at the latter N.W. Likewise at the *Orkneys* it flows S.S.E. and the very same at *Orfordness*. I could bring hundreds of other Instances from my own Experience; so that where Tides flow into deep Bays, and are obstructed by Islands, or counter Tides, no Rules can be fix'd.

The late learned Dr. *Halley*, in his excellent Illustration of Sir *Isaac Newton's* Theory of the Tides, has set this Matter in a very just Light. And because he was not only extremely well versed in the Philosophy of the Ocean, but also a most expert

Seaman,

Seaman, I shall not scruple to transcribe his Words.

Speaking of the Phænomena of the Tides, according to the pure Laws of Gravity, he says, —“ All these things would regularly come to pass, “ if the whole Earth were covered with Sea very “ deep : But by reason of the Shoalness of some “ Places, and the Narrowness of the Straits thro’ “ which the Tides are in many Cases propagated, “ there arises a great Diversity in the Effect, not to “ be accounted for without an exact Knowledge of “ the Circumstances of the Places ; as of the Posi- “ tion of the Land, and the Breadth and Depth “ of the Channels, by which the Tide flows : For “ a very slow and imperceptible Motion of the “ whole Body of the Water, where it is, for ex- “ ample, two Miles deep, will suffice to raise its “ Surface ten or twelve Feet in a Tide’s time ; “ whereas if the same Quantity of Water were to “ be convey’d upon a Channel of forty Fathoms “ deep, it would require a very great Stream to “ effect it in so large Inlets as are the Channels of “ England, or the German Ocean, &c.” *Philoso- phical Transactions*. N^o. 226.

Mr. D——.

It appears also that on the sixth of July, as he was standing off and on a Head Land in about 63° 20'. at five in the Morning, he lower'd the Boat to try the Current, and found it set N.N.E. two Knots two Fathoms, it being then full Moon, and a W. or W.b.N. Moon making High-water there and at Brook Cobham, and it being then a W.b.S. Moon, it was then flowing Water, and the Current setting slowly N.N.E. the Flood must have come from the S.W. and not from the N.E.b.E. as he afterwards pretends, and consequently a Tide might have come from the south-westward from some Inlet,——

Mr.

Capt. Middleton.

For want of Experience in the Nature of Tides and their Course, and a strong Desire of bringing the Flood out of some Suppositious Inlet on the western Coast, he criticizes my Observation of July 6, endeavouring to invert the true Course. Here as usual, he keeps up strictly to Rule and Theory. But those who have been much in Practice will inform him, that upon all Coasts where the Tides flow, they are frequently found to vary their Course a full Hour, and sometimes an Hour and half, just as they happen to be accelerated or retarded by conspiring or adverse Winds; I do not mean blowing on the Coast where the Observation is made, but at a remote Distance: These, I say, do produce various Irregularities in their Height and Length of flowing, in one and the same Place, and under the very same lunar Circumstances. I have known, for instance, that in the River *Thames* it has out-run its Course two Hours, and ebb'd and flow'd two or three times in one Tide, and all from Winds. I must observe, that Mr. D—— in this Remark has no less than twice miscopied my Log-Book, setting down two Knots two Fathoms, for two Fathoms only, and five instead of six o'Clock.

Mr. D——

—— it being the same Place where he afterwards saw the Whales. It appears also, that he sent the Lieutenant and Master in the Boat, when he was in Wager River, to look out for a Cove or Place of Safety for the Ships, in case they could not get out in one Tide, lest they should be carried up again by the Rapidity of the Tide, upon the Return of the Flood, it running at the Rate of 6 to 9 Miles in an Hour,——

Capt. Middleton.

He closes his Remark with another Touch upon
the

the Whales, his constant Pilots ; I presume I have said enough upon this Point already, Pag. 14.

Mr. D——

—— the Boat was carried out along with the Ice, by the great Current of the Ebb, directly by the South-west Shore, S. E. towards Cape Dobbs, and at the Turn of the Tide at low Water, they got out of the Stream into the Eddy Tide, on the N. Shore, and so came up again with the Flood.

Capt. Middleton.

He hath misrepresented the Affair of the Boat's being carried out of *Wager* River by the Current of the Ebb. She was carried S. E. b. S. as the Tide sets, along the South Shore, 4 or 5 Leagues, and no more; and then she came into the Eddy, occasioned by the Ebb from the W. b. S. round Cape *Dobbs*. I tried the Current of the Ebb a Day before the Full Moon, and found it to run 5 Knots and no more. Mr. D—— speaks of 9 Knots. I know of no such Current in the World. *London* Bridge scarce runs so much.

Master's Anf.
to Qu. 6. Lieu-
tenant's Rep.
July 27. App.
VIII. Journal
July 27.

Mr. D——

It appears also upon the Ships going out of the River, that to prevent their being forced back again by the Return of the Tide of Flood, they made their Course as far as they could towards the North-east, to be out of the Current of the Tide of Flood, which must be an Evidence that the Tide of Flood came from the South-westward, round Cape Dobbs to the River *Wager*; for had it came from the North-east, by the supposed frozen Strait, they must, by standing that Course, be directly in the Way of the Tide of Flood to carry them back again into the River,——

Capt.

Capt. Middleton.

On the 4th of *August*, at 6 o'Clock in the Evening, we came down the River *Wager* as far as the lower Islands. The Water had then ebbed one Foot, as all our Journals and Logg Books mention. By eight it was calm, and being then just out of the River's Mouth, we made all the Way we could,

the Boats towing the Ship, which was Master's Anf. also rowed with Oars, whilst we had to Qu. 7. the Ebb Tide helping us, which set

out Eastward between the two Lands which form the Entrance of the River. By 12 we were got 4 Leagues out of the River, as also, out of the Indraught of the River's Tide, the Calm continuing these last 4 Hours, and the Flood Tide just coming from the Eastward at 1, did not run above 2 Knots; for the Indraught of the Tide of Rivers has very little Effect, at the Distance of 3 or 4 Leagues.

From 12 to 2 we had a small Breeze Logg Journal, at S. and stood E. S. E. 5 Miles; and Aug. 4. from 2 to 4 E. 3 Miles: At 6 it was almost calm.

Mr. D——

—— and to have avoided that, they ought to have kept their Course towards Cape Dobbs, that the Tide of Flood might have carried them to the Southward. The Captain, Clerk, Carpenter, and Gunner, went on Shore at Cape Frigid to view the Land and supposed frozen Strait; the Carpenter and Gunner went to a Hill a Mile and half further than the Captain and Clerk, and upon their Return, as the Clerk affirms, they said the Hill they were upon was an Island, but the low beachy Land to southward of them was joined to the Eastern and Northern Land, which joined the West Land, and formed the Bay above Cape Hope, and that there was no frozen Strait to South-eastward of them, as the Captain has laid down in his Journal,

and consequently no Tide could flow through it from the N. W. of Hudson's Strait by Cape Comfort.

Capt. Middleton.

Now this Gentleman is of Opinion we ought to have gone towards Cape *Dobbs*, quite back again: How then could we have avoided being forced ashore among all the Ice that lay off the Cape, or again into the River? When we could lay only W. S. W. and S. W. on the other Tack, the Wind being South and S. S. E. and the Flood coming strong from the E. and E. b. N. This surely had been a fine Way of meeting the Flood, and keeping to my Instructions.

What I have said before (Page 28.) I believe may be fully sufficient to evince the Reality of the *Frozen Strait*; yet I will add, that if, according to Mr. D——, there be no such Strait, whence should the strong Tide of 4 Miles an Hour, which we met with there, come, and which the Lieutenant observed to force the Ships very rapidly to the North-eastward, in lying to about 10 o'Clock in the Morning, as the Clerk affirms? who

Ans. to Qu. 2. adds, that it must be a Flood Tide, tho' we afterwards found by the Shore that it was an Ebb, and that it had flowed near 8 in the Morning, as I have mentioned before. This is the Effect of Ignorance, or something worse.

Mr. D—— is for denying a Passage to the Tides, by stopping up the Straits with Islands, which is somewhat like stopping up the *Thames* with *London Bridge*; for tho' our Journals mention the narrowest Part to be but 4 or 5 Leagues wide, yet that is by no means to be understood of the Distance from Main to Main, but between Islands and Islands which lye off from the Shores. The Main-lands, which include this Strait, are very high, and therefore

fore may be 3 or 4 Leagues more afunder than by our Guefs; for determining the Distance of Lands at Sea is no other than gueffing; however, I am fure the Interftices between the Iflands, where narroweft, are 4 or 5 Leagues, and may be more.

Mr. D————

— There being no Tide or Current in the Bay beyond Cape Hope, is a further Reason that the Tide did not flow in that Way, for that Bay would have been directly in the Way of the Tide; but if the Tide of Flood came from the South-west, it was a very good Reason why there was no Tide or Current there, it having no further to flow that Way. Nor can it be prefum'd that fo rapid a Tide, and fo great a Quantity of Water fhould flow through fo narrow a Strait, which in fome Places was not 4 Leagues wide, and almoft filled with the Iflands, fo that the Water, confidering the Iflands within it, was not 2 Leagues wide, fo as to fill the Bay above Cape Hope, Wager River, which was 8 or 10 Leagues wide, and all the Welcome—

Capt. Middleton.

That there is no Tide or Current in *Repulfe Bay*, is no Reason why the Tide did not flow in at the *Frozen Strait*. The Tide did point directly to the Bay; but it is a well known Property of the Tides, that in Bays, where the Current of the Tide has no Outlet, it will fwell by the Shore, but retain at the fame Time fuch a Stagnation, as gives the fame Refiftence to the Current, as the Shores themfelves give; and for this Reason no Tides are ever difcerned in Bays. Even in the River *Thames*, the Watermen and all Craft are known to keep on from Point to Point, as the Tide fets, to keep in the Stream of it. Now this Gentleman would have it, that *Wager River*, where the Strait is but 7 Miles wide, bids fairer for filling the *Welcome*, and all thefe Bays, than the *Frozen Strait*, of as many Leagues, which is much nearer the Eastern Ocean.

Mr.

Mr. D——

—— as far as the Point near Brook Cobham, where the Captain owns there was a rapid Tide, and alledges the southern Tide met the other there, altho' it appears that the Eastern Tide was lost in the Bay, and could not raise a high Tide there, it being also agreed, that a North-westerly Wind at Churchill, raises a higher Tide at Neap, than an easterly Wind does at Spring Tides, all these confirm that a westerly Tide must occasion so great Tides in that Part of the Bay——

Capt. Middleton.

Near Brook Cobham, I own, the Tide ran two Knots and no more at a Full Moon; and I have found it run the same or more Knots between Churchill and York Fort; and upon trying the Tide about 8 in the Morning between Wager River and

Logg Journal, Aug. 5. Cape Hope, we found the Ebb 4 or 5 Miles an Hour, in such Eddies and

Whirlings, that the Ships could hardly steer. The Ebb set E. b. S. by Compass: The first Trial, in bringing up the Boat, the Master lost one of our small Grapplings, the Strength of the Ebb breaking a new twelve Thread Rope. He came on board again and got another, and upon the second Trial found it 4 Knots. We made no less than twenty Trials in going forwards and backwards between Wager River and Cape Frigid, but found it no where half so strong as in the Narrow of the New Strait, except at Cape Frigid and the Mouth of Wager River. I observed the last Time I was

Mackbeath's Affidavit. Append. XXI.

at Churchill, and had it confirmed by Officers who had been there and at Fort York above 15 Years, that a North, and a North-east Wind, made a higher Neap Tide, than a South, or South-west Wind did a Spring Tide, which is a Confirmation that

that the Tide comes through the Frozen Strait from Baffin's Bay, &c.

Mr. D——

—— and since no Whales were ever seen in any other Part of the Bay, or in Hudson's Sreights, but near the East-entrance, as they pass up to Davis's Straits, and that all true black Whales go in the Winter to warm Latitudes; all these Things considered, is almost a Demonstration that these Whales come from the Western Ocean, and that the rapid Tides near the Welcome, proceed from the same. The Captain, to evade the Force of this Argument about the Whales, says, that tho' he never saw any Whales in the Strait or Bay, he has however, got Whale-fin lately taken from the Indians, on the East Main, and therefore Whales must have been there. To this I answer, that since the Eskimaux Indians kill Whales on the North-west Side of the Bay, where the Company trade with them for Fin and Oil, the Presumption is, that some who have been wounded by them, have got away, and died, and by the North-westerly Winds have been driven to the East Main; and there the Fin was got by the Natives.——

Capt. Middleton.

Here again he is drawing Conclusions from the Whales, which he will needs have to come out of the Western Ocean, as well as the Tides; tho', as to the latter, all Journals contradict him. He insists also, that all the Bone which is traded from the Natives near the East Main, must be of Fishes which died of Wounds they received near the West Main, and are driven this Way by North-west Winds. But I have observed before (Page 16.), that the Fin drops out of their Mouths in 10 or 12 Days after they are dead, and that it would take up more than a Year to drive them so great a Distance;
to

to which may be added, that *Hudson's Bay* is not clear of Ice two Months in twelve.

At *Whale Cove* it flows W. N. W. at *Brook Cobham* W. or W. b. N. at *River Wager* W. The Flood Tide comes the Course of the *Welcome* from the Eastward in all these Places, which may be proved from our Journals.

If there were any Passage between *Churchill* and *Whalebone Point*, near Lat. 65° , it would have been long enough ago found out, by one or another of all those who have been that Way; some of them several Years together; as *Sir Thomas Button* and *Fox*; Governor *Kelsey*, three or four Voyages, the last in my Memory; *Napper*, *Handcock*, Governor *Knight*, *Vaughan*, and *Scroggs*; who went to trade and make Discoveries in all the Bays, Coves, and Creeks along Shore, several of whom harboured every Night; and Governor *Kelsey* exchanged two of his own *Indians* for two *Esquimaux*, kept them at *Fort York* a whole Year, learned them some *English*, and then returned them to their Friends. Afterwards, as he went along that Coast, he saw and spoke with them several Times, but could get no Intelligence from them which afforded him the least Probability of a Passage. Of all this I furnished Mr. D—— with the most exact and particular Account I was able to give him several Years ago: But no Matters of Fact have Power to convince him; and his Scheme rests entirely upon Presumptions, which all Observations and Experience directly contradict. I have perused all the Company's Journals about this Discovery, as well as all others I was able to procure, whether in Print or Manuscript, from the Year 1615 down to the present Time. My Inclination has led me that Way these many Years, as much or more than his, or almost any Man's living, as all my Acquaintance, and himself too, know very well. I winter'd at *Churchill*

for this purpose in 1721, and made all possible Enquiry then, as well as the last Year, among all the *Indians* and *English* who had travelled Inland to the northward; and I am thoroughly satisfied that any further Search must be fruitless, either by Sea or Land. Nor does it appear, that Mr. D—— himself so much as dream'd of any such thing before I last went out; else why was he not careful to have it inserted among my Instructions; whereas instead thereof I was strictly ordered to begin at *Whale-bone-Point*, and search to the northward, still meeting the Tide of Flood, whether it should come from the eastward or westward.

Mr. D——.

As a further Confirmation of a Strait or Passage near the Welcom, the northern Indians who came to Churchill, as well as those who were on board Scroggs, and those lately on board Capt. Middleton, said, there was a large Copper-mine upon a Strait northward of their Country which went westward, that they could conduct a Sloop to lay her Side to it, and take it on board, and traced the Coast upon a Deer-skin to be near the Welcome; and the Indians with Scroggs offer'd to go on Shore near Cape Fullerton, saying they were near it, and within three or four Days Journey of their own Country, but he could not part with them.

Capt. Middleton.

All the *Indians* I have ever convers'd with, who were at the Copper-mine, agree in this; That they were two Summers going thither, pointing towards the north-west and Sun-setting, when at *Churchill*; and that where this Mine is, the Sun, at a certain Season of the Year, keeps running round the Horizon several times together, without setting. Now we know from the Principles of Cosmography, that this cannot be true of any Place, whose Latitude is

less than 67 or 68 Degrees, even allowing for the Effects of Refraction: And if the Credibility of the Testimony of these simple *Indians* be called in question, I can mention that of Mr. *Norton*, who was Governor at *Churchill* above twenty Years, and had travelled almost a Year north-westward by Land with this Country *Indians*. This Gentleman has often affirmed the same thing of the Sun; and that in his whole Journey he met with no Salt River, nor Tree, nor Shrub, but only Moss; and that he and his Retinue were reduced to such Extremity as to eat Moss several Days; having nothing else that could serve them for Sustenance but their Leather Breeches, which they eat up also. Now it will appear, from a just trigonometrical Computation, that *Churchill* being in Latitude 59° , and the Mine in Latitude 67° , and the Bearing N.W. the Difference of Longitude between *Churchill* and the Mine is $17^{\circ} 45'$. But *Wager* River's Entrance being in Latitude $65^{\circ} 20'$, and 10 Degrees of Longitude east of *Churchill*, the Difference of Longitude between the Mouth of the River and the Mine is $27^{\circ} 45'$, and their Distance in the Arch of a great Circle, or their nearest Distance, no less than 700 Miles. From what I have here made out concerning this Mine, and the Way to it, upon the Report of the *Indians* and of Governor *Norton*, it follows, even to Demonstration,

1st. That neither *Wager* River, nor any other River or Sea does extend so far westward, from any Part of *Hudson's-Bay* in less than Latitude 65° , as to cross the Rout that lies between *Wager* River and the Mine. And,

2^{dly}, That if there be any Passage at all, it must run up so high northward, as to cross the Parallel of 67° on the east Side the Mine, and consequently must be frozen up, and absolutely unnavigable the whole Year.

But,

But, after all, a Passage is Mr. D——'s Philosopher's Stone, and must be sought for till found. If you miss at Brook *Cobham* and *Wager* River the next Bout, then try *Nelson* and *Churchill* Rivers. (See his Letter of *November 19. Append. XIII.*)

With all my heart, say I, for my own sake! provided Mr. D—— himself accompanies the Expedition, to see that there be no Neglect or Concealment: And in his Voyage it may not be amiss for him to consider the following Particulars:

Hudson's Strait is fourteen Leagues wide at the Entrance; forty Leagues up it is thirty Leagues over; and the nearest Distance between *Cape Walsingham* and *Nottingham Isle* is twelve Leagues; the whole Length being about 130 Leagues. Many Years we cannot pass the Strait outward-bound before the latter End of *August*, and then with incredible Fatigue, and perpetual Danger of losing Lives and Ships. Two out of three were lost within these sixteen Years. After passing the Strait, there is still the Bay to cross, in which I was detained no less than six Weeks in Ice, the last Voyage I undertook for the Company. I never was able to arrive at the Factory above five or six times before the 20th of *August*, in three and twenty Voyages I have made thither: And it is a standing Order not to attempt to come back the same Year, unless we can sail from the Forts by the tenth of *September*. Till a little above twenty Years ago, a Voyage was seldom made without Wintering.

Now supposing there were another Strait 'on the western Coast of *Hudson's Straits*, or between Latitude 61° and 63° , and that this Strait were about as long and as wide as that.

In the first place, there could be no entering it before the latter End of *August* for Ice, whether from *England* or your Wintering-place in the Bay: For though we got at *Churchill River* by the first

Day of *July* last Year, yet the like has not been known these twenty Years, by a Fortnight at least. But notwithstanding so favourable a Winter, and early a Spring, had we not work'd Night and Day Tides, from the Beginning of *April* to the Middle of *June* with infinite Labour in cutting out our Ships, which were bedded twenty-three Feet in the Ice and hard frozen Snow, as may be seen in the Journals, we should not have got out so soon by a Month. After all, this was of no Service in forwarding us; for being got into Bay, we found all the Shores lined with Ice for many Leagues, so that no Opening could be entered; and the great Rivers and Straits, beyond 61 Degrees, are full of it until the Middle or latter End of *August*, and many Years not clear at all. I have been fast myself in *Hudson's* Straits for some Days in *September*, till a north-west Wind happened to set me and the Ice a going together. Of all the Sloops in my time which the Company have sent almost every Year along the Coast towards the *Welcome*, either upon Trade or Discovery, none but *Scrogg's* could ever get beyond Latitude 64° for Ice; and since the Year 1718 they have lost two Sloops and a Ship that Way. Many of them could not get beyond $62^{\circ} 20'$. Now all this well weigh'd, what Chance have Ships for passing such a Strait as we have supposed?

But grant there was no Ice to prevent a Ship's passing about the latter End of *August*, yet at that Season the Winter begins to set in here, with hard Gales and such Quantities of drifting Snow, that it is out of all human Power to handle a Sail, or keep the Deck.

Mr. D——.

The Lieutenant, when he was on Shore near Deer Sound in Wager River, set an Opening by his Compass S. W. of him, on the west Side of a Strait betwixt

a high Bluff Point, and a lower Point. This Inlet was opposite to the Place where the most Whales were seen, and was never enquired into or proceeded upon by the Captain, although acquainted with it, nor the Opening among the Islands to the north-westward, beyond the Place the Lieutenant went to, although the Lieutenant and Master, under their Hands, reported they believed there was another Way into the Sea, than the Way the Ships entered, by which the Whales came there, and found little or no Ice to obstruct their going farther, there being much less Ice to the westward, than was at the Mouth of the River.

Capt. Middleton.

I have the Lieutenant's Paper about this Bluff Point still in my Possession, and a very odd one I think it is, at least far beyond my Comprehension; however I beg leave to submit it to the Opinion of my Lords Commissioners, as it is a

App. XXX.

Sample of his other Reports. 'Tis hard to conceive how on the Bearings he mentions, any Object could be seen, except on the east Shore, being that whereon he stood; for the River lies nearly north and south by Compass: Mr. D—— says it was opposite to the Place where most of the Whales were seen; which should be somewhere against *Deer Sound*; but I could distinguish nothing thereabouts, which in the least answered the Description.

August 1.

Append. X.

The Lieutenant and Master in the Report delivered me, signed with their own Hands, say, That they believe there is another Way into the Sea, besides that which our Ships came in, at some where on the east Side; and that they imagine the Whales came through this Passage. Indeed they were sent up on purpose to search for such a Passage, and to meet the Flood

Order of Ju-
ly 27. Ap. IX.

Flood, for fear we should not have the River's Mouth clear of Ice before the Winter set in upon us, and so all perish there. For after I had, for the Reasons before recited, given up all Hopes of a Passage through this River, I must confess I would have parted with all I had in the World to have been out of it again.

Mr. D——.

The Captain, before he went the Voyage, was offer'd by some of the Directors of the Company 5000 l. to return to their Service, and not go the Voyage; or to go search for the Passage in Davis's Straits, or in any other Place but where he was directed: To which he answered, He might take their Money and be of no Service to them; for the Gentleman who had projected the Voyage, had it so much at heart, that if he did not go, he would get somebody else to go; but before he had done with it, he hoped to go in a Coach and Six: To which one of them answer'd, He hop'd to see him at the Devil first. —

Capt. Middleton.

I deny, my Lords, that any of the Directors, either by themselves or others, offer'd me five thousand Pounds, or even one Shilling, to return to their Service, and not go the Voyage; or to go search for the Passage in *Davis's* Straits, or in any other Place but where I was directed: And granting such an Offer was made, Mr. D— acquits me of any Crime by the Answer, he says, I made (or rather, that he in this place is so kind to make for me) viz. “That I might take their Money and be
“ of no Service to them; for the Gentleman who
“ projected the Voyage, had it so much at heart,
“ that if I did not go, he would get somebody else
“ to go.” What follows, about my Hopes to ride in a Coach and Six, and somebody's wishing me at the Devil, is such idle Trumpery, that I cannot induce

duce myself to imagine your Lordships believe it deserves a serious Answer ; and I am surpriz'd the Projector himself should think so.—

[Mr. D———.

— *They afterwards, by Sir Bibye Lake their Governor, promised him two Years Salary, at 120 l. per Ann. not to do any thing to prejudice or obstruct their Trade, which he says was only upon Account of preventing his Crew's trading in the Bay.—*

Capt. Middleton.

Again, had I through Vanity, or any other Motive, been so foolish and wicked to assert I was offer'd 5000 l. to quit the King's Service ; yet I presume your Lordships will not apprehend my Refusal of so large a Bribe redounds to my Disreputation : Besides, such a Refusal makes it senseless and absurd to suppose, that I should accept of so paltry a Consideration as two Years Salary, at 120 l. *per Annum*, to neglect my Duty in prosecuting the Discovery ; when the very same Persons, at the same time, were offering me 5000 l. to return to a very beneficial Employment.

I readily grant, that the Governor and Directors of the Company recommended the Protection of their Trade to me. In them it was a very natural and a reasonable Request ; and, for my part, I esteem'd it the Duty of my Station to maintain them as far as I had Power and Authority, in the Rights and Privileges which were granted them by one of his Majesty's Royal Predecessors. Besides, when they had been so generous to allow me to winter at one of their Factories, it would have been a mean and base Return for their Hospitality, as well as the highest Ingratitude, to rob and plunder them, either by trading with the Natives myself, or suffering others under me to trade with them ; though

I freely confess great Advantages might have accrued by it.

Mr. D——.

— *so that 'tis plain Rewards or Bribes were offer'd to him, to prevent his perfecting the Discovery, and every Omission or Neglect laid him open to be suspected.*

Capt. Middleton.

Mr. D—— concludes this Paragraph with asserting, that “ 'Tis plain Rewards or Bribes were “ offered him, to prevent his perfecting the Discovery.” What then? Does he not make it also as plain that I refused Bribes, if any were offered? But how comes it to be so plain that they were offer'd? Neither the Lieutenant, Surgeon, nor Clerk charge me with any Bribes; and will your Lordships think a bare Assertion, from one that appears now to be my Enemy, a sufficient Proof? I hope not.

The Truth is, Mr. D——'s large Professions of Sincerity and Friendship, once induc'd me to place great Confidence in him, and unbosom myself freely to him; and 'tis possible, I might tell him several Members of the Company were desirous to have me continue in their Service; and that as I had faithfully discharged the Trust they had reposed in me for twenty Years together, they expressed such Dissatisfaction of my quitting their Employment, that I should not doubt of obtaining of them very advantageous Terms, in case I should be inclined to treat with them about returning to their Service.

Mr. D——.

He also in the hearing of his Officers at Churchill, told the Governor and Officers of the Company there, that he would be a better Friend to the Company than they expected; for he would be able to make the Voyage without

without any Man on board, being the Wiser, whether there was a Passage or not.—

Capt. Middleton.

I do remember, that being once with the Governor and some Officers of the Company, they jeeringly said, we were to be regarded as a kind of Enemies; and that I answered, Perhaps they might find me a better Friend than they imagined, or to that purpose; meaning thereby, not only the Power my Instructions gave me to protect their Trade, and which they understood well enough; but something else also, which they could not so easily comprehend. To explain myself to your Lordships, the Agents of a certain Gentleman had, without my Knowledge or Consent, shipped on board the *Discovery*, as many Goods, to be disposed of to the *Indians*, as would have gained them many hundreds of Pounds. This I discovered at the *Orkneys*, and was resolved, as I was in Duty bound, not to suffer any body on board to trade with the least part of them.

The Words I am charged with in the latter Part of his Accusation were spoken to my own People on board, as a Reproach to their Ignorance and Stupidity, and their Aversion to be instructed; and, I most solemnly declare it, not in the hearing of any one that belonged to the Company, to the utmost of my Remembrance. Besides the Lieutenant and the two Masters, there was not a Person in either Ship skilled enough in Sea-Affairs, to have so much as guess'd in what Part of the World he was, without being told.

Here now are two Expressions of mine, utter'd at different Times, in different Places, to different Persons, and to quite different Purposes, most ingenuously coupled together by the single Particle *for*, and so wrought up into one terrible Charge against me!

H

I

I humbly submit it to your Lordships Candour whether, if I had really thought fit to have given the Governor such kind of Assurances, as this Gentleman pretends, it is likely I should have been infatuated to such a degree as to do it in so publick a Manner, and before such Witneses?

Mr. D——.

—— and in consequence of this Declaration took care, that nothing should be mentioned in the Log-book but what he saw and directed; and said, He would break up all their Boxes who kept Journals, and take their Books and Papers from them ——

Capt. Middleton.

As there was no such Declaration, there could be no Consequence. The Lieutenant disowns any such Orders of mine about Entries, and I am afraid the Log-book will be thought rather to abound, than to be defective in Particulars. The Charge of taking away Journals, Papers, &c. is absolutely false. See Lieutenant's and Master's Answer to Qu. 20. and the Affidavits.

Mr. D——.

He also, when he was in Wager River, discountenanced and discouraged any who said it was a Strait and not a River, and that there was a Likelihood of there being a Passage that Way ——

Capt. Middleton.

I never discountenanced, but, on the contrary, encouraged every one to speak and report according to his Judgment with Freedom; unless giving such Reasons against a Passage as I have laid down before, pag. 2. are to be look'd upon as discouraging; and further I refer to the Lieutenant's Answer to Query 20,

and to the several Affidavits of *Towns*, (App. XXII.)
Von Sobriek, (App. XXIII.) *Grant*, (App. XXIV.)
Cooper, (App. XXV.)

Mr. D——.

—— and during the whole Voyage kept all on board him as much in the Dark as he could. If then the Captain had not an Inclination to suppress the Discovery, or at least to conceal it so far, as to make it answer his Purpose with the Company, in order to procure a Reward from them for concealing it; they fearing upon a Discovery of the Passage's being made, that their Right to the Monopoly they at present enjoy might be enquired into, and their Trade laid open; how came he to discourage any on board from making any Enquiry about the Discovery?—

Capt. Middleton.

It has ever been my Endeavours (and was so this Voyage especially) to instruct such as I have found ignorant, and to improve such as had already made some Proficiency, whether in the Navigating Part, taking Observations of all kinds, or computing from them when made. For the Truth of this, I appeal to all the Judges of such Matters who have known me for above these twenty Years together; and I have the Satisfaction to find it acknowledged to your Lordships by the Master, in his Answer to Query 5, and 20; I further refer to the several Affidavits of *Towns*, (App. XXII.) *Von Sobriek*, (App. XXIII.) *Grant*, (App. XXIV.) and *Cooper*, (App. XXV.) and as for what he surmises in relation to the Company, I shall give a full Answer to that by and by.

Mr. D——.

—— and when they apprehended from the Number of Whales at the west End of Wager River,——

Capt. Middleton.

A meer Fiction. Before, he says, at twenty Leagues from the Entrance it was full of Whales. To which I answered, That none were seen above *Deer Sound*, which is but fifteen Leagues within the River. Now he has brought them quite up to the west End, thirty or forty Leagues, though we never saw one there, nor does any Report or Journal make the least Mention of any such thing.

Mr. D——

—— *from the Depth of the Water, Breadth of the Strait, Height of the Coast, and Rapidity of the Stream, that there was a Prospect of a Passage.*

Capt. Middleton.

Answered and confuted in Page 16 and 17.

Mr. D——

—— *How came he to say that they were double tongued Rascals,*——

Capt. Middleton.

I deny that I ever used any such Expression, and should be glad to know whence he had his Intelligence.

Mr. D——

—— *and that he would cane the Lieutenant, broomstick the Master, and lash all others, for taking upon them to dispute it,*——

Capt. Middleton.

The Lieutenant in his Answers to Queries 5 and 20, disavows his Knowledge of any such Threatenings; so does the Master, and disbelieves them also in his Answer to Query 5; and the Men swear the same in all their Affidavits. The very Authors

thors of this Forgery have thought proper to grant, in their Answers to Query 5, that nobody heard any Thing of Threatening but themselves, and I desire to leave it to the Opinion of your Lordships, how far they deserve to be credited.

Mr. D——

——— *And when he, upon Account of their Clamour was under a Necessity of sending up the Lieutenant and Master in a six oar'd Boat, to make further Observations of the Tides, and to know whether the Whales came into the River any other Way,———*

Capt. Middleton.

I am not conscious that I acted in any respect, so as to give Occasion to Clamour, nor was I sensible of any. My whole Intention in sending the Boat up this last Time, was to try if there could be found any Outlet into the *Welcome*, besides that whereby we entered. Many Years Experience of the sad and sudden Effects of Cold in this Country, persuaded me that this could be no unreasonable Step towards preserving his Majesty's Ships and Subjects committed to my Care, in case Winter should set in before we could be able to repass the Mouth of the River, at that Time much clogged with Ice; and that this was my principal Motive, will, I humbly presume, appear unquestionable to your Lordships, both from my Order of *July 27th* to the Lieutenant and Master (*App. IX.*) and from their Report of *August 1.* at their Return (*App. X.*)

Mr. D——

——— *Why did he limit them to go no further up than he himself had been before, and to come back with the utmost Dispatch that the Nature of the Service would allow of ——*

Capt. Middleton.

They were not so limited as he alledges. It was a Blunder of my Clerk's to write, *as far as Deer Sound* in the Order ; and I not only told him so at the going off of the Boat ; but likewise verbally gave the Lieutenant leave, as himself and the Master both acknowledge in their Answer to Query 3. to proceed up as far as he could conveniently, without retarding the Ships from sailing out of the River, because I intended to sail in a few Days : For I own, that for the Reasons mentioned just now, I was much more intent on getting out of the River, than on further prosecuting the Discovery of a Passage within it ; even tho' I had entertained the strongest Presumption that there might be one ; whereas I had very cogent Inducements to think there was none ; and besides, to have fought one against an Ebb, would have been going contrary to my Instructions.

Mr. D——

—— *And when they exceeded his Orders by about 15 Leagues, and then reported, that from thence they saw a large Collection of Waters North of them, with many Islands and high bluff Points, with broken Lands on the West Side, as well as on the East, and that they saw a great many black Whales, and did believe there was another Way into the Sea, besides that the Ship came in at, why did he only, from a Bottle of Water's being brackish (which is also disputed) which was taken up near an Inlet where they apprehended there was a fresh Stream, sail directly out of the River, and quit the Discovery on the 4th of August, the only Month in which the Discovery could be best attempted,——*

Capt.

Capt. Middleton.

Here he would insinuate again, that Whales were seen 15 Leagues above *Deer Sound*, whereas the Report sets forth, that it was at *Deer Sound* on their Return, and no where else that they saw them in that River. The Passage into the Sea, if any, the same Report says they did believe was somewhere on the East Side the River, and not Northward or Westward, as he seems here to pretend: It no where appears that a Bottle of Water was taken up near a fresh Inlet; the Master, in his Answer to Query 1, says, that the Water was positively fresher and fresher as they went higher, and the Affidavits of *Towns* (*App. XXII.*), *Von Sobriek* (*App. XXIII.*), and *Grant* (*App. XXIV.*), all set forth expressly, that from 4 Leagues above *Deer Sound*, to the utmost Heighth the Boat went, the Water, even in the Mid-channel of the River, was but barely brackish, and that the Men all drank of it alongside, instead of Beer. The rest is answered already in Pages 18 and 28.

Mr. D——

—— and leave these Openings, which were then free from Ice, which led towards the South-west, West, and North-west undiscovered?——

Capt. Middleton.

If these Openings were left undiscovered, how came he to apprehend there were any such? But not to insist on his *Hibernicisms*, or other Improperities of Language, the Lieutenant says in his Report of July 25, that he saw several Openings or Coves on the South Side of the River, but that he could not get near them for Ice. I have said before, Page 21. that we had made several Attempts to land on the South-west Side, but never could succeed

ceed for Ice, till the Day before we left the River, when I landed there myself. I will add here, that when I was myself up with the Boat 4 Leagues above *Deer Sound*, I also attempted to land on that Side, but could get no further than half Way over.

Mr. D——

—— and pretend to look for the Passage North-eastward, and afterwards South-eastwards, by his imaginary frozen Strait.

Capt. Middleton.

My Instructions ordered me always to direct my Course so as to meet the Tide of Flood. I did so here till I could do it no farther, finding my self inclosed in Ice, and embayed by Land. I have proved the Reality of the *Frozen Strait* in Pages 28 and 35.

Mr. D——

—— How came he afterwards, when it was resolved in Council to try the West-side of the *Welcome* from *Cape Dobbs* to *Brook Cobham*, where he had met with a rapid Tide going Northward, and where *Fox*, *Norton*, and *Scroggs* had said there were broken Lands and Inlets, where great Numbers of Whales had been seen, and *Norton* had assured him that from a Mountain he saw an open Sea leading to the Southward of the West from *Whalebone Point* : I say, how came he in good Weather, and with easterly Winds, to keep 5 or 6 Leagues to the Eastward of those Head-lands, and to pass from *Cape Dobbs* to *Cape Fullerton* in the Night, and afterwards slightly to coast along the Bay to Southward of *Cape Fullerton*, without any Stop but by lying by in the Night, altho' he saw many Whales as he passed along, never once trying the Height or Direction of the Tide, or sending in his Boats to look for any Inlet.——

Capt.

Capt. Middleton.

That we pass'd from Cape *Dobbs* to Cape *Fullerton* in the Afternoon before Sunset, will appear from our Journals, and more particularly from Aug. 9. our Logg Books. To his Repetitions of *Fox's*, *Norton's*, and *Scroggs's* Authorities, I would answer, by asking if he thinks we have not confuted their 4 and 5 Fathom Tides by our three Weeks Observations upon the Tides in *Wager* River? And if he cares not to credit me in this Matter, let him consult his Friend the Lieutenant's Journal. *Scroggs*, for his Part, asserted at his Return, that there was no going much further than the *Whalebone* Point, which was his *ne ultra*, for a Bar of Rocks; tho' we went 60 Leagues beyond it; and 5 Fathom Ebb, we found near the same Place, to be no more than 16 or 18 Feet. What *Norton*, or, if I rightly remember, his Carpenter, advanced about seeing from a high Land within *Whalebone* Point, an open Sea that stretched away Southward of the West, was, in all Probability, either the River *Wager*, or else some such large fresh Water Lakes, as myself, the Lieutenant, and those that were with us, saw from the Mountains every where about *Deer Sound*, and likewise on the South Shore of *Wager* River, the Day I was there, and about Cape *Frigid*, and in short, wherever we landed in these northern Parts. That it could be no Sea stretching far Westward, has been already made appear from the Account given of the same *Norton's* and the *Indian's* Land Voyage, Page 41. The rest has been answered, Page 21, and I further refer to our Journals, to the Master's Answer to Query 13. and to the several Affidavits of *Towns* (*App. XXII.*), *Von Sobriek* (*App. XXIII.*), and *Grant* (*App. XXIV.*)

Mr. D——.

—— notwithstanding the Presumption that the Whales came only from the Westward;——

Capt. Middleton.

—— Answered and contradicted before in Pag. 19.
and disbelieved by the Lieutenant and
Append. X. Master in their Report of August 1.

Mr. D——.

—— From the Accounts of Fox, Norton, and Scroggs,
of its being a broken Land with Inlets.—

Capt. Middleton.

—— The Invalidity of their Authorities were shewn
just now.—

Mr. D——

—— and the Indians who had informed them, that
there was a fine Copper Mine on an Arm of the Sea
thereabouts, where they could bring a Vessel to lay her
Side to the Place.—

Capt. Middleton.

—— Answered Page 41, 42.

Mr. D——

—— How could he neglect this without some Design,
after a Consultation held and agreed to for to search
that Coast; the Tides there, by Scroggs, and Fox's
Accounts, being very rapid, and high Tides rising from
4 to 5 Fathoms by their Accounts, and yet these Coasts
and these Tides never attempted to be known by him;
and thus that whole Coast, where the chiefest Presumpti-
on was of a Passage, from all former Accounts, as well
as the present, was never searched, but only sailed
along en passant, with this only Remark in the Jour-
nal,

nal, " that he saw the Land from Cape Hope to Brook "Cobham, and knew it to be a Main-land," tho' by his Journal he pass'd great Part in the Night, and was at nearest 5 or 6 Leagues from the Head-land to the Eastward; and at the same time owns, there were deep Bays, and many Islands in those Bays.

Capt. Middleton.

Repetitions again repeated, tho' answered again and again; so often, indeed, that I am really ashamed to trouble your Lordships any more, with References to the Answers.

Mr. D——

Why did not the Captain in sailing Northward from Churchill, when he came up with the Head-land in $63^{\circ} 20'$, off which he had deep Water and strong Tides, and very easy Weather, as he had the whole Voyage, why did he not then, I say, send the Boat ashore to try the Height as also the Direction of the Tide, and to try whether there were any Openings or Inlets in the Land? For since upon his getting to $63^{\circ} 55'$, he saw much Ice on Shore to Northward, he could lose no Time in making a thorough Search there, until the Ice was diminished in the Welcome, that Bay being the principal Place where Fox had discovered so many Whales, and found such high Tides as from 18 to 24 Foot.—

Capt. Middleton.

Because, as I have said before in Page 40th, my Instructions directed me, after I came to Carey's Swan's Nest, to steer Northwesterly, so as to fall in with the North-west Land, at Sir Thomas Roe's Welcome, or *ne ultra*, near the Latitude of 65 Degrees North. This Mr. D—— knew full well, at a Time when he never had a single Thought that the Coast he here speaks so much of, was worth examining; otherwise surely he would have taken Care

that my Instructions should not have been defective in this Point. He is resolved, I find, to ring Changes on *Fox, Tides, and Whales* in my Ears, without Mercy. Really, my Lords, I can say no more about them than I have said already.

Mr. D——

—— *It was also already observed, that he mistook the Tide of Flood there for the Ebb on Tuesday the 6th of July, at Full Moon; so that he was not so very accurate in observing the Tides as he ought to have been.*——

Capt. Middleton.

This has been fully answered, and undeniably confuted in Page 32.

Mr. D——

—— *And a thorough Discovery there at that Time had been safer, as well as more satisfactory, than putting into the Ice to the Northward, until it was more dissolved.*

Capt. Middleton.

But would it have been consistent with my own Safety to have departed from my Instructions, in quest of a Passage on that Coast, where also it had been given over for so many Years, and after so many Attempts?

Mr. D——

Why did he, when the Tide carried him with such Rapidity into the River Wager, get out of the Way of the Tide, to the North-east, instead of the South-west, which was the Side he ought to have endeavoured to discover, and not the North-east Side, unless he apprehended he might discover too much, by going higher up with the Tide; for in case he found Inlets on the South-

South-west Side, he could not then conceal the Passage from his Officers and Crew.—

Capt. Middleton.

When we first entered *Wager River*, and indeed during the whole three Weeks we were there, as I have said before, we found it impracticable to come near the South-west Shore, except once with the Boat; and were glad at any Rate to get the Ships into some safe Roadstead, as may be seen in our Journals, 13th 14th and 15th of *July*. The *Pink* was in the most imminent Danger, being driven up and down by three successive Tides, and several Times carried so close upon Islands, that the Men might have jump'd on Shore, as the Master's and Mate's Journals express more particularly: Nor was the *Furnace's* Condition much better; for all Hands were forced to be employed in steering her, and sending off the Ice two or three Tides together, whilst she lay at Anchor.

Mr. D—

— Why did he prevent the Lieutenant's taking along with him from Churchill, one of the Factory's Men, who perfectly understood the Northern Indian Language, who would have been of great Use upon the Discovery, when the Lieutenant told him, he would take all the Blame, in case any Complaint was made of it, since it was for the Good of the Service.

Capt. Middleton.

I find the Master has given a very pertinent Answer to this, in his Answer to Query 16. For my own Part, I say, that near two Months before the Northern Indians came down, I did, in the Lieutenant's Hearing, express a Desire of obtaining this Person of the Company, in case none should come that Year, for they sometimes miss. But they ar-
riving

riving at their usual Time, I could only importune
 the Governor to prevail on two of them, who best
 knew the Country, and could speak the Language
 of several Nations, to go along with us; together
 with a third *Indian* of their own, who could con-
 verse with those others very intelligibly, having tra-
 velled with them two Winters, and understood *En-
 glish* very well besides. To procure this Favour, I
 found it requisite to make the Governor very consi-
 derable Presents, who exacted also a strict Promise
 from me, that I would return the two Northern *In-
 dians* ashore, somewhere about *Whale Cove* or *Brook
 Cobham*, laden with Goods, and furnish'd with Arms
 for their Defence. As for the other *Indian*, whom I
 had known from a Boy, I had leave both from the Go-
 vernor and his Parents to bring him home to *England*,
 if I thought fit; which I did, and he soon after
 died of the Small-pox. Now, had I permitted the
 Lieutenant to have impressed that other Man, or
 had otherwise attempted to take him away by Force,

Lords Commis-
 sioners Order of
 May 29. Ap. II.

I should have acted contrary to my
 Instructions, which required me ex-
 pressly, not to give any Disturbance
 to the Ships or Sloops of the *Hudson's*
Bay Company; for that Man was Linguist to one
 of their Sloops for the Northern Trade: Besides, I
 could not have promised myself any Service from
 one thus compulsively dragged away against his
 Inclination.

Mr. D——

Query, *Whether the Northern Indians on board
 him did not point out to go into the Western Shore,
 between 62° and 64° Degrees, before he was inclosed
 in the Ice, which was a strong Presumption that there
 was an Inlet thereabouts?——*

Capt.

Capt. Middleton.

I absolutely deny the Truth of what is insinuated in this Query.

Mr. D——

Why did he, when the Indians who were beginning to understand and speak the English Language, were desirous of coming to England, put them ashore against their Inclinations, in a very indifferent Boat, on an Island some Leagues from the Main, at a great Distance from their Country, unless to prevent their giving an Account of what they knew in relation to that Country and Strait, in case they came to speak the English Tongue?

Capt. Middleton.

They expressed no Desire of seeing England that I know of; and if they had, what would have excused me to the Governor, or to myself, for bringing them hither; when, as I had observed just now, I had so solemnly engaged to land them somewhere about *Whale-Cove*, or *Brook Cobham*. The rest is contradicted by the Master's Answer to Query 18, and by the several Affidavits of *Towns*, (App. XXII.) *Grant*, (App. XXIV.) and *Cooper*, (App. XXV.)

Mr. D——.

Why did he, when employed by the Government in so useful a Discovery, after having been offered 5000 l. from the Company to quit the King's Service, or to search for the Passage in Davis's Straits, or any other Place, where it was unlikely to find it, enter into an Agreement, or at least accept of an Offer made by Sir Bibe Lake their Governor, of giving him two Years Salary, not to do any thing to interfere with their Trade, and upon this gave an Order, under severe Penalties, that none of his Crew should have the least Intercourse

or

or Trade with the Natives ; and whether upon doing this, and concealing the Passage, he might not have had greater Expectation from the Company ; and whether, upon his Return, his sending Letters immediately to the Company, and desiring that none of his People should communicate any thing about the Voyage or Discovery for some time, and even to conceal all material Articles from the Gentleman who projected the Voyage, until he forced it out of him from Observations from his Journal, after keeping it from him for three Months, and by repeated Letters, assuring him, the whole was impracticable, whether this, I say, did not look like a Design to make his own Terms with the Company, before he would publish his Journal ; for if all he had in view was only the two Years Salary, not to damnify their Trade, and this had only a Reference to his Crews not trading with the Natives, the revealing what he knew concerning the Passage and Voyage, would have been of no Detriment to him with the Company.

Capt. Middleton.

This last Paragraph contains a Repetition, after his usual manner, of fundry Matters which he had dwelt long enough upon before ; particularly Complaints of my being offered 5000 *l.* from the Company to quit the King's Service, or at least of accepting two Years Salary, not to do any thing to interfere with their Trade ; all which I have fully answered before, and I hope to your Lordships Satisfaction. But now the Snake in the Grass begins to shew himself ; for he sums up all with this grand Complaint, that *Upon this I gave an Order, under severe Penalties, that none of my Crew should have the least Intercourse, or trade with the Natives.* My Lords, I have already said, I was bound in Duty and Gratitude to do this, whether the Company rewarded me or not. Permit me here, my Lords, to recriminate in my Turn, and observe that by this

means the Gentleman who projected the Voyage, as he affects to stile himself, as well as his Agents on board, met with no small Disappointment. Had I allow'd them Liberty to infringe the Company's Rights, and make such Depredations for their private Benefit, as they seem'd to intend, I am persuaded I should have heard none of these Complaints so often reiterated; nothing of my Friendship to the Company; of Rewards and Bribes from the Company; of endeavouring to make my own Terms with the Company; of great Expectations from the Company; all which are Allegations newly trump'd up, and manifestly the Effects of Spleen and Disappointment. Does not this shew, that the Projector of the Voyage had the Advantages of a clandestine Trade as much or more at heart, than the publick Utility of a Discovery? Whence otherwise should arise his Endeavours to stigmatize the Company, and dissolve their Charter? Whence his unwearied Application to prejudice my unblemish'd Character with your Lordships, or the Publick? Whence his Project of a new Settlement, and a further Prosecution of the Discovery, but to intrust it with such as should not baulk his Expectation in other Matters?

*A Summary State of Mr. D——'s Objections,
and Captain Middleton's Answers.*

THE only Places where Mr. D—— presumes there may be a Passage from *Hudson's-Bay* to the Western Ocean of *America*, are on the Coast betwixt *Brook Cobham*, in Latitude 63° , or through *Wager River*, by him supposed to be a Strait.

K

From

From Brook *Cobham* to *Whalebone-Point* has been so frequently and so carefully coasted and searched, that all hopes of meeting with any Inlet, that may lead to a Passage any where throughout all that Extent, has been given up for at least an hundred Years past. However, Capt. *Middleton*, in his Return back from the *Frozen Strait* to Brook *Cobham*, very carefully re-examined all this Shore, keeping as close into it as the Islands and Rocks would permit him with safety; and saw all the main Land, and Bottoms of the Bays, as is explain'd in the Log-Book, which shews the Coast and Distance sailed every Hour, in halling off or on to deepen or shoalden the Water, which his Journal expresses less particularly, especially from *Whalebone-Point* to Brook *Cobham*, (for the rest of that Course northward he had travers'd outward-bound.) He had very little hazy Weather, except in the Night, and then he lay by till Day-light, and halled in as near the Shore as he durst; so that it was impossible for him to miss any Inlets, where there could be any hopes of a Passage. Off *Cape Fullerton*, he met with Rocks and broken Ground five Leagues distant, which forced him to hall further off to deepen his Water, and lay to for moderate clear Weather between the Shores. But when it clear'd up, he stood in N. and N. b. W. into 40 odd Fathoms: If he came within that Depth, he fell into broken Ground, sudden Shoaldings, Riplings and Overfalls. Between Latitude 64° and 63° , he had better Soundings, and came nearer the Land, tho' at Night he was obliged to keep a League or two further out, and drive, standing in shore again by Day. He was never more than four or five Leagues from Shore but once, and that was towards Morning in Expectation of Day-light. In most other Places, he was not above two or three Leagues from Land, and in nine Fathom Water off the

I

Head

Head Land in $63^{\circ} 20'$. He observ'd all the north Side of the *Welcome* to be high Land, and it appeared very near at four or five Leagues distance, as far as *Brook Cobham*. The Reason why he did not send his Boat ashore to try the Tides, was because most of his Men had lost the Use of their Limbs, or were otherwise so sick, that if he had mann'd the Boat, the remaining Hands would have been insufficient to have work'd the Ship, and handed the Sails. However, the Tides were so far from being neglected by him, that he tried them frequently and almost every Hour; as also the Currents, which he could do as well on board, or in a Boat near the Ship, in the Channel, and much better than within Head Lands, or near Islands, which by forming Eddies produce an Irregularity in them.

This Account of Capt. *Middleton's* Examination of the aforesaid Coast, does not only appear from the Log-book to be true, but is further circumstantially confirm'd as to Particulars by the Master, in his Answer to Queries 12 and 13, and by the Affidavits of *T. Towns*, *U. von Sobriek*, and *G. Grant*, tho' it be contradicted by Mr. *D——*'s three Evidences; one of which, *viz.* the Lieutenant, acknowledges it all in his Journal.

Now it is just to remark, that tho' Mr. *D——* had himself the drawing up of Capt. *Middleton's* Instructions, yet they do not mention a single Word about looking for a Passage, or examining the Tides all along this Coast. Is it not then a strong Argument, that Capt. *Middleton* had the Discovery very much at heart, that, at a time, when, on account of the very sick and helpless Condition of most of the Hands, it had otherwise been both desirable and prudent for him to have made homewards as fast as he could, he should, as appears from the Council held the eighth Day of *August*, himself propose a Research of this Coast for a Passage which had been

so often attempted in vain by others, and perform it so carefully too as is set forth above, when he was not otherwise in point of Duty held to it at all.

This Point being discuss'd, it remains now only to examine, whether a Passage may be reasonably presum'd upon through *Wager River*, or not?

Mr. D——'s Reasons that Wager River is a Strait, and no fresh water River.

Reason 1.

From its Increase and Depth in advancing from its Entrance.

Answered.

This is frequent in fresh Water Rivers, as all those, especially, know, who are acquainted with the *Swedish* and *Norwegian* Coasts, where the fresh Rivers, or Ferries, as they call them, are often not above ten or twelve Fathoms at the Entrance, and yet they extend to vast Breadths, and discover no Ground even with Lines of two or three hundred Fathoms.

Reason 2.

From the Height of the neighbouring Lands——

Answered.

The Lands about the aforesaid Ferries are full as high as any Capt. *Middleton* saw near *Wager River*.

Reason 3.

From the Want of Trees and Shrubs on any Lands near it, tho' such are always found in the same or more northerly Latitudes upon fresh Water Rivers.

Answered.

All those who have travelled this Country between Latitude 58° and $66^{\circ} 30'$ by Land, agree, that higher than 61° they saw neither Tree nor Shrub,
but

but only Moss; even among fresh Rivers and Lakes.

Reason 4.

From its being full of black Whales, Seals, and Sea-horses, at twenty Leagues above the Entrance, with Numbers of Whales at the west End, where none were seen below Deer Sound, or without the Mouth of the River, or in any Parts of Hudson's Straits or Bay, except about Brook Cobham, being an Indication that they all came out of the Sea from the westward.

Answered.

It does not appear from any Journals, Reports, or Answers, that one Whale was seen higher than *Deer Sound*, which is but fifteen Leagues up; whereas the West-end is above thirty Leagues; or that one Sea-horse or Seal was seen in any Part of the River. But that several were seen just without the Mouth of the River in the *Welcome*, is attested by the Log-Book, and by the Affidavits of *Towns*, *Von Sobriek*, and *Grant*. And Capt. *Middleton* has traded fresh Whalebone in all Parts of the Bay and Straits, where the *Eskimaux* frequent; which could not be, if the Whales, from whence they get it, were not killed there; because, in ten or twelve Days after they are dead, the Bone all drops from their Mouths; all which amounts together to almost a Demonstration, that the Whales, both in the Bay, and *Wager River*, come from the North-east, which is also somewhat confirmed from the great Number of *Indian* Storehouses of Oil, Finn, and Blubber, not above eight Leagues up, on the north-east Coast of the River; whereas their proper Habitations are on the Main, on t'other Side the River. Moreover, if these Whales came out of any Sea from the Westward, they would have been seen in plenty the higher they had gone up, which was not so. However, Conclusions drawn from
Whales

Whales being seen in any Place, are at the best but very precarious.

Reason 5.

From broken Lands north-westwards, and a great Collection of Waters seen at a distance, full of Islands, on the south-west Side.

Answer'd.

It is most likely, that these watery Spaces seen at a distance, are the same sort of Lakes of melted Snow from the Mountains, as were every where seen from the Eminencies they ascended in that Country to overspread the Vallies. But be that as it will, there was no coming near them for the Rapidity of the Water-falls, that hindered the Boat from going higher up than she did, and the immense Quantities of Ice along the south-west Shore.

Captain MIDDLETON's REASONS why Wager River has no Communication with the Sea westward.

Reason 1.

Because the Tide of Flood comes in at its Mouth from the Eastward.

Reason 2.

Because it flowed eighteen Feet at the Entrance ; but thirteen at *Deer Sound* ; and the highest the Boat could go for Water-falls, no more than five or six Feet.

Reason 3.

Because the Water was found to be so fresh in the Mid-channel above *Deer Sound*, that the Men freely drank it along-side the Boat instead of Beer ; and the higher they went they found it the fresher.

Reason 4.

Because no Whales were seen there but at the Entrance of the River, and at *Deer Sound*, this being
an

an Argument that they came not from any Sea to the Westward; but entered by some Inlet from the north-east.

Reason 5.

Because Travellers, which have gone from *Churchill* by Land, as high as the arctic Circle, affirm, that they met with neither salt Water River, nor Sea, in any Part of their Journey.

OBJECTIONS and QUERIES upon Points of Conduct Answered.

Objection 1.

A Large Opening on the south-west Side of *Wager River*, which the Lieutenant set with his Compass from a Place near *Deer Sound*, was never look'd into.

Answer.

The Lieutenant's unintelligible Paper about this Affair, will be found in the *Appendix* (XXX.) 'Tis hard to conceive how on the Bearings he mentions, any Object should be seen from his Station but on the east Shore, the same on which he stood, the River lying nearly N. and S. by Compass. Mr. D—— says, it was opposite the Place where most of the Whales were seen, which therefore should be over-against *Deer Sound*; but the Captain could distinguish nothing thereabouts, which in the least answered the Description. He many times attempted to land on the south-west Shore, but never could for Ice, except once; and then he perceived nothing but high mountainous Land, with large Lakes of melted Snow in the Vallies.

Objection

Objection 2.

The Discovery was quitted in the Beginning of August, when all the Ice was dissolved in Wager River, that Month being the best Month in the Year to perfect the Discovery.

Answer.

The Discovery was not quitted before the 15th of of Aug. when they left Brook Cobham. If C. Middleton had stayed longer, he could not reasonably have expected to repass the Straits with his poor disabled Crew. A Ship not many Years ago was frozen up near Mansfield in the Middle of September, and her Crew almost perish'd with cold. The Straits are usually pass'd the latter End of August, or Beginning of September, and even then the Sails and Rigging are so hard frozen, that it costs them some Days to set any part of them. No Ship of the Company's must attempt to return after the tenth of September; and till a little above twenty Years ago a Voyage was seldom made without Wintering.

Objection 3.

The Opening among the Islands to the north-westward beyond the Place the Lieutenant went to in Wager River, was not inquired into, although the Lieutenant and Master, under their Hands, reported there was another Way into the Sea than the Way the Ships entered, by which the Whales came there.

Answer.

The Lieutenant and Master, in their Report, say, that they believe there is another Way into the Sea besides that which the Ships came in at, somewhere on the east Side (not on the N. W. Side) and that they imagine the Whales come through this Passage. Indeed, they were sent up to look for such a Passage, and to meet the Flood, for fear the River's Mouth

Mouth should not be clear of Ice before the setting in of Winter, and so all perish there. For after the Captain, for the Reasons before-mentioned, had given up all hopes of a Passage through this River, he would have parted with all he had in the World to have been out of it again.

Objection 4.

To have avoided being carried back again into the River Wager, they ought to have kept their Course towards Cape Dobbs, that the Tide of Flood might have carried them to the Southward.

Answer.

Then they could not have avoided being forc'd ashore among all the Ice that lay off *Cape Dobbs*, or again into the River ; since they could lay only W. S. W. and S. W. on the other Tack, the Wind being S. and S. S. E. and the Flood coming strong from the E. and E. b. N.

Objection 5.

The Carpenter and Gunner went ashore at Cape Frigid, to view the Land and supposed Frozen Strait ; the Carpenter and Gunner went to a Hill a Mile and a half further than the Captain and Clerk, and upon their Return, as the Clerk affirms, they said the Hill they were upon was an Island, but the low Beachy Land, to the southward of them, was joined to the eastern and northern Land, which joined the west Land, and form'd the Bay above Cape Hope ; and that there was no Frozen Strait to south-eastward of them, as the Captain has laid down in his Journal.

Answer.

When the Carpenter and Gunner returned, the Captain strictly examined them, as to the Particulars they saw : Whether they were positively sure

L

that

that the low Beach joined to the Land they stood upon? They assur'd me it did, and that they were upon an Island cut off from the Beach, and that the *Frozen Strait*, of which they delivered the Captain a kind of Map or Plan the next Morning on board, was at least twelve Leagues wide from the East to the West Side, at the Mouth or narrowest Part. This Declaration of the Carpenter and Gunner is also attested by the Master in his Answer to Query 11. Besides, if there be no such Strait, whence should the strong Tide of four Miles an Hour come, which they met with there, and which the Lieutenant observed to force the Ships very rapidly to the North-east-ward.

Objection 6.

He (the Captain) took Care that nothing should be mention'd in the Logg Book but what he saw and directed, and said he would break up all their Boxes that kept Journals, and take their Books and Papers from them. He also, when he was in Wager River, discountenanced and discouraged any who said it was a Strait and not a River, and that there was a Likelihood of there being a Passage that Way, and during the whole Voyage kept all on board him as much in the dark as he could; threatened to cane the Lieutenant, broomstick the Master, and lash all others, for taking upon them to dispute about a Passage.

Answer.

The Captain is apprehensive, that the Logg Book will rather be thought to abound, than to be defective in Particulars. He never discountenanced, but, on the contrary, always encouraged every one in keeping Journals, and in speaking and reporting according to their Judgment, with the utmost Freedom; always instructing such as he found ignorant, and endeavouring to improve those who had made

made some Proficiency. The Lieutenant, in his Answer to Query 20, says, that he never heard of the Captain's threatening to take away Books and Papers, or giving Orders that nothing should be entered into the Logg Book which should give Hopes of a Passage; and denies that the Captain ever discountenanced or discouraged him: And in his Answer to Query 5, he says, that he knows nothing of the Threatening Captain *Middleton* is said to have made Use of. The Master, in his Answer to Query 5, says, he never heard of the least Threatening about the Discovery in any Part of the Voyage; but that the Captain always treated every Body too well; that he never hindered them from keeping what Account they would, being always ready to instruct any Officer that would ask him, and shewed several how to keep Journals that had never been at Sea before; that he has heard the Captain declare he would put up with all that could be endured, rather than the Discovery should be baulk'd. And in his Answer to Query 20, he says, the Captain seem'd on all Occasions heartily to encourage the Discovery, and was ever free in communicating, and in instructing every Officer and Man on board; that both the Lieutenant and himself had received great Benefit from his Instructions, and must acknowledge it; and that to represent the Captain in other Light, he is thoroughly satisfied, is doing him barbarous Injustice. The Affidavits of *T. Towns*, *U. Von Sobriek*, *G. Grant*, and *T. Cooper*, do all contradict what the Captain is here charged with, and abundantly confirm the Master's Account of his Behaviour. And it is observable, that the Inventers of the Romance about Threatening, confess that no body heard it but themselves.

Objection 7.

When the Captain, on Account of their Clamour, was under a Necessity of sending up the Lieutenant and Master in a six-oar'd Boat, to make further Observations of the Tides, and to know whether the Whales came into the River any other Way, why did he limit them to go no further up than he himself had been before, and to come back with the utmost Dispatch that the Nature of the Service would allow of?

Answer.

The Captain is not conscious that he acted, in any Respect, so as to give Occasion to Clamour, nor was he sensible of any. His whole Intention in sending up the Boat this Time, was to try if there could be found any Outlet into the *Welcome*, besides that whereby they entered. Many Years Experience of the sudden and sad Effects of Cold in this Country, persuaded him that this was no unreasonable Step towards preserving his Majesty's Ships and Subjects committed to his Care, in case Winter should set in before they could be able to repass the Mouth of the River, at that time much clogg'd with Ice; and that this was his principal Motive, may appear both from his Order of *July 27*, to the Lieutenant and Master, and from their Report of *August 1*. at their Return. The Captain denies that these Officers were so limited as is pretended in this Query. It was a Blunder of his Clerk, to write, *as far as Deer Sound*, in the Order; and he not only told him so, at the going off of the Boat, but he likewise verbally gave the Lieutenant Leave, as himself and the Master both acknowledge, in their Answer to Query 3. to proceed up as far as he could conveniently, without retarding the Ships from sailing out of the River; he being, for the Reasons just now mentioned,

more

more intent on getting out of the River, than on further prosecuting the Discovery of a Passage within it, even tho' he had entertained the strongest Presumption that there might be one ; whereas he had very cogent Reasons to think there was none : And besides, to have fought one against an Ebb, would have been going contrary to his Instructions.

Objection 8.

Why did he, only from a Bottle of Water's being brackish (which is also disputed) which was taken up near an Inlet where they apprehended there was a fresh Stream, sail directly out of the River ?

Answer.

It no where appears, that a Bottle of Water was taken up near a fresh Inlet. The Master, in his Answer to Query 1, says, the Water was positively fresher and fresher as they went higher and higher ; and the Affidavits of T. Towns, U. Von Sobriek, and G. Grant, all set forth expressly, that from 4 Leagues above Deer Sound, to the utmost Height the Boat went, the Water, even in the Mid-channel of the River, was but barely brackish, and that the Men all drank of it alongside instead of Beer.

Objection 9.

Why did he, when the Tide carried him with such Rapidity into the River Wager, get out of the Way of the Tide to the North-east, instead of the South-west Side, which was the Side he ought to have endeavoured to discover, unless he apprehended he might discover too much, by going higher up with the Tide ?

Answer.

When they first entered Wager River, and indeed during the whole three Weeks they were there, they found it impracticable to come near the South-

South-west Shore, except once with the Boat ; and were glad at any Rate to get the Ships into some Roadstead, as may be seen in the Journals, July 13, 14 and 15.

Objection 10.

Why did he prevent the Lieutenant's taking along with him from Churchill, one of the Factory's Men, who perfectly understood the Northern Indian Language, when the Lieutenant told him he would take all the Blame, in case any Complaint was made of it ?

Answer.

The Captain expressed a Desire of obtaining this Person of the Company, in case the northern *Indians* should not come down that Year. But they arriving, he could only importune the Governor to prevail on two of them, who best knew the Country, and could speak the Language of several Nations, to go along with them, together with a third *Indian* of their own, who could converse with the other two very intelligibly. The Governor would not comply without a strict Promise of setting the two Northern *Indians* ashore at their Return, somewhere about *Whale Cove* or *Brook Cobham*, laden with Goods, and furnish'd with Arms and Ammunition ; which was done accordingly. Had the Captain permitted that other Man to have been impressed or forced away, he would have acted against his Instructions, which ordered him not to give any Disturbance to the Ships or Sloops of the Company : Now this Person was an Interpreter to one of their Sloops for the northern Trade.

Objection 11.

Why did he, when the Indians who were beginning to understand and speak the English Language were desirous of coming to England, put them on shore against

gainst their Inclinations, in a very indifferent Boat, on an Island some Leagues from the Main, at a great Distance from their Country, unless to prevent their giving an Account of what they knew in relation to the Country and Strait, in case they came to speak the English Tongue?

Answer.

They express'd no Desire of seeing *England* that ever came to the Captain's Knowledge; and if they had, what could have excused him to the Governor or to himself, for bringing them hither, when, as was just now observed, he had solemnly engaged to land them somewhere about *Whale Cove* or *Brook Cobham*? The Master in his Answer to Query 18, says, the Boat was a good one, and that they had been taught how to manage her; that they said they knew their Way home very well; that they were sufficiently fortified against all the Men in the Country, having Fire-arms, well stock'd with Ammunition, and more of every thing than they could well carry. And that they were but 250 Miles from their own Country or the Company's Factory, which is nothing for an *Indian* to travel. The Affidavits of *T. Towns*, *G. Grant*, and *T. Cooper*, speak much to the same Purpose, and say besides, they went away highly pleased, without any Manner of Compulsion.

Objections and Surmizes about Bribery answered.

Objection 1.

The Captain, before he went the Voyage, was offered by some of the Directors of the Company 5000 l. to return to their Service, and not go the Voyage; or to go search for the Passage in *Davis's Straits*, or in
any

any other Place but where he was directed ; to which he answered, he might take their Money and be of no Service to them ; for the Gentleman who had projected the Voyage, had it so much at Heart, that if he did not go, he would get somebody else to go ; but before he had done with it, he hop'd to go in a Coach and six ; to which one of them answered, he hop'd to see him at the Devil first.

Answer.

The Captain denies that any of the Directors, either by themselves or others, ever offered him him 5000 l. or one Shilling, upon any Account whatsoever ; and granting such an Offer was made, the Objector acquits the Captain of any Crime, by the Answer he says he made (or rather, that he in this Place is so kind to make for the Captain) *viz.* that he might take the Money, and be of no Service to them, &c. What follows about his Hopes of riding in a Coach and Six, and some body's wishing him at the Devil, is such Trumpery that he can't think the Lords Commissioners of the Admiralty believe it deserves a serious Answer, and he is surprized the Projector himself should think so. But granting the Offer were made, can the Refusal of so large a Bribe redound to the Captain's Disreputation?

Objection 2.

They afterwards, by Sir Bibye Lake their Governor, promis'd him 2 Years Salary at 120 l. per annum, not to do any Thing to prejudice or obstruct their Trade, which he says was only upon Account of preventing his Crew's trading in the Bay.

Answer.

The Refusal of 5000 l. which the Objector acknowledges, makes it altogether absurd to suppose, that he should accept of so paultry a Consideration

ration as two Years Salary at 120 *l. per annum* to neglect his Duty in prosecuting the Discovery, when the very same Persons were offering him 5000 *l.* to return to a very beneficial Employment. The Captain grants that the Company recommended the Protection of their Trade to him: It was a natural and a reasonable Request; and he thought it the Duty of his Station to maintain them, as far as he had Power and Authority, in their just Rights and Privileges, and not to plunder them by trading with the Natives himself, or suffering others under him to trade with them, whatever Advantages might have accrued by it.

Objection 3.

'Tis plain Rewards or Bribes were offered to him to prevent his perfecting the Discovery.

Answered.

Does not the Objector make it also as plain that he refused Bribes, if any were offered? But how comes it to be so plain that they were offered? Neither the Lieutenant, Surgeon, nor Clerk charge him with any Bribes; and shall it be thought, that a bare Assertion from one that appears now to be his Enemy, is a sufficient Proof? He hopes not.

Objection 4.

He also, in the Hearing of his Officers at Churchill, told the Governor and Officers of the Company there, that he would be a better Friend to the Company than they expected; for he would be able to make the Voyage without any Man on board being the wiser, whether there was a Passage or not.

Answer.

The Captain does remember, that being once with the Governor and some Officers of the Com-

M

pany,

pany, they jeeringly said, he and his People were to be regarded as a kind of Enemies, and that he answered, perhaps they might find him a better Friend than they imagined, or to that Purpose; meaning thereby, not only the Power his Instructions gave him to protect their Trade, and which they understood well enough; but something else also, which they could not so readily comprehend. The Truth is, the Agents of a certain Gentleman had, without the Captain's Knowledge or Consent, shipp'd on board the *Discovery*, as many Goods to be disposed of among the *Indians*, as would have gained them many Hundreds of Pounds. This he discovered at the *Orkneys*, and was resolved, as he was in Duty bound, not to suffer any body on board to trade with the least Part of them. The Words he is charged with in the latter Part of this Objection were spoken to his own People on board, as a Reproach to their Ignorance and Stupidity, and their Aversion to being instructed; and he solemnly declares, not in the Hearing of any one that belong'd to the Company, to the utmost of his Remembrance. Besides the Lieutenant and the two Masters, there was not a Man in either Ship, skill'd enough in Sea-affairs to have so much as guess'd in what Part of the World he was, without being told, Here now, are two Expressions of his uttered at different Times, in different Places, to different Persons, and to quite different Purposes, most ingenuously coupled together by the single Particle *for*, and so wrought up into one terrible Charge against him!

Objection 5.

He gave an Order, under severe Penalties, that none of his Crew should have the least Intercourse or Trade with the Natives.

Answered.

Answered.

He has already said, that he was bound in Duty to do this, whether the Company rewarded him or not. But does not this Objection shew, that the Projector of the Voyage had the Advantage of a private Trade at Heart, more than the publick Utility of a Discovery? Whence otherwise should arise his Endeavours to stigmatize the Company, and dissolve their Charter? Whence his unwearied Application to prejudice the Captain's unblemish'd Character with the Lords of the Admiralty or the Publick? And whence his Project of a new Settlement, and a further Prosecution of the Discovery; but to intrust it with such as should not baulk his Expectation in other Matters.

Instances of the Contradictions and Inconsistencies which occur in the Answers to the Queries propounded to the Lieutenant, Master, Surgeon, and Clerk, upon comparing them with one another, and with the Logg Books, Journals, Councils, Reports and Affidavits.

Lieutenant's Answer to Query 1.

THE Water, I think, was salt; but as I would not depend on my own Judgment, I filled three Bottles with Water at three different Places, and brought them on board at my Return; and was told there was no Distinction, for they were all equally alike salt.

Master's Answer to Query 1.

Above Deer Sound the Water was much fresher, and the higher up the fresher still.

T. Town's *Affidavit*.

The said Captains and the said four Men did all declare, that they had all tasted of the Water in the Mid-channel of the River, four Leagues above *Deer Sound*, and found it to be but barely brackish, and that the said four Men did freely drink of it for want of Beer.

Ulrick Von Sobriek's *Affidavit*.

Being up the River *Wager* three or four Leagues above *Deer Sound*, in the Boat with Capt. *Middleton*—He, this Deponent, and the rest of the Hands in the Boat, did drink the Water in the Mid-channel, and found it to be just brackish, so that it might very well be drank.

Grance Grant's *Affidavit*.

He, this Deponent, heard the said Capt. *Middleton* and all the said four Men assert, that they had tasted of the Water in the Mid-channel of *Wager River*, three or four Leagues above *Deer Sound*, and found it to be fresh, or but just brackish, and that the said Men, for want of Beer in the Boat, chose to drink it rather than suck the Ice, as they us'd to do elsewhere.

Lieutenant's Answer to Query 1.

I steer'd W. N. W. by the Compass, along the West Shore.

Master's Answer to Query 1.

The Course we steer'd in the Boat after we came up with the Bluff Land was W. N. W. but the Course of both Shores by Compass from four Leagues below where the Ships lay, to the highest we went up, is North 15° West.

Lieu-

Lieutenant and Master's Report, 27th July.

When we were abreast with the high Bluff Land we steer'd W. N. W. keeping the Mid-channel.

Clerk's Answer to Query 3.

I very well know they were limited to go only to Deer Sound, or thereabouts, and ordered to come back with the utmost Dispatch.

Lieutenant's Answer to Query 3.

The Captain's Orders in Writing to me were, that I should go to Deer Sound, or thereabouts; and to come back with the utmost Dispatch: But I desired he would give me my Liberty to act as I thought most conducive to the Discovery; and he verbally consented that I might run up the River or Strait as far as I could conveniently, without retarding the Ships from sailing.

Master's Answer to Query 3.

The Order, through the Hurry and Mistake of the Clerk, as the Captain told him at our putting off the Boat, was to make Observations in and near Deer Sound: But he gave the Lieutenant as I heard afterwards, verbal Orders to proceed as far as he thought proper.

Captain's Order July 27.

— And to report to me at your Return, which is to be as speedy as the Nature of the Service you are ordered upon will permit.

Clerk's Answer to Query 5.

He threatened to cane the Lieutenant, and Broomstick the Master, and whip all the rest.

Surgeon's

Surgeon's Answer to Query 5.

He said he would cane the Lieutenant, broomstick the Master, and whip all the rest that spoke any thing about the Passage.

Lieutenant's Answer to Query 5.

I know nothing of the Threatning Capt. Middleton is said to have made use of.

Lieutenant's Answer to Query 20.

I can't say the Captain discouraged or discountenanced me in making any Discovery.

Master's Answer to Query 5.

I never heard of the least Threatning during our being at Sea any Part of the Voyage, about the Discovery; but the Captain always treated every body too well, if I may be allowed the Expression.

Affidavit of T. Towns.

Capt. Middleton's Behaviour, as far as this Depo-
nent ever saw or heard, was very kind and mild,
and he never threatned Punishment to any one for
offering his Mind with freedom about the Conduct
used in the intended Discovery.

Affidavit of Ulrich von Sobriek.

Capt. Middleton's Treatment was very kind both
to Officers and Men.

Affidavit of Grance Grant.

He never heard that Capt. Middleton threatned
to punish any one for speaking his Mind about the
Discovery; but, on the contrary, he was always
courteous in his Behaviour to his Officers, and kind
to all, sometimes when they did not deserve it.

Affidavit

Affidavit of T. Cooper.

He never heard, or was informed, of any high or harsh Words that passed between Capt. *Middleton* and any of his Officers; or that the said Captain did any wise threaten to punish any Man for speaking his Mind freely about the Discovery, or that he threatned to break open any ones Chest to come at Journals; but, on the contrary, his Carriage was always mild to every body.

Remark.

It is observable, that the Lieutenant never heard any of the Captain's Threatning, but was told it by the Surgeon and Clerk, who both own, that it was spoken to them in private. The Master cannot tell how to believe it, nor the Men neither; for they never heard any thing of it, nor felt any of its Effects.

Lieutenant's Answer to Query 6.

We were carried to the South-westward, nigh the Rocks on the south Shore of *Cape Dobbs*, by the Tide of Ebb, and drove from *Wager River* six or seven Leagues.

Master's Answer to Query 6.

We were carried S. E. b. S. as the Course of the Land lies by Compass, from the River's Mouth towards *Cape Dobbs*, until we met the Channel ebb from the W. b. S. by Compass.

Remark.

The Clerk, in Part of his Answer to this Query, says, at this time the Master prevaricates, for fear, as he says, he should be any Man's Ruin. *Query*, Does the Clerk believe that any Man's Ruin can depend on the Truth of either of their Answers?

Lieutenant's Answer to Query 7.

We ply'd with Sails and Oars to the Eastward to get out of a Tide of Flood, which I apprehend and believe came from the South-west, for fear of being horfed into *Wager* River again.

Surgeon's Answer to Query 7.

We ply'd to the North-eastward with Sails, Ship's Oars, and two Boats a Head, to be out of the Tide of Flood from the Southward, least it should drive us up the River *Wager* again.

Clerk's Answer to Query 7.

We halled away to the eastward with all the Sail we could croud, rowing with the Ship's Oars, and towing with the Boats, to avoid our being forced into the River *Wager* again, by a Tide of Flood that came from the south-westward.

Master's Answer to Query 7.

When we sailed out of the River *Wager*, we ply'd to the eastward with Sails and Oars, to get out of the Indraft of the River's Flood from the eastward, but not from the southward, until you get within the Indraft of the River, and then indeed the Flood hath the Course as in all Inlets.

Affidavit of T. Towns.

He is certain, of his own Knowledge, that all the way from the *Frozen* Strait to the River *Wager*, the Tide of Flood came from the eastward.

Affidavit of Ulrich Von Sobriek.

The Flood Tide which flows up the River *Wager*, in at its Mouth, comes all from the east, or the east by north, the Course of the new Strait by Compass.

Remark.

! *Remark.*

The Clerk will have it, that they failed away to the eastward, with all the Sail they could croud: If he will look into the Journals, he may find that from eight to twelve it was flat Calm.

Lieutenant's Journal, August 4.

I several times try'd the Tide, and found the Flood came from the east.

Lieutenant's Answer to Query 9.

That the Neap Tides are higher with a north-westerly Wind at *Churchill*, than the Spring Tides with an easterly Wind, is known by every Person who has any Knowledge of the Tides in *Churchill* River.

J. Macbeath's Affidavit.

He, this Deponent, was employed five Years on board one of the Company's Sloops at *Churchill*, and says, that he took notice always near *Churchill* a N. E. Wind, when it blew any thing of a Gale, did make the highest Tides, and that the least Tides were when it blew a south-west Wind.

Lieutenant's Answer to Query 10.

The Tide at the Point near *Brook Cobham* in Latitude $63^{\circ} 20'$, nigh the Land, was as rapid as that at *Wager* River.—The Course of the Tide, which was very impetuous, being never tried but once at that Place.

Surgeon's Answer to Query 10.

The Rapidity of the Tide here filled several aboard with Joy and Hopes of finding a Passage, without going much farther northward.

Clerk's Answer to Query 10.

I never saw more rapid Tides at any Place than near *Brook Cobham*, in $63^{\circ} 20'$.

N

Lieute-

Lieutenant's Journal, July 5.

The Tide was tried several times, and found to run two Miles an Hour from the N. E. b. E. by Compass the Day before the Full Moon ; and I take it to be the Flood from the eastward.

Master's Answer to Query 10.

The Tide near the Head Land, in Latitude $63^{\circ} 20'$, as we went northward from *Churchill River*, was tried several times, and run two Miles an Hour from the eastward: But Land-men on board, and Sailors also, if not well acquainted with Navigation, may, in such Cases where the Ship is under Sail, the Boat at Anchor, or the Current Log riding her, be easily led into false Conclusions.

Master's Answer to Query 14.

The Tide we found in $63^{\circ} 20'$ in Shore, was not half so strong as what we found in the new Strait, between the River *Wager* and *Cape Hope* in the Narrows, which I tried several times myself when almost calm, and it broke our deep Sea-Line in bringing up our small Boat, and lost our Grapling.

Clerk's Answer to Query 11.

I am very sure from a Channel we saw, which disjoined from the low Beach, and another that I saw to the northward, as well as from the Gunner's and Carpenter's Account, that the Land we then stood upon, was an Island washed on all Sides by the Sea the Ships were in.

Master's Answer to Query 11.

The Captain strictly enquired of the Carpenter and Gunner concerning the *Frozen Strait*, whether the Place they were landed upon, was an Island or

no ?

no? They answered, It was not; for they could see further than he.

Clerk's Answer to Query II.

When we came to the Boat, it was near low Water, and the Captain ask'd which way the Tide of Flood ran? and was told it made its Course to the northward. About 7 o'Clock that Evening, he took the Height of the Tide, it being at that time low Water, and three Days after the Full of the Moon.

Master's Answer to Query II.

The Captain took the Height of the Tide when he returned to the Boat. By the Account the Men gave him when he got back, the Tide had flowed four Feet; and he afterwards found by the Marks on Shore, that it had flowed fifteen or sixteen Feet in all; and that a W. or W. b. S. Moon made High-water.

Transactions mentioned in the Council of August 8, signed by the Lieutenant and Master, and confirmed by the Gunner and Carpenter.

On the seventh (of August) at ten in the Morning, after we were confirmed that the Flood came in on the north Side from the E. b. S. Capt. Middleton went ashore in the Boat, and found it flowed fifteen Feet three Days after the full Moon. The Carpenter and Gunner, who were two of the Boat's Crew, many of our People being very ill, went twelve or fifteen Miles on the south Side of these Straits, and on the highest Hills they could find, saw the Passage that this Flood came in at.

Remark.

By the Clerk's Account there could have been no Flood at all during the whole time that the Captain

was absent from the Boat. How then could he ask which way the Tide of Flood ran?

Lieutenant's Answer to Query 12.

I could never properly distinguish the Head Lands in our Return from *Cape Frigid* to *Brook Cobham*, and did not come nearer to the west Shore than five or six Leagues. We search'd neither Inlets nor Bays, nor came we near enough to any Land to the westward to distinguish it.

Surgeon's Answer to Query 12.

I do not remember we were nearer the west Shore than 5 or 6 Leagues; so could not discover whether it was Islands or broken Lands, Inlets or Bays, or a main Continent, and seldom discern'd the Land, except some high Bluff Point amongst the Clouds.

Clerk's Answer to Query 12.

It appears from the different Journals and Log-Books, that we were not nearer to that Land than five or six Leagues.

Log-Books.

The Log-Books make it appear, that they never were more than once or twice, when they lay to in the Night, above three or four Leagues off it.

Master's Answer to Question 12.

We made sure to search all the west Shore so near as to see the Bottoms of the Bays, and plainly make a main Land. We went within three or four Leagues of most Places, and where it was bold, we came within two Leagues, as off the Head Land, where we found the Tide to run two Miles an Hour in Latitude $63^{\circ} 20'$, and from Latitude 64° to *Brook Cobham*, we were sure of the main Land all the way.

Lieute-

Lieutenant's Journal August 10.

— wore Ship, the north Shore from N. E. to N.N.W. the nearest Distance four or five Leagues—the north Shore bearing from N. b. E. to E. b. N. kept as near the Shore as we could to see if there were any Openings or Passages in the Land—— continued sailing in sight of the main Land of the north Shore, quite from *Cape Hope*. Halled off to deepen our Water——I find by coasting along shore of the *Welcome* from the *Frozen Straits* to this Place (the Head Land in Latitude $63^{\circ} 20'$) that it is the main Land, though there are several small Islands and deep Bays. This Head Land, and the other in 64° Latitude, make a deep Bay. In our Passage out, we did not see the Bottom of it, as we have done since, and by keeping close in shore, we have seen several black Whales.

Affidavit of T. Towns.

The Captain had the Discovery at heart above all things ; for he seem'd overjoy'd at every thing that seemed to promise it, and kept a constant Look out and Examination of all Shores, keeping sometimes eight and forty Hours upon Deck, at a time which must be very fatiguing in those Parts to a Man in his bad State of Health.

Affidavit of Ulrich Von Sobriek.

All the way between *Brook Cobham* and *Cape Dobbs*, they were sure of the main Land, and were never above three or four Leagues off the Land, except in one or two Places, where meeting with shoal Water, they laid to in the Night-time, that they might not pass any Place unseen, and stood in shore in the Day. Off the Head Land in Latitude $63^{\circ} 20'$, they were not two Leagues from Shore.

Affidavit

Affidavit of Gra. Grant.

— Capt. *Middleton* was careful above all things to search all Shores, and chose to lay by in the Night, rather than pass by any Straits or Inlets that might afford a Passage.

Master's Answer to Query 13.

The Reason the Boat was not sent a shore to try the Tides, was, that when she was mann'd, we could not find Men to work the Ship, or reef a Sail, or hand one. — They grew worse and worse every day, and we had not above six in both Watches, besides three or four Officers.

Surgeon's Answer to Query 13.

There was never any Boat sent on Shore, nor no Search made near the west Land : I do not know any Reason why we did not ; for out of fifty-three Men and Boys, we brought out of *Churchill*, we had but eight that were incapable of doing their Duty.

Affidavit of T. Towns.

Through the Sickness and Lameness of a great many, and the Unskilfulness of some, the Ships would not in all probability have ever reach'd *England* again, if it had pleas'd God to take away Capt. *Middleton*.

Affidavit of Ulrich Von Sobriek.

Out of above twenty Men which they had on board the *Discovery* from *Churchill* home, there were not four or five in a Watch, able to go aloft, or hand or reef a Sail ; though this Ship was better mann'd than the *Furnace*, insomuch, that in *Wager* River, they were forc'd to send most of their Hands aboard the *Furnace*, where they had few but sick Men.

Surgeon's

Surgeon's Answer to Query 17.

The two *Indians* gave us an Account of a River or Straits, salt Water and deep, a great Number of large black Fish spouting up the Water, and that they were five Days in crossing it, and that there was a Copper-mine on the Side of the River or Straits; and that from the best Account I could gather from them, it was somewhere thereabouts.

Master's Answer to Query 17.

We had no manner of Account from the *Indians* of any Passage on the Coast where we went, neither did I hear so much as one word mentioned about it, either whilst they were with us or since till now, nor concerning black Fish near the Copper-Mine.

Master's Answer to Query 18.

The Captain told us, that he had promised both the Governor and the Friends of the northern *Indians* to put them safe on Shore, so that they might get to their own home, or to *Churchill*.

Clerk's Answer to Query 18.

The Reasons Capt. *Middleton* gave for putting them ashore were, as he said, least those *Indians*, when they came to *England*, should, by their Chattering of the Copper-Mine, and Straits thereabouts, put the Government to the Expence of fitting out Ships again, to make trial of a Passage that way once more.

Surgeon's Answer to Query 18.

The Captain ordered them into an old leaky Boat, with two Oars, Mast and Sails, which neither of them knew well how to manage, in a strange Place they did not know, and in the midst of their mortal Enemies. But all this would not prevail on

the Captain ; for they were actually forc'd over the Ship's Side into the Boat.

Master's Answer to Query 18.

The Boat was very well, and they might easily manage her, as they had been shewn, what Distance they had to Shore, or along Shore, as they pleas'd : they knew their way home well enough, as they told us, and were sufficiently fortified against all the Men of the Country, having Fire-arms, well stock'd with Ammunition, and more of every thing than they could well carry. They were but 250 Miles from their own Country, or the Company's Factory, which is nothing for an *Indian* to travel.

Affidavit of T. Towns.

The two northern *Indians* were so far from being forced into a leaky Boat against their Will, that they went voluntarily into a good tight Boat, which this Deponent saw well caulk'd two Days before, and seem'd highly pleas'd at their Departure, as well they might ; for they had more Arms, Ammunition and Goods given them, than they could have traded in seven Years.

Affidavit of G. Grant.

They departed in a good tight Boat, highly pleas'd with the large Stock of Presents, Ammunition and Arms, they had received from the Captain.

Affidavit of T. Cooper.

When they saw what Presents and Arms the Captain had ordered to be delivered to them, they both seem'd highly pleas'd, and willing to depart ; and both went voluntarily into the Boat, which was a good tight one, without the least Forcing or Compulsion.

Lieutenant's

Lieutenant's Answer to Query 20.

I believe that some of the Officers on board were discouraged and discountenanced from being inquisitive about it, or making Observations, which might promote the intended Discovery.

Clerk's Answer to Query 20.

—— by discountenancing and discouraging every one on board—and making what he thought most conducive to his Design on the Log-board.

Lieutenant's Answer to Query 20.

I can't say that the Captain discouraged or discountenanced me in making any Discovery — nor did I ever hear the Captain threaten to take their Books and Papers from them, or give Orders that nothing should be enter'd in the Log-book, which should give any hopes of a Passage.

Master's Answer to Query 5.

I have heard (the Captain) say, that he would put up with all that could be endured, rather than the Discovery should be baulk'd. He never hindered any body from keeping what Account they would, and would always readily instruct any Officer that would ask him in observing the Latitude, Variation, or any other curious Matter ; and shew'd several how to keep Journals, that had never been at Sea before.

Master's Answer to Query 20.

The Captain seem'd on all Occasions heartily to encourage the Discovery, and was ever free in communicating, and instructing every Officer and Man on board, either in Navigation or the Seaman's Part, as none is better qualified to do it: And the Lieutenant and myself have experienced the Benefit thereof, and must own it ; and to represent him in

any other Light, I am thoroughly satisfied, is doing him barbarous Injustice.

Affidavit of T. Towns.

Captain *Middleton's* Behaviour, as far as this Deponent ever saw or heard, was very kind and mild. He never did threaten to punish any Man for offering his Mind with freedom about the Conduct used in the intended Discovery; and he believes he had the Discovery at heart above all things.

Affidavit of Ulrich Von Sobriek.

Captain *Middleton's* Treatment was very kind both to Officers and Men; and nobody could take more Pains and Care in making all kinds of Observations, which might help towards a Discovery; as also in instructing others who were ignorant, to do the like.

Affidavit of Grance Grant.

He never heard, that the Captain threatened to punish any one for speaking his Mind about the Discovery; but on the contrary, he was always courteous in his Behaviour to his Officers, and kind to all, sometimes when they did not deserve it.

Affidavit of T. Cooper.

He never heard, or was inform'd, of any high or harsh Words that passed between Capt. *Middleton* and any of his Officers; or that he did in any wise threaten to punish any Man for speaking his Mind about the Discovery; or that he threatned to break open any one's Chest to come at Papers or Journals; but that on the contrary, he was at all times mild to every body; and that by his encouraging every one under Difficulties and Hardships, this Deponent did and still does sincerely believe, that he earnestly desired to make and compleat the Discovery.

A P P E N D I X.

I.

By the Commissioners for executing the Office of Lord High Admiral of Great Britain and Ireland, &c.

WHEREAS we have, in Obedience to his Majesty's Commands, ordered the *Furnace Sloop*, whereof you are Commander, to be fitted out in a proper Manner to proceed on a Voyage towards *Hudson's Strait*, in order to attempt the Discovery of a Passage that Way into the Western *American Ocean*, and have appointed the *Discovery Pink*, *William Moor* Master, (who is hereby required and directed to follow your Orders) to attend you on that Service, you are hereby required and directed, so soon as the said Sloop and Pink are ready for the Sea, to fall down to the *Nore*, and when they have been paid what is due to their Companies, to proceed to *Leith*, and deliver the inclosed Packet to Captain *Holburne*, Commander of his Majesty's Ship the *Dolphin*, containing Orders to the said Captain to proceed in Company with you, as far as the Islands of *Orkney*, for your better Security against the Privateers of the Enemy, said to be cruising thereabouts.

You are accordingly to proceed in Company with the said Ship *Dolphin* as far as the aforesaid Islands, and then to make the best of your Way with the Sloop and Pink under your Command towards *Hudson's Strait*, and after passing the same, to proceed to *Carey's Swan's Nest*; and then steer North-westerly, so as to fall in with the

North-west Land at Sir *Thomas Roe's Welcome*, or *ne ultra*, near the Latitude of 65 Degrees North.

You are there to make the best Observations you can of the Heighth, Direction and Course of the Tides, bearing of the Lands, Depth and Soundings of the Sea, and Shoals, with the Variation of the Needle.

When you come up with *Whalebone Point* in 65° you are to try the best Passage in doubling that Land, whether to Eastward or Westward, in case it be an Island; and on which Side soever you meet the Tide at Flood, to direct your Course so as to meet the Tide, whether North-westerly or South-westerly.

If after, in doubling that Cape, you find either a Strait or an open Sea, you are to keep on your Course, still meeting the Tide of Flood; and if it be so wide as to lose Sight of Land, then keep to the Larboard or *American Shore*, steering South-westerly, so as to take the Bearings of the Lands, and Soundings; and observe whether there are any Inlets, Bays, or Rivers, to shelter the Ships, in case bad Weather, or contrary Winds, oblige you to take Harbour; and there make the best Plans you can of such Harbours, and the Charts of the Coast.

You must make no Stay any where, whilst Wind and Weather permits, (except in making Observations for your Safety in your Return) until you get to the Southward of 60 Degrees North; and then, if you continue to find an open Sea, make more careful Observations of the *American Coast* or Islands, and of the Head-lands, Bays, and Rivers, until you make the Latitude of 50 Degrees, or any more southerly Latitude, in case you find it convenient to winter on the western Side of *America*; but if you should find it more convenient to return into the Bay to winter, or can make your Passage home in

Time,

Time, after making a Discovery of the Passage to the Western *American* Ocean, (which is more eligible) in order to prosecute the Discovery to Advantage next Season, then you need proceed no farther southerly than 50 or 60 Degrees Latitude, and make all proper Observations of the Tides, Bays, Head-lands, Shoals, and Rocks on both Sides, if the Passage be narrow, or on which ever Side the Wind and Weather permits you, with the Variation, or any other curious Observations you can make.

If you find any Inhabitants upon the Coast, or any populous Nations to the Southward, you are to endeavour by all proper Means, to cultivate a Friendship and Alliance with them, presenting them with such Trifles as they value, and shewing them all possible Civility and Respect; but to take Caution, if they be numerous, not to let yourself be surprized, but to be constantly on your Guard against any Accidents.

If you find it proper to winter on the other Side of the Passage, get to a warm Climate not more northerly than 42 D. in some safe Harbour, that may be of Use in a future Settlement; and rather in an Island, if there be a good Harbour, which would be safer than on the Continent for an infant Settlement.

If your Place of wintering is within a proper Distance to be supplied by the Natives on the Continent, take proper Seeds, of Fruit-Trees, Plants, Grain and Pulse, and sow them in the Spring, or in case you find any civilized Nation, who want such Kinds, you may present some to them, and make them sensible of their Use and Manner of Culture.

In Places where you meet with Inhabitants, make Purchases with their Consent, and take Possession
of

of convenient Situations in the Country, in the Name of his Majesty of *Great Britain*.

But where there are no Inhabitants, you must take Possession by setting up proper Inscriptions, as first Discoverers and Possessors.

If in your Passage you meet with any Ships trading to the western Countries, eastward of *Japan*, or any *Japaneze* Ships, and you apprehend any Danger from them, either from their Force or Number, you are to proceed no farther in the Discovery, but immediately to return, that Ships of sufficient Force may be sent out next Season, to begin a Trade, or make a Settlement, without any Apprehension of Disturbance from any powerful Nation on that Side, lest any Accident should prevent your Return, and discourage any further Attempts to be made for the future.

If you should arrive at *California* without any Apprehension of Danger, and chuse to winter in 42 D. (where *Caxton* is said to have found a civilized Nation and good Harbour) or more southerly, then endeavour to meet Captain *Anson* in the Month of *December*, before the Arrival of the *Manila* Ship at Cape *St. Lucas*, the southern Cape of *California*, and leave a Copy of your Journal with him, lest any Accident should happen to you upon your Return, and so the Discovery be lost, and it might prevent Ships being sent out to your Relief in case of Shipwreck.

But for as much, as in an Undertaking of this Nature, several Emergencies may arise, not to be foreseen, and therefore not so particularly to be provided for by Instructions beforehand, you are in such Case to proceed, as, upon Advice with your Officers, you shall judge may be most advantageous to the Service on which you are employed.

When you return home, you are to proceed into the River of *Thames*, and send our Secretary an Account

Account of your Arrival and Proceedings, for our Information. Given under our Hands the 20th of May, 1741.

CHA. WAGER,
THO. FRANKLAND,
GLENORCHY.

To Captain Middleton, Commander of His Majesty's Sloop the Furnace. Deptford.

By Command of their Lordships.

Thomas Corbett.

II.

By the Commissioners for executing the Office of Lord High-Admiral of Great Britain and Ireland, &c.

YOU are hereby required and directed during the Course of your intended Voyage, not to give any Disturbance or Molestation to any of the Ships or Sloops employ'd in the Service of the *Hudson's-Bay* Company, but to give them all Protection and Assistance that lies in your Power, whenever any Opportunities offer of your being serviceable to them. Given under our Hands the 29th of May, 1741.

CHA. WAGER,
VERE BEAUCLERK,
GLENORCHY.

To Capt. Middleton, Commander of His Majesty's Sloop Furnace.

By Command of their Lordships.

Thomas Corbett.

III.

III.

Hudson's-Bay Company to their Governor Mr. James Duffield, and Hudson's-Bay House London Counsel at Moose River Fort, May the 30th, 1741.

GENTLEMEN,

NOtwithstanding our former Orders to you, if Capt. *Middleton* (who is sent abroad into the Governments Service to discover a Passage to the North-west) should be obliged to resort to you, you are then to give him the best Assistance in your Power. We remain,

Your loving Friends,

Bibye Lake, Gov.
Benj. Pitts, D. G.
William Elelerton,
J. Winter,
Ab. Lake,
John-Anth. Merle.

IV.

A Council off Cary Swans Nest.

AT a Council held on Board His Majesty's Sloop *Furnace*, August the 1st, 1741, in the Latitude of $60^{\circ} 22'$ north, Longitude $87^{\circ} 44'$ west, Wind N. by W.

P R E S E N T,

Capt. *Christop. Middleton*, President,
Wm. Moor, Master of the *Discovery*,
John Rankin, Lieutenant,
Robert Wilson, Master,

The Question was put, and taken into Consideration, Whether it would be proper to proceed upon a Discovery of a Passage from *Hudson's-Bay* to the

the *South-Sea* directly, or to repair with his Majesty's Sloop *Furnace* and *Discovery* Pink to *Churchill* River in *Hudson's-Bay*, as the Season of the Year is too far advanced to proceed to the *Ne Ultra*, and there being a Necessity of securing the Vessels, and providing Necessaries for Wintering as soon as possible: And it was unanimously

Resolv'd, That considering the Rigour of the Winter in these Parts of the World, the want of every thing necessary for building Lodgings for the Men, and a convenient Place for securing the Vessels from the Danger of the Ice; the Necessity of digging Store-rooms for the Provisions, no Brandy, Spirits, or Strong Beer being Proof against the Severity of the Winter above Ground; the Uncertainty of securing the Vessels after the Frost comes on, which usually happens in the Beginning of *September*: and the Obstructions we may possibly meet with in our Passage, by Fogs, Calms, Ice and contrary Winds:

That it would be the best and surest Method for the Service in general to proceed directly for *Churchill* River in *Hudson's-Bay*, there to secure his Majesty's Vessels *Furnace* and *Discovery*, with their Provisions, Stores and Ammunition, and to provide convenient Winter-Quarters, Firing, and necessary Cloathing for their respective Companies, and to wait for the breaking up of the Ice the next Year, and then to attempt the Discovery of a Passage from *Hudson's-Bay* to the *South-Sea*.

Christopher Middleton,
John Rankin,
William More,
Robert Wilson.

VI.

AT a Council held at the New Fort, *Churchill* River, *March* the 21st, 1741-2.

P R E S E N T,

Capt. *Christopher Middleton*,

John Rankin, Lieutenant,

William Moor, Master and Commander of the
Discovery.

Robert Wilson, Master of the *Furnace*.

It is taken into Consideration, Whether it would be necessary for the Service his Majesty's Sloop *Furnace* is ordered upon to make the following Alterations, which were mentioned by a Letter from Capt. *Middleton* to Sir *Jacob Ackworth*, and for want of time could not be effected, *viz.* the Quarter-Deck to be made flush with the present main Deck, by having a slight one laid over the former, and a Companion Way thereupon made to go down into the Steerage; the former Passage thereto being not only inconvenient, but very dangerous for Persons coming from below to go forwards, when the Capstun is in use, as Capt. *Middleton* by sad Experience found, being jamm'd between the End of a Capstun Bar and the Companion.

And it was Resolved, That considering the high and traverse Seas in this Part of the World, and the Probability of shipping large Quantities of Water, it is absolutely necessary to have the Quarter-Deck made flush with the Main-Deck, the Sloop to be steer'd with a Wheel, dead Lights hung with Hinges to be fixed to the great Cabbin Windows, which will make more room for the Capstun than is at present, and which we shall be obliged to use very frequently upon our entering or coming out of Harbours, warping among Ice, and upon Account

of trying the Tides ; and it is our Opinions those Alterations ought to be made before his Majesty's Sloop *Furnace* proceeds to Sea. Given under our Hands this 21st Day of *March* 1741-2.

Christopher Middleton,
John Rankin,
Wm. Moor,
Robert Wilson.

VII.

AT a Council held on board his Majesty's Ship *Furnace*, in Sir *Thomas Roe's Welcome*, the 22th Day of *July*, 1742.

P R E S E N T,

Capt. *Christopher Middleton*,
 Lieutenant *John Rankin*,
Wm. Moor, Master and Commander of the
Discovery,
Robert Wilson, Master of the *Furnace*.

The manifest Hazard of his Majesty's Ships *Furnace* and *Discovery*, from the vast Quantities of Ice that surrounded them, the Sea being covered for ten Leagues to Windward, and the Ships driving every Tide nearer the Land, and at that time within two Miles of the Shore ; that there was a Necessity of turning back or seeking some Harbour, as soon as might be, to secure the Ships, was taken seriously into Consideration, and it was unanimously Resolv'd, that it would be the most eligible and safest Method for the Preservation of his Majesty's said Ships, and the Lives of the Men, to make the best of our way to an Inlet or Strait, that appear'd beyond *Whalebone-Point*, there to seek out some convenient Place to secure the Ships, till such time as the *Welcome* should be clear'd of Ice, and then use our utmost Endeavours for proceeding on our

Discovery. In witness whereof we have hereunto
set our Hands the Day and Year above-written.

Christopher Middleton,
John Rankin,
Wm. Moor,
Robert Wilfon.

VIII.

Lieutenant's Report, Sunday July the 25th, 1742.

I Was ordered to take the Master with me in the
eight oar'd Boat, to sound in the Channel to
the northward of the Islands in the River, and to
see for a Harbour for our Ships, near the Mouth of
the River, for a safe Retreat, if need be, but I
could find none on the north Side; but I saw several
Openings or Coves on the south Side, but I
could not get near them; for the River was very
full of Ice from Side to Side.

I made the best of my way up to the Ships from
near the River's Mouth; I got up to the Island off
the Mouth of *Savage Sound* or River, the Tide
came down upon me, and all the Ice, with such
Force and Swiftmess, that our Boat must have been
smashed into a thousand Pieces, if we had not got
her instantly into a Cove, or large Field of Ice:
we were inclosed with so much Ice, many large
Pieces, some of them drew nine or ten Fathoms
Water; we were forced upon the south Shore with
great Swiftmess, and many Pieces were forced upon
the Rocks, and others against them with great
Force; we were forced off again near the Middle
of the River, and carried out of the River's Mouth
with the Tide of Ebb above five Leagues, before
we could see the least Opening among the Ice, to
get the Boat out. About four or five in the Morn-
ing, the 26th, the Ice opened a little, I got the
Boat out of the Cove, and forced her through the
Ice,

Ice, it having little or no Motion; the Flood Tide being made, we got among loose Ice, and sailed towards the north Shore. About twelve at Noon, the 26th, we got in under the Islands on the north Side, at the Mouth of the River, we lay the Tide off Ebb, and got on board of the Ship at half an Hour past nine at Night.

July 27th, 1742.

John Rankin.

IX.

My Order to the Lieutenant and Master.

By Capt. Christopher Middleton, Commander of his Majesty's Ship Furnace.

WHereas I ordered you and the Master to sound in the Channel on the north Side of the Islands in this River, and to look out for a Harbour for the Ships near the Mouth thereof, but finding by your Report, that there is none to be found on the north Side, and the River being very full of Ice, there was no approaching the south Side; it also having been hinted to me, that there was some hopes of a Passage or Inlet into the Sea, from the Risings of the Tides at or near *Deer Sound*, black Whales having been seen thereabouts, and it being impossible to move the Ships with Safety, while such Bodies of Ice are now in the River, and continue to drive with the Tides; you and the Master are hereby required and directed to take the six-oar'd Boat, and proceed up the River *Wager* as far as *Deer Sound* before-mentioned, and to be as particular as may be of the Flux of the Tides, their Direction and Height at that Place and near it, and particularly to note whether the Flood in the River *Deer Sound* comes from this River or some other, and to make strict Enquiry, whether the black Whales can have any other Passage from
the

the Sea into this River, than that where his Majesty's Ships *Furnace* and *Discovery* came in at, and to report to me, under your Hands, at your Return, which is to be as speedy as the Nature of the Service you are ordered upon will permit, what Observations you make thereof, and for so doing this shall be your sufficient Warrant. Dated on board his Majesty's Ship *Furnace*, the 27th Day of July 1742.

Christopher Middleton.

To Lieutenant John Rankin, and Robert Wilfon, Master of His Majesty's Ship, *Furnace*.

X.

The Lieutenant's and Master's Report,

Pursuant to an Order from Capt. Christopher Middleton, Commander of his Majesty's Ship the Furnace, bearing Date the 27th of July, 1742.

WE, whose Names are hereunto subscrib'd, took the *Furnace's* six-oar'd Boat, and went from *Savage Sound*, where his Majesty's Ships *Furnace* and *Discovery* then lay; and on the 28th, at one in the Morning, arriv'd at *Deer Sound*, where we tried the Tide, and found the Flood to come into that Place from the River *Wager*, and rose at that time ten Feet. At six o'Clock the same Morning we left *Deer Sound*, (where we put the two northern *Indians* ashore to kill some Deer for our sick Men) and sailed for a high bluff Land on the N. W. Side of the River *Wager*. Our Course from the Islands on the north Side of *Deer Sound* to the high bluff Land, was N. W. b. N. by Compass; we sound'd frequently, and had no Ground with a Line of sixty-eight Fathoms all the way over. When we were a-breast of the high bluff Land, we steer'd
W. N. W.

W. N. W. keeping the Mid-channel, and still found no Ground at 98 Fathom, except nigh some Islands that lay in the fair Way about one third over the River, and 30 Fathoms within a League of one of them. This Course we kept till we got about 15 Leagues from *Deer Sound*, but finding the Tide or Fresh against us, and the Wind coming fair, we were afraid to stay any longer, for fear of hindering the Ships from going to Sea; however, we came to a Grapnell with the Boat, and went upon a high mountainous Land, where we had a very fair View of the River. From thence we saw a great Run or Fall of Water between the suppos'd main Land and the aforesaid Islands, very narrow, seemingly not a Mile broad, and about a League from where the Boat lay; but to the northwards we discovered a large Collection of Water, in which were several Islands, and high mountainous Land on both Sides of it, the west Side having many bluff Points, and broken Land. In our Return towards the Ships, and not far from *Deer Sound*, we saw several large black Whales, of the Whalebone kind, some of which came very near the Boat. So that upon the whole, we think there may be some other Passage into the Sea from the River *Wager*, besides that which his Majesty's Ships *Furnace* and *Discovery* came in at, and imagine there is a great Probability of an Opening or Inlet into the Sea, somewhere on the east Side thereof, tho' we cannot fix the Place. Given under our Hands this first Day of *August*, 1742.

John Rankin,
Robert Wilson.

XI.

AT a Council held the 8th Day of *August*, 1742,
on Board His Majesty's Ship *Furnace*.

P R E S E N T,

Capt. *Christop. Middleton*, President,
Wm. Moor, Master and Commander of the
Discovery,
John Rankin, Lieutenant,
Robert Wilson, Master,

*The following Transactions were read, and unanimously
agreed to, viz.*

August the 3d, 1742. Unmoor'd and sailed out of *Wager* River, that River and the Straits being pretty clear of Ice, in pursuit of our *Discovery*. The 4th having contrary Winds and Calms, made but little Northing. On the 5th by Noon, got into the Latitude of $66^{\circ} 14'$, but met with much Ice and strong Tides. The same Day in the Evening, we discovered on the north Side of our new Straits, a Cape or Head Land, bearing N. the Land on the south Side lyeth E. b. N. and W. b. S. and on the other Side N. b. W. which gave us all great Joy and Hopes of its being the extream north Part of *America*. We could see little or no Land to the northward of it, and deep Waters, very high Land, and strong Tides, when we were 4 or 5 Leagues short of it. This Capt. *Middleton* named *Cape Hope*. We turn'd or work'd round it the same Night, and got 5 or 6 Leagues to the N. by W. before we could see any otherwise than fair and wide Straits; but the 6th Day about Noon, after having got into the Latitude of $66^{\circ} 40'$, found we were embay'd, and by 2 in the Afternoon, could not go above 3 Leagues farther, having tried the Tides all the
Forenoon

Forenoon till 2 o'Clock in the Afternoon, but found neither Ebb nor Flood, yet deep Water. From this it was concluded, that we had overshot the Straits on the north Shore, where we found strong Tides that came from the E. b. S. but apparently no Passage; and as there was no proceeding above 3 or 4 Leagues farther, it was agreed upon by all to return back and search narrowly for the Straits, by finding from whence the Floods came. On the 7th, at 10 in the Forenoon, after we were confirmed the Flood came in on the north Side from E. b. S. Capt. *Middleton* went on Shore in the Boat, and found it flowed 15 Feet three Days after the Full, and a W. b. S. Moon made high Water. Capt. *Middleton*, together with the Gunner and Carpenter (who were two of the Boat's Crew, many of our People being very ill) went 12 or 15 Miles on the south Side of these Straits, and on the highest Hills they could find, saw the Passage that this Flood came in at, the Mountain they stood upon being pretty near 9 Leagues from the Entrance of this Strait out of the Bay the Ships were in, and from whence they could see about 12 or 15 Leagues farther; but for the 18 or 20 Leagues, it was fast with Ice not yet broke up, and running away S. E. and S. S. E. by Compass, with very high Land on both Sides, about 4 Leagues broad in the narrowest, and about 6 in the widest Part, with above 20 small Islands in the Middle and Sides, and it being then the 7th of *August*, and no Appearance of its clearing this Year, and near the 67th Degree of Latitude, no anchoring the Ship, being very near deep Water close to the Shore, and much large Ice driving with the Ebb and Flood; but little Room if thick Weather should happen, which we could not but expect very soon, having had much clear Weather; for which Reasons it is agreed upon to make the best of our way out of this cold, dangerous

and narrow Strait, and to make farther Observations between the Latitude of 64° and 63° , on the north Side of the *Welcome*, having seen large Openings, broken Land and Islands, with strong Tides, but had not Opportunity of trying from whence the Flood came in our Passage hither. Given under our Hands this 8th Day of *August*, 1742.

Christopher Middleton,
John Rankin,
William Moor,
Robert Wilson,
George Axe,
John Hodgson.

XII.

A Copy of an Abstract of our Journal from Churchill on the Discovery to our Arrival at the Orkneys on board his Majesty's Ship Furnace, sent to the Admiralty, the Navy, and to Mr. D— in Ireland.

I Sailed from *Churchill* the first Day of *July*, being the first Spurt of Wind I could get for sailing out of the Harbour, and continued sailing with a fair Wind, till the third; when we saw an Island, the two Extremities bearing N. b. E. and E. b. N. lying in the Latitude of $63^{\circ} 00'$ north, and Longitude from *Churchill* $3^{\circ} 40'$ east, which I take to be the same which *Fox* named *Brook Cobham*. On the fifth Day, I saw a Head Land on the north Side of the *Welcome*, bearing N. W. b. N. seven or eight Leagues distance, in the Latitude of $63^{\circ} 20'$, and Longitude from *Churchill* $4^{\circ} 00'$ east. Here I tried the Tides several times, and found close in with the Land the Tide to run two Miles an Hour from the N. b. E. which I take to be the Flood, and by the Slacks, from several Trials, I found that a West or a W. b. N. Moon made high Water, having a

1

full

full Moon that Day. On the 8th Day, saw the north Side of the *Welcome*, with much Ice in Shore. I tried the Tide, and found it set E. N. E. two Fathoms. On the ninth, continuing my Course, and sailing through much Ice, I was obliged at length to grapple to a large Piece. The Tender did the same to keep off from the Shore, the Wind blowing us right upon it. I tried the Tide frequently, and could discover neither Ebb nor Flood by my current Log. Here we were fast jamm'd up in Ice, being totally furrounded for many Miles, and the Wind setting it right upon us, it was all Ice for ten Leagues to Windward, and were in great Danger of being forc'd a-shore; but it happily falling calm, after we had lain in this Condition two or three Days, the Pieces of Ice separated, or made small Openings, we being then within two Miles of the Shore, and with no little Difficulty haul'd the Ships from one piece to another, till we got amongst what we call Sailing Ice; that is, where there are such Intervals of Water, as a Ship, by several Traverses, may get forwards towards the intended Course. In this manner we continued till we saw a fair Cape or Head Land to the northward of *Whalebone-Point*, in the Latitude of $65^{\circ} 10'$ N. and Longitude from *Churchill* $8^{\circ} 54'$ East. This I named, after my worthy Friend, *Cape Dobbs*. I had very good Soundings between the two Shores of the *Welcome*, having 46, 48, and 49 Fathoms Water. At the same time that I saw *Cape Dobbs*, I saw a fair Opening bearing N. W. which, according to my Instructions, I stood in for among the sailing Ice. It was just Flood when we entered it; the Tide running very strong, which, by Observations afterwards, I found to run five or six Miles an Hour. I run over some Rocks on the north Side of it very luckily, being just high Water, and anchored in about 34 Fathoms; but as soon as the Tide of Ebb was made, it ran so

Q 2

strong,

strong, and such Quantities and Bodies of Ice came down upon us, that we were obliged to steer the Ship all the time, and keep all Hands upon their Guard with Ice-poles to shove off the Ice ; notwithstanding which it brought our Anchor home, and taking hold again, one of the Arms of the Anchor was broke off.

The next day, I sent my Lieutenant in the Boat to seek out some securer Place for the Ships, it being impossible to keep a-float where we were. Some *Uski-may* Savages came off to us, but had nothing to trade, I us'd them civilly, made them some Presents, and dismissed them. As soon as I got the Ships secur'd, I employ'd all my Officers and Boats, having myself no little Share in the Labour, in trying the Tides, and discovering the Course and Nature of this Opening, and after repeated Trials for three Weeks successively, I found the Flood constantly to come from the eastward, and that it was a large River we were got into, but so full of Ice, there was no stirring the Ships, with any probability of Safety, while the Ice was driving up and down with the strong Tides. Here I lay not a little impatient to get out; went several times in my Boat towards the Mouth of the River, and from a Hill that over-look'd Part of the *Welcome*, saw that Place full of Ice ; so that I found there was no time lost by our being in Security ; however, I sent my Lieutenant and Master in the eight-oar'd Boat to look out for a Harbour near the Entrance of the River, but they found none, and it was a small Miracle they got on board again ; for they were so jamm'd up with Ice, which driving, the strong Tides would inevitably have stove the Boat to-pieces, and all must have perished, had it not been for an Opening in a large Piece of Ice, into which they got the Boat, and with it drove out of the River's Mouth ; but when the Tides lack'd, the Ice open'd

as usual, and they row'd over to the north Shore, so got in with the Flood. I several times sent the *Indians* on Shore, to see if they knew any thing of the Land; but they were quite ignorant of it. In this vexatious Condition I continued for 3 Weeks, resolving to get out the first Opportunity the River was any thing clear of Ice, and make what Discoveries I could by meeting the Flood-Tide. This River, which, by frequent Trials of the Lands, Soundings, Tides, &c. I was able to take a Draught of, I nam'd the River *Wager*, after the Right Honourable Sir *Charles Wager*, &c.

On the third of *August*, the River for the first time was a little clear of Ice, and accordingly in pursuit of our Discovery, and on the fifth by Noon got into the Latitude of $66^{\circ} 14'$. We had then got into a new Strait, much pester'd with Ice, and on the north Side of which we saw a Cape or Head Land bearing north; we had deep Water, and very strong Tides within four or five Leagues of it. I nam'd this Head Land *Cape Hope*, as it gave us all great Joy and Hopes of its being the extreme north Part of *America*, seeing little or no Land to the northward of it. We turned or worked round it the same Night, and got five or six Leagues to the N. b. W. before we could perceive any otherwise than a fair and wide Opening; but about Noon the sixth Day, after having got into the Latitude of $66^{\circ} 40'$, found we were imbay'd, and by two in the Afternoon could not go above three Leagues farther, and having tried the Tides, all the Forenoon, every two Hours till two o'Clock in the Afternoon, found neither Ebb nor Flood, yet deep Waters. From this it was concluded, that we had over-shot the Straits on the north-east Shore, from whence the Flood came; and as there was no proceeding above 3 or 4 Leagues further, it was agreed upon by all to return back and search narrowly for

a Strait or Opening near where we found the strong Tides. On the seventh, after we were confirmed the Flood came in at the north-east from the E. b. S. I went on Shore in the Boat, and found it flowed 15 Feet, three Days after the Full, and a W. b. S. Moon made high Water, I travelled twelve or fifteen Miles from Hill to Hill inland, till I came to a very high Mountain, from whence I plainly saw a Strait or Opening the Flood came in at, and the Mountain I stood upon being pretty near the Middle of this Strait, I could see both Ends of it; the whole being about 18 or 20 Leagues long, and 6 or 7 broad, and very high Land on both Sides of it, having many small Islands in the Middle and on the Sides of it; but it was all froze fast from Side to Side, and no Appearance of its clearing this Year, and near the 67th Degree of Latitude, and no anchoring the Ships, being very deep Water close to the Shore, and much large Ice driving with the Ebb and Flood, and but little Room if thick Weather should happen, which we continually expect in these Parts; it was agreed upon in Council to make the best of our way out of this dangerous narrow Strait, and to make Observations between the 64th and 62d Degree of Latitude. The *Frozen Strait* I take to run towards that which *Bylot* named *Cape Comfort*; and the Bay where *Fox* had named a Place *Lord Weston's Portland*. It is in the Latitude of $66^{\circ} 40'$, and $12^{\circ} 49'$ east from *Churchill*.

Pursuant to the Resolution we bore away, and tried the Tides on the other Side the *Welcome*, founding and observing close in shore, but met with little Encouragement. On the 11th of *August*, I once more saw the Island of *Brook Cobham*, and continued trying the Tide, and still finding the Flood came from the eastward, and by coasting along the *Welcome*, was certain of its being the main Land, tho' there are several small Islands and deep Bays,

Bays, and saw several black Whales of the right Whalebone kind. I work'd off and on by Brook Cobham, sent the northern *Indians* a-shore upon the Island, who, at their Return, gave me to understand it was not far from their Country, and desir'd I would let them go home, being tired of the Sea. I kept them with Assurances, that I would act according to my Promise; and finding no Probability of a Passage in two or three Days after, I gave them a small Boat, well fitted with Sails and Oars, the Use of which they had been taught, and loaded it with Fire-Arms, Powder, Shot, Hatchets, and every thing desirable to them. They took their leave of me, and I sent another Boat for Water, which accompanied them a-shore, the southern *Indian* being with them. The southern *Indian*, who was Linguist for the northern ones, returned with the Boat, being used to the *English* Customs at the Factory, and desirous of seeing *England*, being a willing handy Man, I brought him with me. And the same Evening, which was the 15th of *August*, I bore away for *England*, thinking to have tried the Tide at *Carey's Swan's Nest*, but could not fetch it. On the 20th saw *Mansel's Isle*. On the 21st *Cape Diggs* was in sight. On the 26th made *Cape Resolution*, and arrived at *Cairston* in *Pomona*, one of the Islands of *Orkney*; most of my Men being so very much afflicted with the Scurvy, and otherwise sick and distempered, that I shall be obliged to leave Part of them behind me, and only wait to impress Hands to carry the Ships safe to *London*. For the Particulars, I must refer you to my Journal and Draught. I shall send to the Admiralty, this Sheet of Paper being not sufficient for the particular Accidents.

XIII.

Dear Sir,

I Had both yours from *Orkneys*, and the Duplicate you wrote when you arrived in the *Thames*, which I immediately answer'd from *Lisburn*, congratulating you upon your safe Arrival with the Ships after so dangerous a Discovery ; and at the same time, expressing my Concern at your not having found the Passage, as we had reason to have expected it, if you had found things agreeable to the former Journals. I directed for you as formerly in *London-street*, near *Ratcliff-cross*, but found by a Letter I had from Mr. *Allan* last Night, that you have not got my Letter. Since I have not a Duplicate of what I wrote, I shall now again mention the chief Points I wrote to you before to be resolved in, and desire your Answer and Opinion upon the whole, and hope you will still send me the Copy of your Journal, and the Draught you made of what you discovered.

I am convinc'd from the Extract you have sent me of your Journal, that from the *Welcome* in 64° , to the Latitude of 67° , there are no Hopes of a Passage on that Coast ; and if there is any, it must be further north, and consequently attended with more Difficulty; this seems to be ascertained by your finding so large a River as that of *Wager* to the northward of *Whalebone-Point*, and the Cape you have honoured me with the Name of; and if the fresh Stream there is large, the Continent through which it runs must be so much the broader in that Place. I should have been glad to have one of your northern Savages understand the Language of the *Eskimaux* Savages which came on board you, for they might then have given you some Account of that Country and neighbouring Sea, if any near it to the westward.

You

You observed, that a W. b. N. Moon made high Water, and a W. b. S. above *Cape Hope* in $66^{\circ} 40'$, consequently the Tide at the *Welcome* must flow from the other as it is later; but you not acquainting me, whether the Lands to the Eastward, or Starboard, as you sailed north, were Continuous Islands, makes me at a loss to know whether the Tide there came from the eastward or from the north-eastward by *Cape Hope*, and the new Strait you discovered from the Mountain, through which the Tide came, from near *Cape Comfort* on *Weston's Portland*, where the Strait you saw ended. Now the Difficulty I find in accounting for this, makes me desire your Opinion upon it; you have confirm'd that a W. b. N. Moon makes high Water at the *Welcome*, and a W. b. S. above *Cape Hope*. *Bylot* and *Baffin* affirm, that a S. by E. Moon makes high Water at *Cape Comfort*; if that be fact, can the Tide, in so small a Way, from *Cape Comfort* to your Bay above *Cape Hope*, be eight Points later, and only two Points later in going from *Cape Hope* to the *Welcome*, since you were there as near *Cape Comfort* as the *Welcome*, and therefore as the Strait you saw was made up of broken Lands, or Islands to the north-eastward, whether around these Islands a northern Tide might not have set about some of these Head-lands, as well as a south-eastern Tide from *Hudson's Strait*?——I also desire your Opinion, whether the great Quantity of Ice you found near the *Welcome*, not mentioned by *Fox* or *Sroggs*, was caused by the Winter's having been more severe there than usual, or whether you imagine it was the usual Quantity which is there every Year; and since you saw black Whales at the *Welcome*, from whence do you imagine they came, since none have ever been mentioned to have been seen passing or re-passing *Hudson's Strait*? These were the chief Thing I would have had your Opinion upon. But

as upon the whole, I apprehend it would be in vain to push it any farther that way; I think the only safe way now, is by the Rivers of *Nelson*, or *Churchill*, by going up to their End, from thence descending such Rivers as fall from thence into the Western Ocean. This can only be done by laying open the Trade, and dissolving the Company for so far, and then making proper Settlements higher up upon these Rivers to the south-westward in a more temperate Climate; and therefore I desir'd your Assistance, if you approv'd of it, to inform me as much as you could of these Rivers and inland Countries, with their Climates, and what Advantages we might have by making Settlements up those Rivers, in the Bottom and western Side of the Bay, which must enlarge our Trade, and secure our Settlements there from the *French*, and regain the Trade which has been lost to them by the Monopoly of the Company.——As this, since the other has failed, would be a publick Benefit, I have been preparing all I can to inforce it, and should be glad to have what further Accounts or Materials you can furnish me with, from any Journals you have had, or Accounts of these Climates, Countries, and Trade, and then I shall make no doubt of ingaging the Merchants to join us in opening that Trade, and settling those Countries.

Lest this should miscarry, as well as my last, I have inclosed it to Mr. *Allan* to deliver to you, and hope to have your Answer as soon as you can conveniently, with your Journals and Draught.

I wish you Health and Prosperity in all your Undertakings, and am, with great Esteem,

Dear Sir,

Your most obedient humble Servant,

Dublin, November

19th, 1742.

I

A———D———

XIV.

XIV.

SIR,

London, Novemb. 27, 1742.

I Had the Favour of yours, of the 20^{ult.} which happened to lie some Days at my former Habitation, before it was forwarded to me; and I shall transmit you the Chart, together with the Journal, and other Observations, by the first convenient Opportunity. In the mean time, I shall give you the best Satisfaction I am able, with relation to the Difficulties that have occur'd to you. And first, it is to be noted, that all the Land along the east Side of the *Welcome*, from 64° of Latitude to the *Frozen Straits*, is one continued level Land, somewhat like *Dungeness*, low and shingly. The great Tides you mention, which flow up the River *Wager*, and off *Cape Dobbs*, come all from the *Frozen Straits*, E. b. N. by Compass, according to the Course of the new Strait, that we passed between *Cape Dobbs* and *Cape Hope*, the mean Variation between the said Capes 40° westerly, and makes the true Course of this Strait nearest N. 40° easterly; the said Strait ends to the westward of *Cape Hope*, in a Bay 20 Leagues deep, and 15 Leagues broad, which lies W. N. W. by the true Bearings; and we carefully surrounded it, sailing up to the very Bottom within 2 or 3 Leagues, and found no Appearance of a Passage for either Tide or Vessels. All the way as I sail'd from *Cape Hope*, quite down to the Bottom of this Bay, I tried the Tide; and all round I found neither Ebb nor Flood, which must have appeared had there been any. The Land was all very high and bold, ascending into the Country to a vast Height, without any Breaks; so that had there been a Passage here we could not have missed of it.

With regard to the Tide, which you think would have been obstructed from flowing so rapidly to

R 2

Wager

Wager River, if the Strait was froze fast from Side to Side.

I need only observe to you, that at *Churchill*, all the Winter, the Tide ebbs and flows up the River in the same manner as if there was no Ice, being lifted every Tide of Flood from 12 to 18 Feet, all except what is fast to the Ground, and falls again upon the Ebb, though 8 or 9 Feet thick. Now close to the north End of the *Frozen Straits*, is 100 Fathoms of Water or more, and probably that Depth may continue the whole Length; and then there is Passage free for the Flood and Ebb to pass without lifting; but I observed this Ice was all cracked round the Shores, and on the Island at *Churchill*.

You seem to be at a loss how to account for the black Whales getting to *Brook Cobham*, if they do not pass and repass by *Hudson's Straits*: Now, 'tis true, I never saw any above 20 Leagues up *Hudson's Straits*; but I have traded with *Indians* off *Nottingham* and *Diggs*, for Whalebone just fresh taken; for my own part, I cannot think these Whales come round *Cory's Swan's-Nest*, but thro' the *Frozen Straits* under the Ice; for we saw many of them in *Wager River*, and in 63° Latitude, and these may not come through *Hudson's Straits*, but to the northward, as all the north Side of *Hudson's Straits* appear to be broken Land and Islands; and *Cumberland Bay*, *Baffin's Bay*, and *Straits Davis* may have a Communication with this new *Frozen Straits*, and Whales, &c. may come from thence.

It is hardly possibly to account for the Difficulties about the Tides; for though it flows E. S. E. at *Resolution*, and S. b. E. at *Cape Diggs*, which makes five Points in running 130 Leagues; yet it is but one Point in going down to *Albony* and *Moose River*, for there it flows south, and the Distance 250 Leagues.

So

So from *Humber* to *Cromer*, on the *Lincolnshire* Coast (as I mentioned formerly) is but 14 Leagues, and at one Place it flows W. b. S. at the other N. W. Likewise from the *Frozen Straits* to *Churchill* is but two Points difference, or one Hour and half of time, in the Distance of 200 Leagues; so that I think no Rule can be fixed, where Tides flow into deep Bays, obstructed by Islands or Counter Tides.

The Ice I met within the *Welcome*, was most of it to the northward of all the Parts before discover'd; so that none who went before me could have seen it; for most of it lay to the north of *Whalebone-Point*; and every Year is not alike, with respect to Wind bringing it to the southward; and it is entirely directed by the Winds here, as well as in all other Ports of the Bay. In our way to *Churchill*, there was less Ice than usually happens; and it was also sooner clear in the Spring, by 15 Days than common.

Undoubtedly there is no Hope of a Passage to encourage any further Trial between *Churchill* and so far as we have gone; and if there be any further to the northward, it must be impossible for the Ice, and the Narrowness of any such Outlet, in 67° or 68° of Latitude, it cannot be clear of Ice one Week in a Year, and many Years, as I apprehend, not clear at all.

In any other Attempts, I shall be glad to give you all the Assistance I can, and furnish you with any other Informations that you may think needful to promote your Design; but I hope never to venture myself that way again.

My Friends being out of the Admiralty, I find there will be a great deal of Difficulty to get any thing done for me in the Navy at present; or to procure any other Recompence for my Loss these two Summers in leaving the *Hudson's-Bay* Service, where

where I should have 1400 *l.* in the Time that I have acquired but 160 *l.* in the Government's. I remain, with great Sincerity and Respect,

SIR, *Your most obedient humble Servant,*

CHRISTOPHER MIDDLETON.

P. S. The *Eskimaux*, and the Northern *Indians* I had with me, were utter Strangers to each other, in Manners and Language; neither could I make these *Eskimaux* understand me by the Vocabulary I had of the Language of those in *Hudson's Straits*.

XV.

DEAR SIR,

I Have your last Favour of the 27th of *October*, in Answer to the Difficulties I started, which you have fully answered; so that I am fully convinced there can be no Passage N.W. by Sea, as we seemed to have had Reason to expect; and therefore it would be very wrong to think of attempting it for the future. But I am still of Opinion, that the Publick may have a great Advantage by the *Hudson's Bay* Trade; if it be laid open, and the Country settled higher up upon these great Rivers, which run into the Bay, by *Moose*, *Albony*, the *Severn*, the *Nelson* River; and these Settlements, as the Rivers come from great Lakes to the South-west-ward of the Bay, would be in a much more temperate Climate, than at the Mouths of the Rivers, among the Swamps, where they and the Bay continue a much longer Time frozen, than farther into the Country; so that whoever would settle higher up, might have very comfortable and beneficial Settlements, and not only secure all the Country and Trade Westward of *Moose* River from the *French* of *Canada*, but also by making a Settlement near the Lake *Errice*, Westward of *Pensylvania*, above the great Fall of *Magara*,

Magara, secure all the Navigation of the Lakes, and cut off their Communication with the *Mississippi*, and also secure a great deal of the Trade to the North Eastward of these Lakes, to *Rupert's River*, and the East Main. To shew this to more Advantage, I should want a better Description of the Rivers and Lakes to the Westward of the Bay : I have extracted from Monsieur *Jeremie*, all the Knowledge the *French* acquired, whilst they possessed Fort *Bourbon* upon *Nelson River*, who was himself some hundred Leagues up among the great Lakes which fall into *Nelson River*, which are in a temperate Climate, and run thro' rich Countries. Now if you concur in this Scheme, we might, by joining in this Scheme, and adding what further you have observed, or have collected from such of the Companies Factors or Servants, who may have been curious to search into these Rivers, give a much greater Light in the Description of those Countries and Rivers, as well as Charts of the Bay, and Account of the several Climates, as may fully convince the Publick of the Benefit to be made of these Countries, by opening the Trade, and settling upon the Rivers. I have already sketched out from what I have read, and the Journals you gave me from *Albany*, and the Nature of their Trade, what may shew the Advantage may be made of that Trade, but it will be much more compleat, from what you are capable to furnish; and if you have no Thoughts of publishing something of this Nature from yourself, I shall be glad of your joining with me in this Attempt. I know Lord *Carteret*, *Winchelsea*, and several others, who will support it, if a proper Plan be laid before them; and probably, by the Heads of these Rivers we might gain a Communication with the Nations upon the Western Sea, which may be of Advantage, tho' nothing so great, as if the Discovery had been made by Sea.

I shall

I shall be glad to have your Thoughts upon this, and what Materials you think you could furnish towards it; and if we can prepare a reasonable Plan, I shall go over and push it with all my Friends.

I have a Letter from Mr. *Samuel Smith* Yesterday, that he has forwarded to me your last Journal, and that you will send me your Draught as soon as you have got it copied, for which I am very much obliged to you.

I should be very glad to hear that you were employed in some way satisfactory to you by the Publick, which you have so just a Right to, after having quitted the Company's Service in order to serve the Publick; and wish it were in my Power to contribute to it, I should do it with great Pleasure, and would go over upon that very Account, if it could be of Advantage: In the mean Time, I wish you all Happiness, and hope to hear from you, being with great Esteem,

Dear Sir,

*Your most Obligated, and
Obedient humble Servant,*

Dublin, Decem. 14,
1742.

A—— D——.

XVI.

SIR,

I Was duly favoured with yours of the 14th of December; and am sorry that I could not return my Answer sooner, but the ill State of Health that I labour under, prevented me in this as well as many other of my Affairs.

It gives me much Satisfaction to find, that you approve of the Solutions I sent, in regard to the Difficulties you proposed, and that you are convinced I have done all that was necessary to put the Impassability thro' those Seas to the Westward out of Question; in such manner as to render any Attempt needless for the future: but on the contrary, I should

should have been infinitely pleased, had our Expedition succeeded according to the Reasonableness of your Expectation.

I have seriously considered your Proposition of laying open the *Hudson's Bay* Trade, and settling the Country higher up, upon those great Rivers which runs into the Bay; and tho' I may agree with you in the great Advantage the Publick would reap from such a Settlement, (could it be made) in the Obstruction it would give to the *French*, both as to their Trade, and the cutting off the Communication with the *Mississippi*, yet I must declare my Opinion, that it is altogether impracticable upon many Accounts; for I can't see where we could find People enough that would be willing, or able to undergo the Fatigue of travelling those frozen Climates, or what Encouragements would be sufficient to make them attempt it, with such dangerous Enemies on every Side; no *Europeans* could undergo such Hardships as those *French* that intercept the *English* Trade, who are inured to it, and are called by us *Wood-Runners* (or *Coueurs de Bois*) for they indure Fatigues just the same as the native *Indians*, with whom they have been mixed and intermarried for two, three, or more Generations.

As to the Rivers you mention, none of them are navigable with any thing but Canoes, so small, that they carry but two Men, and they are forced to make use of Land Carriages near the fourth Part of the Way, by reason of Water-falls during that little Summer they enjoy.

Out of 120 Men and Officers the Company have in the Bay, not five are capable of venturing in one of those Canoes, they are so apt to overturn and drown them. Many of our People have been twenty Years and upwards there, and yet are not dextrous enough to manage a Canoe; so there would be no transporting People that way.

S

Should

Should there happen a *French* War, the best Step we could take towards rooting them out of *America*, would be, in the first Place, to take *Canada*; which I make no Question might be done, if attempted in a proper Manner, and at a right Season of the Year.

Had Sir *Hovenden Walker* succeeded when he was sent upon that Expedition, it would undoubtedly have been of great Advantage to us; for at that Time the *French* were not one Tenth Part so numerous as now, that they have intermarried with the Natives, and over-run the whole Country, so that it is become a Matter of infinite Difficulty to root them quite out of their Possessions and Trade in *America*.

I look upon Sir *Hovenden Walker*'s Miscarriage in his Expedition, to be owing to this; that he did not arrive there 'till the latter End of *August*, at which Time he ought to have been returning: and whenever a War happens again with *France*, should it be thought proper to attempt the taking of *Canada*, we ought to be in the River of *St. Lawrence* by the first Day of *June* at the farthest; and as to the Difficulties Sir *Hovenden* complained of, from the Uncertainty of the Currents, Fogs, &c. they are such as we now make no account of conquering in *Hudson's Bay* and Straits, where they are certainly greater. I can set the Currents and Tides in any Weather, even under a Mainfail in a Storm of Wind, so as to discover both how fast, and upon what Point of the Compass it sets; and then as to observing the Latitude in foggy Seasons, I have seldom mis'd two Days together, if it be tolerable smooth Water, as you'll find in our Journals. Now I apprehend that the Navigation in the River *St. Lawrence* must be attended with much fewer Inconveniencies, than in *Hudson's Straits*, and thole Coasts where

where we have no Soundings, much Ice, great Fogs, with strong Tides, and various Currents.

This is the principal Matter that I can think of at present; had not my Indisposition prevented me, I should, before this Time, have drawn up some further Account of our Voyage, but I have nothing material worth imparting to you further, except a Chart of the whole Bay and the Straits, which will be engraved in a little Time, for you already have my Journals and Observations, as well as the Accounts of those that attempted the Discovery before me.

I am very much obliged to you for your kind Wishes, and all the Favours you have conferred on me, and am as yet quite uncertain as to what their Lordships intend to do for me; they treat me with great Respect, and such as I have the Honour to know, to wit, my Lord *Winchelsea*, Lord *Baltimore*, and Admiral *Cavendish*, have all promised me their Favours. I am,

SIR,

Your most obedient

January 174²/₃.

humble Servant,

CHRISTOPHER MIDDLETON.

To A. D——, Esq;

XVII.

DEAR SIR,

Lisburn, January 22, 174²/₃.

IN my last to *Samuel Smith*, I inclosed one for Lord *Carteret*, open for your Perusal, upon our Scheme of opening a Trade to the Bay, to which I refer you; and in *Sam's* Letter hinted at what I discovered from your Journal at large; that you have made a much greater Progress in the Discovery of the Passage, than you imagined when there; and that from the Lights I have got from your

Journal, I can almost prove that you were in the Passage, and that *Wager* River is properly *Wager* Strait, and not a fresh Water River; and that the Way you enter'd it was one, tho' not the greatest and easiest way into the Strait: I only want your Chart of the whole new discovered Coast, to establish or contradict my Judgment of it, which I am informed is come to *Dublin*, but not yet sent to me. However, I can't delay imparting my present Thoughts of it, and my Reasons from your Journal, to shew you were in the Strait, but not in a fresh River; and that the chief Cause of your taking it for a River was from the quantity of Ice, the straitness of the Tide, and its following you from the Eastward, and not meeting the Flood from the Westward, which was one of the greatest Proofs we went upon, before you left us. Now this last Objection is easily answered; that had the Ocean flowed in near *Whalebone* Point, as we at first expected, we must then have expected to have thereabouts met the Tide of Flood from the Westward; but since we find the Communication is by a Strait, or Passages thro' Islands, and broken Lands, as in the *Magellanick* Straits; there the Tide continues to rise, until it meets the Tide from the other Ocean, and the Flood is not to be expected to meet us until we have at least got thro' half the Length of the Strait; and if you will look into *Narborough's* Account of the *Magellanick* Straits, you will find that a parallel Instance. Those Straits are no where above four Leagues wide, in most places not above two Leagues, and in the narrow, at the East Entrance, not above a League wide; and yet he went about fifty Leagues into the Straits, before he met the Western Tide. Now you have full stronger Reasons for *Wager's* River being a Strait; it was but six or seven Miles wide at the Entrance on the East Side, and but from 16 to 44 Fathom deep;

as you went up, it increased to four, five, six, and seven Leagues wide; *Deer Sound*, seven Miles wide, goes off from it, and probably others not mentioned in the Journal; since the Lieutenant, when he was last up 12 Leagues above it, says, he tried every other Inlet, to try if he could meet a contrary Tide, or other Passage out, and the Depth increased to 70 and 80 Fathoms; your mentioning also the Height and Cragginess of the Coast, and not mentioning their being covered with Snow, tho' you mention that Brook *Cobham* was, makes me conclude that they were not covered with Snow; and there being neither Trees nor Grass still confirms me, that the whole was a Strait of salt Water, and that you were not come into fresh Water; but the Number of Whales and Fish, seen as high as he went, and none being seen below, nor where the Ships lay, in *Savage Cove* and Sound, is a Demonstration to me, not only that it was salt Water, but also that they came in from the westward, and that you would have found less Ice the higher you went; because the Whales could not come there, without a Passage tolerably free from Ice, otherwise they would have come as far as where your Ships lay, but did not because of the Ice; and that must be the Reason why you did not see them, when you went up to *Deer Sound*, because the Ice was not then broke up where you were, as it was afterwards when the Lieutenant went up, and probably was much sooner up to the westward; from the Whales also, which you saw in the Bay or Inlet between 63° and 64° , and those seen by *Fox* in the same Place, and by *Scroggs* in $64^{\circ} 8'$, and towards *Whalebone-Point*, where they had no Ice, tho' you met a great deal there; I conclude, there has been more Ice thrown in there this Year, than usually is; and that all that Coast is a broken Coast with Islands, and Inlets, as *Cape Fullerton* was, as mentioned by *Scroggs*; and

consequently conclude, that the Whales came into that Corner of the Bay, from the Upper End of that Strait you were in; and that you happened into the most northerly and narrow Entrance, into that Strait, and consequently most pester'd with Ice, and that the most easy and largest Inlet is to the southward of *Whalebone-Point*, betwixt that and the Head Land near *Brook Cobham* in $63^{\circ} 20'$.

My Reasoning upon your Journal I would have you consider of; for I really think you have prov'd the Passage, tho' you were not at once able to perfect it ——— what is only necessary to fix or alter my Judgment, would be an Account of the Lieutenant's and Master's Observations, the last time they went up the Strait; what Depths they had upon sounding, what Breadth the Channel continued, which Way it was directed, what Sounds went off from it on either Side; a great deal depends upon their Recollection of these things, as well as whether they met with more or less Ice, whether Snow upon the Land or not, for as to the Tides following them in a Strait it is no Objection.

If their Accounts confirm the others I have taken from the Journal, I think I may congratulate you upon your having found the so-much-wish'd-for Passage; and if it be one, am convinc'd the more southerly Entrance, thro' which the Whales come into the Bay, will be free from Ice. — I beg to have your Sentiment upon this, as soon as you can consider it, and have an Answer from your Officers, for the Presumption will be a great Inducement to open the Trade to the Bay; and in a further Discovery, there needs no Wintering in the Bay, only getting there in the Middle of *July*, and pushing as far in the Strait as can be done in the Month of *August*, and then returning in *September* home, which is better than wintering at *Churchill*, until the Passage

sage through leads them to a warmer Climate on the other Side.

I shall add no more, but that I am with great Esteem,

DEAR SIR,

Your most obedient humble Servant,

A——D——.

Your Answer and Lord Carteret's, will determine my going over next Month.

XVIII.

SIR,

YOURS I receiv'd of 22 *January*. And I also saw yours to Mr. *Smith*, with the inclos'd to my Lord *Carteret*, upon opening the Trade to the Bay.

You say, I have made a much greater Progress in the Discovery of the Passage, than I imagined when there; and that from the Light you have got from my Journal, you can almost prove that I was in the Passage; and that *Wager* River is properly *Wager* Strait, and not a fresh Water River; and that the Way I enter'd it was one, tho' not the greatest and easiest Way into the Strait.

You also observe, if there be a Communication between the Bay and the Western *American* Ocean, or a Passage thro' Islands and broken Land, as in the *Magellanick* Straits, the Tide will continue to rise until we have got Half-way thro', and then meet the Ocean Tide. This I thought of when there, and made several Trials of, and also ordered my Officers to observe the Course, Direction and Height of the Tides at the farthest they went up, as you will find in the inclos'd Order. Now, as it
flowed

flowed at *Savages Sound* 15 Feet, the same Day and Tide that it flow'd but 10 Feet at *Deer Sound*, and 15 Leagues above *Deer Sound* on the west Side but 6 Feet, the Tides kept their regular Course as high up as I was myself, which was 5 Leagues above *Deer Sound*, that is about seven Hours Ebb, and five Hours Flood, 20 Leagues up; whereas if there had been a Tide from the westward to have met this, it must have raised the Tide higher the further we went up, as you say it does by *Narborough's* Account of the fore-mention'd Straits, and the Flood would have run not above two Hours, as he found it there. All these Observations confirmed me, that it could not be a Strait as you seem to think.

You speak of many Whales that we saw on the Coasts, and in *Wager River*, some of which certainly came in at where our Ships entered; for I saw several in the *Welcome*, and some off *Cape Dobbs*, after we came out, and before we went in. The high Land and deep Water gave me great Hopes, before I tried the above-mentioned Tides. *Brook Cobham* was covered with Snow when we went out; but in our Return home, there was none upon it; the Snow on the Land in the River *Wager*, was much wasted before we got out of it upon the Tops of the Mountains, but in the Vallies it lay very thick, and hard enough to bear Waggon and Horses.

As to any Passage or broken Lands between River *Wager* and $62^{\circ} 40'$, I am certain I searched that Coast very narrowly all the Way, and stood into every Bay so near, that the *Indians* I had on board knew all the Coast, and would have had me set them on Shore at *Cape Fullerton*; for they knew the Way to *Churchill*, and had travelled that Way several times in the Summer; which they could not have done if that Cape were an Island, or any large River there, for they have no Canoes, neither is there

there any Wood there to raft over with, as to the Southward.

The Copy of the Lieutenant and Master's Report, I have here inclosed; but what is wanting there, I shall mention here: the River, 5 Leagues above *Deer Sound*, is 8 or 9 Leagues broad; the Channel is 70 or 80 Fathoms deep in the Middle, and lieth near N. W. by true Chart; as far as they went up, they met with as much Ice or more than below, where the Ships lay; when I was up, I could go no farther for Ice than I did, and could not get over to the west Shore but once for Ice all the Time we were in the River; so my real Opinion is, that this River cannot be above one Week or two at most, clear of Ice in a Year, and many Years not clear at all.

For the Reasons I mention in my Observations on the Effects of Cold, when the Winds blow from the N. W. Quarter, there must certainly be much Land to the westward, covered with perpetual Snow, and the Land from the Water's Side ascends gradually up into the Country, and is very high, as I saw from off the high Land above *Deer Sound*. This is all I have time to think upon at present. I am,

With great Respect,

Your most obedient humble Servant,

CHRISTOPHER MIDDLETON.

N. B. This is a rough Draught, and to all Purposes the same as a Letter I sent Mr. *D*—— in Answer to his of Jan. 22d, 1743; but I can't venture to say, it is the same Word for Word.

XIX.

Extract of a Letter of Mr. D——

----- I heartily wish you Health and a prosperous Voyage ----- I recommend my Friend, Mr. *Smith*, to your Care and Protection, hoping he will behave well, and be diligent in what you employ him ----- I hope we shall have a happy Meeting, and am with great Truth and Esteem, &c.

Suffolk-street,
May 27, 1741.

A—— D——

XX.

ROBERT WILSON, late Master of the *Furnace Sloop*, Capt. *Christopher Middleton* Commander, maketh Oath, that he, this Deponent, being soon after last *Easter*, 1743, on board the *Mary Belinda*, in the River of *Thames*, *Edward Thompson*, late Surgeon of the *Furnace* aforesaid, and *John Wygate*, late Clerk of the same, did then and there make a Visit to him this Deponent, and did both openly and in the hearing of great Part of the said *Mary's* Crew declare, that he this Deponent was the only Man they wanted to compleat a certain Purpose; which, if he this Deponent would join with them in, he this Deponent might depend upon having the same Post as Capt. *Middleton* had the last Voyage, or Words to this Purpose, and that upon this Deponent's asking them what they meant, they told him he must go along with them directly to Mr. D——, for that they said Mr. D—— wanted much to talk with him; that accordingly he this Deponent did accompany them to the said Mr. D——, and that the said Mr. D—— did importune this Deponent to set down some Particulars in Writing relating to the late Voyage under

Capt. *Middleton* : To which this Deponent answer'd, That he could give no other Account than what he had already given in his Journal, which was a just and true one ; and that upon this, he this Deponent left Mr. *D*——, and returned back to his Business. And this Deponent further maketh Oath, that about two Days after, the aforesaid *Thompson* and *Wygate* did make this Deponent a second Visit aboard the *Mary* aforesaid, and that the said *Wygate*, taking a Pen and Ink, did much importune this Deponent, to let him, said *Wygate*, write down an Answer to a certain Question, or Questions, proposed to this Deponent by said *Wygate* ; and that said *Wygate* having begun to write, this Deponent suspecting that some wicked Purpose might be designed by such odd Proceedings, did refuse to go on in his Answers, and that then said *Thompson* said, That he thought this Deponent much in the right to desist, till he was better assured upon what Consideration he was to do it. And this Deponent further maketh Oath, that said *Thompson* and *Wygate* did come to him this Deponent, and at a House near the *New Crane*, told this Deponent, that they had been every where seeking him this Deponent, and that this Deponent answer'd, He did not approve of their Schemes, and that they should carry him no more to Mr. *D*——. That upon this, said *Thompson* did rave, and swore, That then he this Deponent should be ruined as well as Captain *Middleton*. And this Deponent further maketh Oath, that about two Days after this third Visit, he this Deponent meeting the aforesaid *Wygate*, was by him said *Wygate* assured, that said Mr. *D*—— having been by him said *Wygate* inform'd of what he this Deponent had said to them, said, Mr. *D*—— turned about and said, Ah ! is the Master gone over to the other Side ? And this Deponent further maketh Oath, that at all times that he has been in

Company with said *Thompson* and *Wygate*, they have expressed themselves in very malicious and spiteful Words concerning Capt. *Middleton*, and have abus'd him with vile and most unjust Accusations and unbecoming Language.

ROBERT WILSON.

Middlesex. Sworn before me the
11th of June 1743. J. Poulson.

XXI.

Middlesex.

JOHN MACK BEATH, this Deponent, maketh Oath, that he this Deponent was employed five Years as a Mariner on board one of the Sloops belonging to the *Hudson's-Bay* Company at *Churchill* River in *Hudson's-Bay*; and that he this Deponent had frequent Opportunities of observing the Tides thereabouts, and that he did always take notice that in the said Bay, and especially near *Churchill*, a north-east Wind, when it blew any thing of a Gale, did make the highest Tides; and that, on the contrary, the least Tides were when it blowed from the south-west, and that the Difference did sometimes amount to 9, 10, or 12 Feet. And this Deponent further maketh Oath, that *John Wygate*, late Clerk of his Majesty's Sloop *Furnace*, and *Edward Thompson*, late Surgeon of the same, have within these three Months last past been frequently at this Deponent's House at *Wapping*, and have often there by this Deponent been heard to boast, that they would do Capt. *Middleton*'s Business, and that they would get him broke, and that they would take care that said Capt. *Middleton* should never command another of the King's Ships, with many other the like ill-natur'd Expressions. And this Deponent further maketh Oath, that said *Wygate* hath frequently said in this Deponent's hearing, that he said *Wygate* might be made a Purser of one of his
Ma-

Majesty's Ships whenever he pleased, and that he shewed several Letters, which he affirm'd to have received from one Mr. *A—— D——*, in *Ireland*; and that said *Wygate* also affirmed, that said Mr. *D——* had, in said Letters, promised him said *Wygate* to reward him to his Heart's Content, provided he said *Wygate* would draw up and sign something of the Nature of an Accusation against the said Capt. *Middleton*, on Account of his Conduct in his late Voyage to the Northwest, and that said Mr. *D——* had been at his said *Wygate's* House, since his Arrival in *England*. And this Deponent further maketh Oath, that he this Deponent had been credibly informed, that the said *Wygate* hath frequently uttered the like Speeches, and made the like Boasts in several other Places.

JOHN MACBEATH.

*Sworn before me at my House in
Great Kirby-street, Hatton-
garden, the 13th Day of June
1743. J. Poulson.*

XXII.

THOMAS TOWNS, this Deponent, late Boat-swain of the *Discovery* Pink, maketh Oath, that he this Deponent being the 20th of *July*, 1742, on board the said *Discovery* in *Wager* River, at a Place called *Deer Sound*, Captain *Middleton* Commander of the *Furnace* Sloop, and Captain *Moor* Commander of the *Discovery* aforesaid, being then just come back with the Boat from a Place called *Savage Sound*, together with four of the *Discovery's* Men which they took along with them, the said Captains, and the said four Men, did, in this Deponent's hearing, declare, that they had all tasted of the Water in the Mid-channel of the said River four Leagues above *Deer Sound*, and found it to be but barely brackish, and that the said four Men did
freely

freely drink it for want of Beer, rather than suck the Ice. And this Deponent further maketh Oath, that when the Boat returned from going up the River the last time, which was on *August* the first, the Year aforesaid, Capt. *Moor*, Mr. *Wilson*, Master of the *Furnace*, and the Petty Officers that accompanied them, did all give it as their unanimous Opinion, that there could be no Passage out of the River *Wager* northward or westward, because, as they said, the Freshness of the Water increas'd the higher they went, and also because the Tide flowed but six Feet at the highest they went, and also because they met with a Fall of Water, which would not suffer them to go higher, and forced the Boat to a Grapnell. And this Deponent further maketh Oath, that on the fourth of *August* 1742, about 6 in the Morning, he this Deponent saw three Whales spouting Water in Sir *Thomas Roe's Welcome*, just without the Mouth of *Wager* River. And this Deponent further maketh Oath, that he is certain, from his own Knowledge, that all the Way from the *Frozen Straits*, so named by Capt. *Middleton* when he discovered it, to *Wager* River, the Tide of Flood came from the eastward. And this Deponent further maketh Oath, that Captain *Middleton's* Behaviour, as far as this Deponent ever saw or heard, was very kind and mild, and that he never did threaten Punishment to any Man for offering his Mind with freedom about the Conduct used in the intended Discovery, or say he would break open Chests, and take away Journals or Papers. And this Deponent further maketh Oath, that he really believes the said Captain *Middleton* had the Discovery at heart above all things; for that he seemed overjoy'd at every thing that seem'd to promise it, and kept a constant Look out and Examination of all Shores; keeping sometimes eight and forty Hours upon Deck at a time, which must be

be very fatiguing in those Parts to a Man in his bad State of Health. And this Deponent further maketh Oath, that through the Sickness and Lameness of a great many, and the Unskilfulness of some, the Ships would not in all probability have ever reach'd *England* again, if it had pleased God to take away Capt. *Middleton* before they had pass'd *Hudson's* Straits homewards. And this Deponent further maketh Oath, that the two northern *Indians* were so far from being forced into a leaky Boat against their Wills, that they went voluntarily into a good tight Boat, which this Deponent saw well caulk'd, and put in Order but two Days before, and seem'd highly pleased at their Departure, as well they might; for they had more Arms, Ammunition, and Goods given them, than they could have traded in seven Years.

THOMAS TOWNS,

Middlesex. Sworn the 30th Day of
May, 1743, before me Anthony
Wroth.

XXIII.

ULRICH VON SOBRIEK, late Quarter-Master of the *Discovery* Pink, maketh Oath, that on Monday the 19th Day of July, 1742, being up the River *Wager* three or four Leagues above *Deer Sound*, in the Boat with Capt. *Middleton* Commander of the *Furnace* Sloop, he this Deponent, and the rest of the Hands in the Boat, did drink the Water in the Mid-channel, and found it but just brackish, so that it might very well be drank. And this Deponent further maketh Oath, that the Flood Tide which flows up the River *Wager*, in at its Mouth, comes all from the east, or the east by north, the Course of the New Strait by Compass, and from the *Frozen* Strait round *Cape Frigid*, (so named by Capt. *Middleton* the Discoverer, where he

he went with the Boat on Shore, as he this Deponent, being in the Ship, could very well observe and discern, the Ship being halled in upon the Ebb, and set off from the said Strait upon the Flood, whilst she was driving and working to stay for the Captain's coming off with the Boat) and not from the south-westward, as is wrongly reported by some who know nothing of the matter. And this Deponent further maketh Oath, that all the way between *Brook Cobham* and *Cape Dobbs*, that is, between 63 and 65 Degrees of Latitude, they were sure of the main Land, and were never above three or four Leagues off the main Land, except in one or two Places, where, meeting with shoal Water, they lay'd to in the Night-time, that they might not pass any Place unseen, and stood in shore in the Day; that off the Head-land in Latitude 63⁸ 20', they were not two Leagues from the Shore, and saw there four or five small Whales, but none at *Brook Cobham*. And this Deponent further maketh Oath, that he never heard of any Rumours about any Neglect of the Discovery, on board either of the Ships, but that quite to the contrary, Captain *Middleton's* Treatment was very kind, both to Officers and Men; and that no body could take more Pains and Care in making all kinds of Observations, which might help towards a Discovery, than the Captain, and also in instructing others who were ignorant to do the like. And this Deponent further maketh Oath, that out of above twenty Men, which they had on board the *Discovery* from *Churchill* home, there were not above four or five in a Watch able to go aloft to hand or reef a Sail, including Officers, tho' this Ship was much better mann'd than the *Furnace*; insomuch, that in *Wager* River they were obliged to send most of their Hands to assist aboard the *Furnace*, where they had few besides sick Men. And this Deponent further maketh

maketh Oath, that on the 4th of *August*, 1742, in the Morning, he this Deponent did see without the Mouth of the River *Wager*, two or three Whales of the Whalebone Kind.

ULRICH VON SOBRIEK.

Middlesex. Sworn 2d June 1743,
before me, Anth. Wroth.

XXIV.

GRANCE GRANT, this Deponent, late of the Carpenter's Crew on board the *Discovery* Pink, maketh Oath, that he this Deponent being, *July* the 20th, 1742, on board the said *Discovery* in *Savage Sound* in *Wager River*, when Capt. *Middleton*, of the *Furnace* Sloop, and Capt. *Moor*, of the *Discovery*, return'd in the Boat, with four of the *Discovery's* Men, from above *Savage Sound*, he this Deponent heard the said Captains and all the said four Men assert, that they had tasted of the Water in the Mid-channel of *Wager River*, three or four Leagues above *Deer Sound*, and found it to be fresh, or but just brackish; and that the said Men, for want of Beer in the Boat, chose to drink it rather than suck the Ice, as they us'd to do elsewhere. And this Deponent further maketh Oath, that on the first Day of *August*, the Year aforesaid, being the last time the Boat returned from going up *Wager River*, he this Deponent heard Capt. *Moor*, Mr. *Wilson* the Master, and Petty Officers, all declare and agree, that surely there was no Passage westward out of *Wager River* for several Reasons; particularly from the Increase of the Freshness of the Water in going up, from the Tides flowing but six Feet at the highest they went, and from the great Water-falls which hindered them from getting higher. And this Deponent further maketh Oath, that on the fourth Day of *August*, the Year aforesaid,

U

said,

said, in the Morning, being then out of *Wager* River, and coming into Sir *Thomas Roe's Welcome*, he saw three or four black Whales, blowing or spouting Water. And this Deponent further maketh Oath, that as to the Discovery intended, Capt. *Middleton* seem'd to give the utmost Proof of his hearty Desire to effect it; and, tho' in a bad State of Health, kept the Deck more than any Person on board, sometimes eight and forty Hours together, and frequently went aloft; that he was careful above all things to search all Shores, and chose to lie by in the Night, rather than pass any Straits or Inlets that might afford a Passage. And this Deponent further maketh Oath, that he never heard that the Captain threatned to punish any one for speaking his Mind about the Discovery; but, on the contrary, he was always courteous in his Behaviour to his Officers, and kind to all, sometimes when they did not deserve it. And this Deponent further maketh Oath, that both Ships were so ill-officer'd and mann'd, and in so bad Health, that he verily believes that, next under God, all their Lives are owing to the said Captain's Vigilance and Conduct; and that if he had died, they should scarce have ever seen *England* again. And this Deponent further maketh Oath, that before now he never heard or understood, that the two northern *Indians* desired to come to *England*; but, on the contrary, that they departed in a good tight Boat, highly pleased with the large Stock of Presents, Ammunition, and Arms they had received from the Captain. And this Deponent further maketh Oath, that he was employed by Capt. *Moor* of the *Discovery*, in making one Copy of the said Capt. *Moor's* Journal, and in finishing another.

GRANCE GRANT.

Middlesex. Sworn before me one of his Majesty's Justices of the Peace for the County of Middlesex, 27 May, 1743. J. Poulson. XXV.

XXV.

THOMAS COOPER, this Deponent, late Mariner on board the *Furnace* Sloop, commanded by Capt. *Middleton*, maketh Oath, that he never heard or was informed of any high or harsh Words, that passed between the said Capt. *Middleton* and any of his Officers; or that the said Captain did any wise threaten to punish any Man for speaking his Mind freely about the Discovery; or that he threatned to break open any one's Chest to come at Papers or Journals; but that on the contrary, his Carriage was at all times mild to every body; and that by the said Captain's encouraging every one under any Hardships or Difficulties, he this Deponent did, and now does sincerely believe, that he earnestly endeavoured and desired to make and compleat the Discovery. And this Deponent further maketh Oath, that altho' one of the northern *Indians* seemed at first more inclinable to stay than to go home, yet that when they saw what Presents and Arms the Captain had ordered to be delivered them, they both seemed highly pleased, and willing to depart; and both went voluntarily into the Boat, which was a good tight one, without the least Forcing or Compulsion.

THOMAS COOPER.

Middlesex. Sworn the 2d Day of June,
1743, before me, Ant. Wroth.

XXVI.

JOHAN DEWILDE, Clock-Maker, this Deponent, maketh Oath, that on *Thursday* the 19th of *May*, this present Year 1743, he this Deponent being in Conversation with *John Wygate*, late Clerk to Capt *Christopher Middleton* on board the *Furnace* Sloop, said *Wygate* did voluntarily declare, that he

faid *Wygate*, together with *Edward Thompson*, late Surgeon of the faid *Furnace Sloop*, as also with *John Rankin*, late Lieutenant of the same, being on a certain Day of a certain Month, which this Deponent cannot at this time recollect, in the present Year 1743, by the Appointment of one Mr. D—, at the Office of Admiralty, faid Mr. D—— coming to them out of the Room where the Lords Commissioners were then sitting, and addressing himself to the aforefaid *Rankin*, faid, Well, Mr. *Rankin*, I have engaged to their Lordships, that you shall be no more concerned in Liquor when on Duty, and you may rely upon the Command of a twenty Gun Ship through my Interest, or Words to that effect; and that Mr. D—— addressing himself next to *Edward Thompson* aforefaid, faid, You are a very good Surgeon, Mr. *Thompson*, and I will recommend you as one every way qualified to be a Surgeon in some of his Majesty's Hospitals, or Words to this effect; and that faid Mr. D—— seeming to take little or no Notice of himself the faid *Wygate*, he faid *Wygate* spoke to faid Mr. D—— to this purpose: Mr. D——, you seem to have forgotten me; and that faid Mr. D—— answer'd, Not so, Mr. *Wygate*, there will be two or three Ships sent out again the next Year upon the Discovery, and you shall be Purser of the best of them, or Words to this effect. And furthermore this Deponent maketh Oath, that faid *Wygate* faid to him this Deponent, at the same time, I know that Capt. *Middleton* counts *Thompson* a Fool, and me a Sot; and by G——d 'tis true enough; or Words to this effect.

JOHN DEWILDE.

Sworn at the Guildhall, London, 9th
June, 1743, before me Ed. Bellamy.

XXVII.

*Mr. D——'s Letter of March 25, 1741, to
C. Middleton.*

DEAR SIR,

Suffolk-street.

THE Bearer, Mr. *John Lanrick*, is the Person who has resolved to push his way into the World by going to Sea; he has been bred a Scholar, and has a sober good Character, and proposes making it his Study to become a complete Seaman under your Command; as I have a Value for his Friends, I don't doubt but you will promote his being made a good Sailor: and I dare say, he will do his utmost to obey your Commands in every thing, and upon his behaving well, you will give him your Protection and Assistance. I shall add no more, but that I am, with great Esteem,

DEAR SIR,

Your most obedient humble Servant,

A——D——

XXVIII.

Extracts of two Letters from Mr. John Lanrick to his Father——and by him publish'd in several News Papers, in November 1742.

*From on board the Furnace in Churchill River,
June 21, 1742.*

THE last Place I wrote to you from was the *Orkneys*. I then express'd my entire Satisfaction in the Choice I had made, though, in some measure, contrary to your Inclination (which indeed is the only thing that concerns me) nor has a longer Trial of the Sea made me as yet repent, or in the least Degree lessen'd my Satisfaction, nor do

I

I see how it should, since I have never met with any thing but Gentlemen's Usage, both from Commander and others. — Here we have undergone a most terrible and severe Winter amidst the Snow and Ice. — It is impossible to give a just Idea of the Severity of the Weather to any Person who has never personally seen or felt its Effects; it freezes to such a degree, that no Man whatsoever is able to face the Weather, with any Part of his Body naked or exposed, but in the shortest Space of time he is frozen in such a manner, that the Part turns whitish and solid like Ice; and when thaw'd, blisters like Scald or Burning. Several of our Men have lost their Toes and Fingers, by being froze; nay the Spirits of Wine or Brandy freeze and turn solid. — The Ice we found seven Feet thick in the Mid-stream of the River. There is no Disease or Distemper prevails here but the Scurvy, by which we have lost ten of the best of our Seamen.

XXIX.

Orkneys, Sept. 16, 1742.

----- The last time I wrote to you was from *Churchill Fort* — The first Day of *July* we set out upon our intended Discovery. The eighth we entered *Sir Thomas Roe's Welcome*, which is about 14 Leagues a-cross. The ninth we fell in with a vast Body of broken Ice, in which we were entangled three Days, being obliged to ply our Warps and Grapnels. The twelfth having got amongst somewhat thinner Ice, we set sail, and stood over for the north Shore. In Latitude $65^{\circ} 10'$, we named a high Land *Cape Dobbs*, in honour of Esquire *Dobbs*; observing an Opening to the northward of the Cape, we stood in for it, designing to come to an Anchor to try the Tides; but finding it was the Mouth of a great River, we run about 8 Leagues up it, and at last were oblig'd to come to an Anchor amongst
broken

broken Ice, where indeed we rode in the greatest Danger, on account of the great Lodges of Ice which drove against us with the Tide.—The fourth of *August* we left the River, and stood away for the northward, being blessed with fine Weather; we had a full Prospect of the Land on each Side. In the Latitude $66^{\circ} 30'$, we saw the Land stretch away to the westward, which gave us great Hopes; but afterwards found it to be nothing but a Bay, Land all round. Then standing away for another Opening on the east Side, we laid the Ship to, and went ashore to take a Survey from the Top of a high Mountain, when we could see the Sea, all fast froze in one solid Body for a Matter of twenty Leagues away to the S. E. and finding at the same time that the Flood Tide came from thence, we were fully confirmed that it had a Communication with the east Sea, and that there was no such thing as a Passage into the western Ocean, as we expected.

The eighth of *August* we bore away to the southward, and made some further Search about Latitude 64. Thus having travers'd all this long Bay, the 15th we took our farewell of it.

Never were Ships worse mann'd; several of our Men are dead in the Country; the one half of the Remainder so taken with the Scurvy, that they have been incapable of doing Duty.

XXX.

July 15, 1742.

THE Soundings up the east Channel between the Islands and the east Side or Islands is 45. 40. 30. 25 Fathoms deep, soft Ground in the Middle of the Channel, and 16 Fathoms to 6 Fathoms, within a Quarter of a Cable to some of the Islands, and good Soundings through in many Channels; between those Islands Depth of Water is 18 Fathoms where I sounded, and 7 or 8 Fathoms within half a Cable

Cable of the Islands ; the Channel between the Islands and east Side is 3 or 4 Miles broad ; we got into a Bay or Cove on the east Side, good clean Ground, and Soundings from 30 to 5 Fathoms ; the Tide came from the southward through the Islands, it flowed 13 Feet.

The northmost Islands bore N. b. W. distance 4 or 5 Miles ; the Soundings from the Bay or Cove to the northmost Point of this Side off the Bluff, are 45, 40, 30, 20 Fathom Water, according to the Distance we were off shore ; above the Islands from the east Side to the south-west Side, is 12 or 13 Leagues broad, the Land runs N. W. b. W. the Tide flowed nearest N. W. b. W. along shore ; we run into a Bay or Cove at the north End of the Point this Side of the Bluff ; the Soundings from 20, 15, 12, 10, 8, 6 Fathoms, good clear Ground, and clear of Ice.

The Tide came from the southward, it flowed 13 Feet and a half ; the Straits above the Island 12 or 13 Leagues broad. I went upon the highest Land on the east Side, and set the Land ; there is a Bluff upon the south Side, with three low Islands off it, and a low Point at the Back of it, that bore South-by-east off us, and a low sloping Point that bore South-by-west off ; with that Opening to us, the Land runs from S. b. W. to the N. W. a high mountainous Land ; it runs down with a bluff Point, and a low Point at a small Distance from it, and then runs up to a very high mountainous Land and round to the bluff Point.

There is an Opening seemingly to me from the high Land, or Bluff I was upon, it being about a Quarter Flood or more, by the Tide that came through the Straits ; I saw the Ice break up and set round the Point I stood upon, with some force, that all the Ice was presently in motion, in the Middle of the Channel against the Flood, and was most

(153)

clear of Ice in the Middle this Morning; it is 9 or 10 Leagues broad.

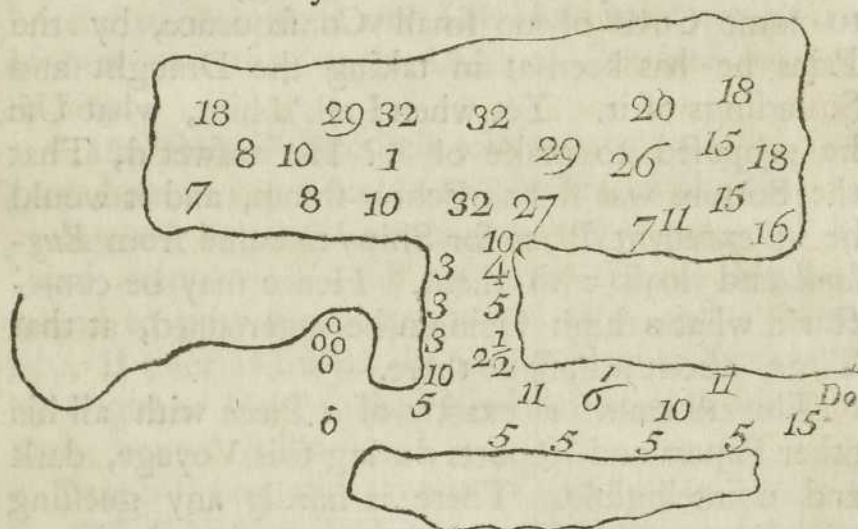
July 16, 1742.

JOHN RANKIN.

XXXI.

THIS is the Cove upon Brook Cobham, or Marble Island; it was almost dark, my Men were taking the Skin off the Bear they had killed in the Water.

These are all Fathoms.



This lyeth off the Mouth of the Cove.

This Tide came in suddenly from the W. N. W. round the N. W. End of the Island upon us, and flowed so fast that we had almost lost the Bear: we were forced to throw it into the Boat, my Men up to their Middle in Water, by the sudden flowing of the Tide, as all the Men can prove.

I am very certain, that there is a great Probability of a Passage, or Straits, leading to some western Ocean, from the above Reason; for I did perceive an Opening to the westward of Marble Island, and desir'd I might go there; but he told me, it did not signify much to go thither, but if I had a Mind

X

to

to go to *Marble Island* for Water I might ; so I did not come nigh the Opening I perceived to the westward ; it was almost calm all the Day we lay there.

August 12, 1742.

JOHN RANKIN.

XXXII.

Middleton.

ONE would be apt to think, that the Lieutenant's Paper, on the foregoing Page, related to some Cove of no small Consequence, by the Pains he has been at in taking the Draught and Soundings of it. Yet when I ask'd him, what Use he propos'd to make of it? He answer'd, That the Bottom was full of Pebble-stones, and it would be an excellent Place for Ships to come from *England* and load with them. Hence may be conjectur'd what a high Opinion he entertained, at that Time, about a Passage there.

This Account is exactly of a Piece with all his other Papers and Reports during this Voyage, dark and unintelligible. There is hardly any guessing what he would be at. If he means that the Flood Tide came round the west End of the Island, the Reason thereof may be very easily assigned : For this Island lying directly in the Tide's way, and but two or three Leagues from the Main, the Tide must come round both its Ends : And there being a Bay formed between the Headland in $63^{\circ} 20'$, and another Headland almost against the west End of the Island, which rounds away to the eastward of the south, the Tide thereby receives that Set; and this is what deceived him, and made him believe it came out of some Inlet on the western Shore. Here he unjustly accuses me of hindering him from examining an Opening ; and in his Answer to *Query 20*, says, I can't say that the Captain discourag'd

courag'd or discountenanc'd me in making any Discovery.

XXXIII.

DEAR SIR,

I Received yours the Last Night which did not a little surprize me that My Lord *Winchelsea* suspected that I was Drunk when I took my Leave of him. I do assure you I had Drink no no More then the Share of one bottle of fine Eall between three of ws at the Duke of *Portlands*, where I Dinned and two Glafs of wine after Dinning, then I went to wat upon my Lord and take my Leave of him and to give the Duke of *Portlands* Service to him.

I am Dear S^r Infinitely obliged to you for the great honour you have been pleased to Do Me, in giving me a good Carrectir to my Lord, and S^r *Jacob Ackworth*, I shall for Ever Think My Self bound to pray for your good Health, and Prosperity, If ever it should be in my pour to serve you by Night or Day, I shall allways Think my Self in Duty bound to Do it.

Dear S^r I beg the favour of you not to Think I Ever shall be seen In Liquer in this Ship ; for som of my Friend at the Navy office told me to be Warr for Some Complants had been Made against my Capt, but D^r S^r I have a Soul farr above taking any Nottice of any Thing but to speack all the good of my Commander I Cann, he his Don Very well by me as to the time I have been with him, but I never Exceed two or three Glafs of Wine at a time nor shall while I ame with him, S^r *Jacob Ackworth* Sent his Service to Me by a friend that is going passenger with ws to *Port Mahon* becaws he was afraid to writt, for fear it should fall in wrong hands, and said he had heard a Very good Carricter of me for Many Years, and all the Service he Could Do me he would Sr my Wiff gives her hum-

(156)

ble Service to you and will wait upon you as soon
as She cometh to Town.

I am Dear S^r Your Most

Humble Serv^t.

Long Reach from on
board the Portsmouth
Feb^r. 12—1742.

Jn^o. Rankin.

Q U E R I E S

To be Answered by

John Rankin, Lieutenant, Robert Wilson, Master, Edward Thompson, Surgeon, and John Wygate, Clerk, lately under the Command of CHRISTOPHER MIDDLETON, Commander of His Majesty's Sloop the Furnace.

Q U E R Y I.

W*Hether the last time the Lieutenant and Master went up Wager River, there was any Ice to interrupt their Passage in the Boat, from the time they left the Headland above Deer Sound, until they arrived at the high Bluff on the west Side of the Channel; and whether the Water was not salt, and above sixty-eight Fathom deep, the whole Way over, and the Strait from eight to ten Leagues wide; and whether the Channel Course, after they came up with that Bluff, did not bear west-south west?*

The Lieutenant's Answer.

There was no Ice to interrupt our Passage, from the time we left the Headland above *Deer Sound*, till we came to the utmost Part of our Voyage up the River on the west Side of the Channel; the Water I think was salt; but as I would not entirely depend

depend upon my own Judgment, I filled three Bottles with Water at three different Places, and brought them on board at my Return, and was told there was no Distinction, for they were all equally alike salt. I could find no Ground with a Line of 68 Fathom; I steered W. N. W. by the Compass along the west Shore, a fair open Straits or Channel, eight or ten Leagues wide.

Master's Answer.

The last time we went up *Wager* River, we had not much to hinder the Boat's Passage. Above *Deer* Sound the Water was much fresher, and the higher up the fresher still; the River was eight, ten, or more Leagues broad in the broadest Part; the Water 68 or 70 Fathoms towards the Middle.

The Course we steer'd in the Boat after we came up with the bluff Land, was N. N. W. but the Course of both Shores, by Compass from 4 Leagues below, where the Ships lay at *Savage* Sound, to the highest we went up with the Boat, is N. 51° west; the Variation being north 35° west, makes the true Course of the Channel north 50 Degrees westerly.

Surgeon's Answer.

I have nothing to say to this Article; it chiefly concerning the Lieutenant and Master, having never been higher up the River *Wager* than *Deer* Sound.

Clerk's Answer.

This I beg leave to refer to the Lieutenant and Master.

Q U E R Y II.

Whether, when they went on Shore on that high Land, the Lieutenant did not see a great Opening, or large Collection of Water over the Islands to northward of them, with broken Lands to the westward, as high as the Lands at the Cape of Good Hope; and whether

ther the Master, who went much higher up upon the Mountains, did not overlook all the Islands in the main Channel, and saw a large Passage or Strait, four or five Leagues wide, beyond them, the Channel-Course bearing directly south-west with high Lands on each Side, all thereabouts appearing to be broken Lands, the whole Channel being free from Ice or any thing to obstruct their going further, whether he did not find the Water salt there, and upon his Return to the Boat was desirous of proceeding further; but the Lieutenant having already exceeded his Orders durst not go any further?

The Lieutenant's Answer.

Yes, I saw a great Opening, or large Collection of Water, to the northward of the Islands which were in this River, or Straits; and there appeared broken Lands to the westward, as high and mountainous as the *Cape of Good Hope*. The whole Channel was free from Ice. I could not stay any longer to make Observations, having exceeded my limited Time, and knew the Ships were preparing to sail out of the River.

Master's Answer.

For an Answer to this Query, I refer to the Report given in to Capt. Middleton by the Lieutenant, and myself at our Return. I can make no Comparison between the Height of the Lands in question, and those at the *Cape of Good Hope*, having never been near the Cape.

Surgeon's Answer.

This, like the former, appertains to the Lieutenant and Master; but I heard both their Reports, in which they both agreed, as to the Intent and Meaning of this Article.

Clerk's Answer.

This Article I desire may be answered by the Lieutenant and Master.

QUERY III.

Whether the Captain did not limit them to go only to Deer Sound, or thereabouts, and to come back with the utmost Dispatch, the Nature of the Service would allow of; and whether after their sailing above fifteen Leagues further, and giving him a Return under their Hands, that there was another Passage into the Sea, besides that the Ships went in at, the Captain did not immediately prepare to sail out of the River, without proceeding upon the Discovery, and sailed out of the River to the north-eastward the fourth of August?

The Lieutenant's Answer.

The Captain's Orders, in Writing, were, that I would go to *Deer Sound*, or thereabouts, and to come back with the utmost Dispatch; but I desired he would give me liberty to act as I thought most conducive to the Discovery of a Passage; and he verbally consented that I might run up the River or Strait, as far as I could conveniently do, without retarding the Ships from sailing out of the River, for that he intended to sail in a few Days, and which I found to be true; for the Ships were preparing to sail before I came on board.

Master's Answer.

The Order, thro' a Hurry and a Mistake of the Captain's Clerk, as the Captain told him at our putting off the Boat, was to make Observations in and near *Deer Sound*; but he gave the Lieutenant, as I heard afterwards, verbal Orders to proceed as far as he thought proper. At our Return we gave the Captain a Report, signed by the Lieutenant and myself. The Captain did, and had several times

times been endeavouring to get out of the Cove in order to proceed on the Discovery, and sailed out to the eastward on the Discovery to meet the Flood Tides, according to his Instructions, on the fourth of *August*.

Surgeon's Answer.

The Lieutenant shewed me the Order the Captain gave him when he went up the River, the Words of which was expressly in the Manner as here set down ; and after they had given in their Reports, the Captain prepared for sailing, and accordingly sailed out of the River *Wager* the fourth of *August* 1742.

Clerk's Answer.

I very well know that they were limited to go only to *Deer Sound*, or thereabout, and ordered to come back with the utmost Dispatch ; and that the Captain said, when the Lieutenant staid longer than his time, that “ he did not doubt but the Lieutenant would bring some romantic Story of a Passage that way, but he should give no Attention to it; for he would sail out of the River as soon as he returned,” which accordingly he did.

Q U E R Y I V.

Whether there were not many large black Whales above Deer Sound in that Passage, and whether they saw any Whales below, or at the Entrance, or without Wager River, either in the Strait or Bay above Cape Hope, or in any other Part of the Bay or Straits of Hudson, except on the north-west Side near Brook Cobham ; and whether they believed those Whales came in from the east or west End of Wager River or Straits, and whether, in their own Judgment, they did not think that there might be a Passage from thence to the south-westward ?

The Lieutenant's Answer.

I saw a great Number of black Whales, of the Whalebone kind, in and near *Deer Sound*, and nowhere else, except at *Brook Cobham*. I can't think, that the Whales we saw in *Wager River* came in at the Place our Ships went in at, but rather through the Channels bounded by the broken Lands on the west Side; and it is my Opinion, that there is a Probability of a Passage to the south-westward from *Brook Cobham* from the Rapidity of the Tide there, which I imagine comes from a western Ocean, and fills *Wager River*.

Master's Answer.

The Whales we saw about *Deer Sound*, I believe came in at the Mouth of *Wager River*, or some other Inlet from the eastward, to the new *Frigid Strait*, which seems the more probable as being not far from *Baffin's-Bay* and *Davis's Straits*, where the greatest Numbers of Whales are seen; and not less than four hundred *Dutch, Spaniards, &c.* go every Year to take them there; many of which we met in our Voyages in the *Hudson's Bay* Ships, and they often came on board of us. I cannot think there is any Passage to the other Ocean, because the higher we went we found the Water the fresher, and met with several Water-falls mentioned in our Report. Moreover, at the Mouth of *Wager River*, the Tide rose 16 or 18 Feet; at *Savage Sound* 15 or 16; at *Deer Sound* but 12 or 13; and where we went farthest, but 6 Feet.

Surgeon's Answer.

Every one that was as high up the River as *Deer Sound* saw the Whales come in there every Tide. But none was ever seen below at the Entrance, or without *Wager River*, nor in the Straits or Bay above

Cape Hope, nor in any other Part of the Bay or Straits of *Hudson*, except on the north-west Side near *Brook Cobham*; and my real Opinion is, that those Whales came in at the west End of *Wager* River, and that there is a great Probability of a Passage from thence to the south-westward.

Clerk's Answer.

I never saw any black Whales during our Voyage from *Gburcbill* River, but at *Deer Sound* and *Brook Cobham*, and imagine those we saw in *Wager* River came through Channels on the west Side of that River. I am likewise of Opinion, that there is a western Ocean nigh *Brook Cobham* and *Wager* River; for that rapid Tide we met with in $63^{\circ} 20'$, I am almost certain, flows into *Wager* River, and that it comes from a Sea different from that which fills *Hudson's* Strait and Bay.

QUERY V.

Whether they believe that the Captain would have sent them up at that time, if he had not been alarmed upon hearing that it was rumoured among his Men, that the Discovery was neglected, tho' from the Whales, Depth, and Breadth of the Strait, there were Hopes of a Passage; and whether there were not some high Words upon it, and harsh Words used by the Captain, that he would cane some, and broomstick and lash others, if they reported any thing, or concerned themselves about the Success of the Voyage?

The Lieutenant's Answer.

I imagine that I should never have been sent up *Wager* River again, had it not been for some Murmurs on board; but I know nothing of the Threatnings Captain *Middleton* is said to have made use of, I not being on board at that time, but was afterwards informed thereof by the Doctor and Clerk.

Master's

Master's Answer.

I sincerely believe no Man had the Discovery more at heart than Capt. *Middleton*, nor was any one so great a Sufferer as he, both in Person and Purse. As to his Men, they were so unlikely to spread such Rumours, or to desire to encounter any Danger, that on the contrary, when poor scorbutick Creatures heard it was agreed on to return back from the *Frozen Strait*, they were overjoy'd, and ready to leap out of their Skins, as the Saying is. I never heard of the least Threatning during our being at Sea in any Part of the Voyage, about the Discovery; but the Captain always treated every body too well, if I may be allowed the Expression, inso-much, that I often wondered at it; for he used to take more upon him in the *Hudson's-Bay* Service; and I have heard him say, that he could put up with all that could be endured rather than that the Discovery should be baulked. He never hindered any body from keeping what Account they would, and would always readily instruct any Officer that would ask him, in observing the Latitude, Variation, or any other curious Matter, and shewed several how to keep Journals that had never been at Sea before, and preferred them in the Voyage according to their Merit, tho' he had never seen them before.

Surgeon's Answer.

The first Discourse that happened concerning the Neglect of the Discovery, was by the Lieutenant and my speaking together in the Boat, when we went the second time to *Deer Sound*, which was overheard by some of the Boat's Crew, and told again to the Captain; which, in my Opinion, was the Occasion of his sending up the River again; and he said he would cane the Lieutenant, broomstick the Master, and whip all the rest that spoke any thing

about the Passage. This was spoke to Mr. *Wygate* and me, when the Lieutenant and Master was gone down the River.

Clerk's Answer.

I think it very certain that the Lieutenant and Master would not have been sent up the River again, had it not been rumoured in the Ship that the Discovery was neglected; and that when the Lieutenant was gone up the River, he sent for the Surgeon and myself into the Great Cabbin, where, with great Vehemence, “ he threatned to cane the Lieutenant, broomstick the Master, and whip all the rest that should concern themselves in relation to his Conduct.”

Q U E R Y VI.

Whether, when the Lieutenant and Master were carried out of the River by the Rapidity of the Tide, upon a long Piece of Ice, they were not carried by the Ebb to the south-westward, close by the Rocks round Cape Dobbs; and whether the Ebb did not run by that Cape to the south-westward?

The Lieutenant's Answer.

Yes, we were carried to the south-westward nigh the Rocks on the south Shore of *Cape Dobbs*, by the Tide of Ebb, and drove from *Wager River* 6 or 7 Leagues.

Master's Answer.

When we were drove out of the River *Wager's* Mouth by the Rapidity of the Ebb Tide, upon a large Piece of Ice, we were carried S. E. b. S. as the Course of Land lies by Compass from the River's Mouth, towards *Cape Dobbs*, until we met the Channel Ebb, from the W. b. S. by Compass.

Surgeon's

Surgeon's Answer.

The Lieutenant and Master can give the best Account of this Article.

Clerk's Answer.

This the Lieutenant and Master have often affirmed to be Truth; tho' at this time the Master prevaricates, *for fear*, as he says, he should be the Ruin of any Man.

QUERY VII.

Whether, when the Ships sailed out of the River, they did not ply to the north-eastward with Sails and Oars, to be out of the way of the Tide of Flood from the southward upon its Return, lest it should force them again up the River?

The Lieutenant's Answer.

This Article the whole Ship's Company can prove as well as myself; for I affirm, that we ply'd with Sails and Oars to the eastward, to get out of a Tide of Flood (which I apprehend and believe came from the south-westward) for fear of being horsed into *Wager* River again.

Master's Answer.

When we sailed out of the River *Wager*, we ply'd to the eastward with Sails and Oars, to get out of the Indraft of the River's Flood from the eastward, but not from the southward, until you get within the Indraft of the River, and then indeed, the Flood hath the Course as in all Inlets.

Surgeon's Answer.

This Article is so well known by every one that was then a board, that it is allowed by all, that we plyed to the north-eastward with Sails, Ship's Oars, and two Boats a-head, to be out of the Tide of Flood
form

from the southward, lest it should drive us up the River again.

Clerk's Answer.

Certainly. We hawl'd away to the eastward with all the Sail we could croud, rowing with the Ship's Oars, and towing with the Boats, to avoid our being forced into the River *Wager* again, by a Tide of Flood that came from the south-westward.

Q U E R Y VIII.

Whether the Captain did not order the Lieutenant on Shore at the Low Beach at half an Hour after two, when they were four Miles from the Shore, and at three made a Signal for him to return on board, before he reached the Shore, or could fix the Current of the Tide ?

The Lieutenant's Answer.

Yes, it is true.

Master's Answer.

The Captain did order the Lieutenant a-shore at the Low Beach, near the Point, at half an Hour after two, to observe how much the Tide had ebb'd by the Shore ; but the Ship soon after meeting with much Ice, and we seeing no Land to the northward in our Way, thought we should loose time ; for 'tis very dangerous to have the Boat from the Ship amongst Ice, as we well know in the *Hudson's-Bay* Voyages, where the Tide is strong, and often crushes them to pieces, putting the Men in danger of their Lives ; and if such a Misfortune had happened to us, we could not have brought the Ship home, eight of the Men being gone.

Surgeon's Answer.

I believe every Officer's Journal makes mention of this Article, and acknowledges it to be true and Matter of Fact.

Clerk's

Clerk's Answer.

This Article every Journal and Log-book confesses to be true.

QUERY IX.

Whether the Neap Tides were not higher at Churchill with a north-westerly Wind, than the Spring Tides were with an easterly Wind?

The Lieutenant's Answer.

That is known by every Person who has any Knowledge of the Tides in Churchill River, and is Fact.

Master's Answer.

The Neap Tides at Churchill, as I have heard, but had no Trial of it, the River being full of Ice, the most Part of the time we were there, used to rise higher with a northerly Wind by some Feet, than a Spring Tide doth with a southerly Wind, or south-east Wind.

Surgeon's Answer.

This is well known to every one that ever observed the Tides in Churchill River.

Clerk's Answer.

Every Person who has been at Churchill River knows, that the north-westerly Winds make higher Tides there on the Neap, than easterly Winds on the Spring.

QUERY X.

Whether the Tide at the Point near Brook Cobham in 63° 20', nigh the Land, as they went northward from Churchill, was not as rapid as the Tide in the River Wager; or whether at that time they could ascertain the Flood from the Ebb, and whether by falling off from the Land to the eastward, they did not lose that Tide?

The Lieutenant's Answer.

The Tide at the Point near Brook Cobham in $63^{\circ} 20'$, nigh the Land, was as rapid as that in *Wager* River; but I think there was no proper Method used to ascertain the Tide of Flood, or Ebb, no Person being sent on Shore; and the Course of the Tide, which was very impetuous, being never tried but once at that Place.

Master's Answer.

The Tide near the Headland, in Latitude $63^{\circ} 20'$ N. as we went northwards from *Churchill*, was tried several times, and run two Miles an Hour from the eastward. But Land-men on board, and Sailors also, if not well acquainted with Navigation, may, in such Cases where the Ship is under Sail, the Boat at Anchor, or the Current-Log riding her, be easily led into very false Conclusions. In this particular Case, the Current ran two Miles an Hour, and the Ship went two or three Knots, slanting from the Boat, which made it appear to some not well vers'd in the Nature and Effects of Currents, as if the Ship made double the way she really did.

As we went off the Land, we had less Tides, as we always experience, in proportion as we depart from the Coast.

Surgeon's Answer.

The Rapidity of the Tide here filled several aboard with Joy and Hopes of finding a Passage without going much farther to the northward; but these Hopes were soon changed by the Captain's falling off from the Land to the eastward, and by that means lost the Tide.

Clerk's Answer.

I never saw more rapid Tides at any Place than near Brook Cobham, in $63^{\circ} 20'$, and am sure no Person

son did make effectual Trial for ascertaining the Knowledge of the Tide of Flood from the Tide of Ebb ; for the Current of the Tide there was tried but once, and that by Captain *Middleton*, who directly afterwards hawled away to the eastward, and thereby lost the strong Tide.

Q U E R Y X I.

Whether it did not appear by the Gunner's and Carpenter's Account, who went farther than the Captain and Clerk by two or three Miles, when they landed at Cape Frigid, that they were upon an Island cut off from the Low Beach, and that the Frozen Strait which they saw, was what surrounded that Island, which was not above three Leagues wide, and full of Islands ; and whether they did not see high Land beyond that Strait to the eastward, and so round to the Low Beach ; and whether they could see a Strait beyond that high Land, at least 15 Leagues farther to the south-east without a Telescope ; and whether upon his Return to the Boat at low Water, he did not then take the Height of the Tide ?

The Lieutenant's Answer.

I refer this Article to the Gentlemen who were on Shore on that Part of the Land.

Master's Answer.

The Captain strictly enquired of the Carpenter and Gunner concerning the *Frozen Strait*, whether the Place they were landed upon was an Island or no. They answered it was not, for they could see further from where they were than he ; and it was afterwards confirmed on board that there was no Tide from out the Bay, between the Mountains that made one Side of the *Frozen Straits* and the Low Beach. Whilst the Ship was working and driving to stay for the Boat's coming on board, she was hawled almost into the *Frozen Straits*, upon the

Ebb, and set from it on the Flood, tho' the Wind blew right off it, so that she was obliged to set Sail and stand from it, when the Captain went away with the Boat, until we got some distance from its Indraft. The Captain took the Height of the Tide when he returned to the Boat. By the Account the Men gave him when he got back, the Tide had flowed four Feet, and he afterwards found by the Marks on Shore, that it flowed fifteen or sixteen Feet in all; and that a west or west-by-south Moon, made high Water.

Surgeon's Answer.

This I refer to those who were a-shore at *Cape Frigid.*

Clerk's Answer.

I steered the Boat a-shore (the Gunner and Carpenter being two of the Boat's Crew.) Immediately after our Landing we left the Boat, and went inland, without taking any notice of the Direction of the Tide. We travelled several Miles from Mountain to Mountain till we came to a very high one on the S.E. Part of the Island (for I am very sure) from a Channel I saw, which disjoined it from the Low Beach, and another I saw to the northward, as well as from the Gunner's and Carpenter's Account, that the Land we then stood upon was an Island washed on all Sides by the Sea the Ships were in. The Gunner and Carpenter, as well as the Captain and myself, saw very high Land beyond that Strait to the eastward; and I think it impossible to discover a Strait over that high Land, with any Instrument we had then on Shore; for we had nothing but the common Prospect-Glass, and that not used. The Captain and myself returned to the Boat, sending the Gunner and Carpenter to overlook the Chanel on the east Side of the Island. When we came to the Boat, it was near low Water; and the Captain ask'd

I

which

which way the Tide of Flood ran, and was told, it made its Course to the northward. About 7 o'Clock that Evening he took the Height of the Tide, it being at that time low Water, and three Days after the Full of the Moon. The Lieutenant likewise observed, that the Ships in lying to, about 10 o'Clock the same Morning, were forced to the north-eastward very rapidly, which must be by a Flood Tide.

Q U E R Y XII.

Whether upon their Return from Cape Frigid to Brook Cobham, they were within such a Distance of the west Land, as to descry the Bottom of the Bays or Inlets, so as to know it to be a main Land; whether it was not for the most part hazy Weather, so as only to descry the Tops of the Mountains and Headlands; and whether they did not pass great Part in the Night, or were even nearer the Coast than five or six Leagues, until they came near Brook Cobham, where they saw many Whales?

The Lieutenant's Answer.

I acknowledge that I could never properly distinguish the Headlands in our Return from Cape Frigid to Brook Cobham, and did not come nearer to the west Shore than five or six Leagues; some part of the time was hazy Weather; some part Night; and some part very fine clear Weather. We searched neither Inlets nor Bays, nor came near enough any Land to the westward to distinguish it, till we came to Brook Cobham, where we saw several Whales.

Master's Answer.

We made sure to search all the west Shore, so near as to see all the Bottom of the Bays, and plainly make it main Land. We had very little hazy Weather, except in the Night time, and then we lay to, or work'd to Windward, to hold

our own till Day-light, that we might miss no Place that appeared like Openings or Inlets. We were within three or four Leagues of most Places, and where it was bold, we came within two Leagues, as off the Headland, where we found the Tide to run two Miles an Hour in $63^{\circ} 20'$, and from 64° to Brook Cobham, we were sure of the main Land all the Way.

Surgeon's Answer.

After we left Cape Frigid, I do not remember we ever were nearer the west Shore than five or six Leagues, so could not discover whether it was Islands, and broken Land, Inlets, or Bays, or a main Continent, and seldom discerned the Land, except some high Bluff or Point amongst the Clouds, it being somewhat thick and hazy Weather; so never touched at any Land till we came to Brook Cobham, where we saw several black Whales. We passed by the Point of this Island, and dropt Anchor on the west Side of Marble Island, to the westward of Brook Cobham.

Clerk's Answer.

It appears from the different Journals and Log-Books, that we were not nearer to that Land than five or six Leagues, and that most part of the time it was hazy Weather, and past by a great Part in the Night, until we came to Brook Cobham, and there we saw several Whales.

Q U E R Y XIII.

Whether the Captain ever once sent his Boat on Shore to try the Tides, or search for any Inlet upon that Coast, until he watered at Marble Island, upon his Return to England, where the Mast.r discovered a Tide, which some times rose twenty-two Feet; and whether, when he desired again to go on Shore to make further Observations, the Captain did not prevent him, and refuse him Liberty; and whether, during the whole Voyage

Voyage from Churchill until their Return, they had not good Weather to make a thorough Discovery?

The Lieutenant's Answer.

We had very good Weather ; the Master must answer the rest ; there was no Boat sent on Shore to try the Tide from Cape *Frigid* to Brook *Cobham*.

Master's Answer.

The Reason the Boat was not sent on Shore to try the Tide, was, that when she was mann'd, we could not find Men to work the Ship, or reef a Sail or hand one ; we could try the Tide by a Current-Log, which the Captain has used for many Years, as well, if not better on board, or in a Boat, than nearer the Shore in almost all Weathers. As we had got the Time of high Water at the *Frozen Straits* and *Wager River's* Mouth, we were very secure, which was the Ebb and Flood ; and if we got the Slacks it was sufficient for determining the Tides. The rest of the Way, both myself and the Lieutenant had Orders to observe the Tides, at Brook *Cobham*, and elsewhere ; and that every Hour when we could do it without Loss of time by the afore-said Current-Log.

I can't recollect, that the Captain ever hindered my going a-shore upon any such Account, or did I desire of him to go a-shore. We got what Water we wanted at Brook *Cobham*, and made what Observations were necessary there. We saw the main Land within us, and how much the Tide had flowed at the highest, by Marks left on the Shore. The Ship lay in a dangerous Roadstead, if the Wind came on the Shore or thick Weather ; so that the Boat could not find the Ship. We durst not let go one of our Bower Anchors, having but two left ; and the Men, when our Boat was from the Ship, could not get it up again, if it had blown so as to make a Sea ; for
they

they grew worse every day, and we had not above six in both Watches, besides three or four Officers, that could go up to hand or reef. It was a Mercy we got our two Ships home again, as we had *Hudson's Straits* to pass, where our Rigging and Sails freeze in *June* and *July*; so that when our Men are in the best Health, we have much a-do to keep them upon Deck in their Watch. The Weather was extraordinary good all the time we lay in *Wager River*, and in our Passage home also, else God knows what we should have done.

Surgeon's Answer.

There was never any Boat sent a-shore, nor no Search made near the west Land, from our leaving *Cape Frigid*, till we came to *Marble Island*, and I do not know any Reason why we did not; for out of fifty-three Men and Boys, we brought out from *Churchill*, we had but eight that were incapable of doing their Duty, as I am very well assured from my sick Book, so never wanted a Boat's Crew upon any Emergency; and when the Master gave an Account of the Tide at *Marble Island* rising twenty-two Feet, and was desirous of going a-shore again, to be more fully satisfied, the Captain told him, he should be damn'd before he went a-shore again, till he came to *England*. We had fine pleasant, clear, and moderate Weather almost the whole Voyage.

Clerk's Answer.

No not once; and I heard him tell the Master, that he should not go a-shore again till he came to *England*, after he had been on *Marble Island*. We had very fine Weather the major part of our Voyage from *Churchill*, till our Return for *England*.

Q U E R Y X I V .

Whether this Neglect was not after owning in Council, that they had found rapid Tides, broken Lands and Islands, upon that Coast, as they sailed northwards from Churchill, but had no Opportunity of knowing from whence the Tides came ?

The Lieutenant's Answer.

Yes, it is true.

Master's Answer.

I never heard of any Neglect, nor could any be charged on the Captain, tho' he was in a bad State of Health for many Months, and all the Winter, yet he kept the Deck more than any Officer in the Ship. The Tide we found in $63^{\circ} 20'$ in shore, was not half so strong as what we found in the New Strait, between the River *Wager* and Cape *Hope* in the *Narrows*. I tried several times myself when almost calm, and it broke our deep Sea-line, in bringing up our small Boat, and lost our Grapling.

Surgeon's Answer.

As to this Article, the Council held will testify, which was signed by the Captain, Lieutenant, Mr. *Moor*, and Mr. *Wilson*.

Clerk's Answer.

The whole Council owned, they had seen rapid Tides, broken Lands and Islands on the west Side of the *Welcome*, as they sailed northwards from *Churchill*, but had not Opportunity of trying from whence the Flood came, yet neglected to try the Tides, &c. in our Return from Cape *Frigid* towards *Brook Cobham*.

Q U E R Y X V .

Whether there were any Sign of the Eskimaux Indians having ever been at Cape Frigid, and whether they

they had not Marks of their being every where above Savage Sound to the westward in Wager River; and since they have all their Necessaries from the Whales they kill, if any Number had passed a Strait near Cape Frigid, whether in so narrow a Strait it had been a better Place for those Indians to have killed Whales, than in Wager River, in case they came in from thence, and not from the westward.

The Lieutenant's Answer.

I was not a-shore at Cape *Frigid*, therefore must refer this Article to be answered by those who were ashore at that Place.

Master's Answer.

I was not on Shore on Cape *Frigid*, to see the Signs of any of the Savages. There can be no Whales killed at the *Frozen Straits* which is always froze over, or much Ice a driving in the Tide's way.

Surgeon's Answer.

Those that were a-shore at Cape *Frigid* can give the best Account of this Article.

Clerk's Answer.

I could perceive no Signs of the *Eskimaux Indians* having ever been on Cape *Frigid*, tho' I looked very narrowly for them, but have seen the Marks of their Residence on every Part of the Coast of the River *Wager* I was at, and do imagine, if the Whales, of the Whalebone kind, had come thro' that narrow Strait near Cape *Frigid*, we should certainly have seen the Marks of those *Indians* having been there, as the Whales are their chief Support, and of great use to them, in compleating their Canoes, Weapons of War, Hunting, Fishing, &c.

QUERY

Q U E R Y XVI.

Whether the Lieutenant did not press the Captain to let him take a Man from Churchill Factory, who understood perfectly the northern Indian Language, and that he would take the Blame upon himself, in case any Complaint should be made upon his Return, since it would be of so great Service to promote the Discovery ; but the Captain would not allow it ?

The Lieutenant's Answer.

This Article is Matter of Fact, as I have often times declared it to be so, as others can testify as well as myself.

Master's Answer.

I do not remember that the Lieutenant did press the Captain to take another Man ; but if he did so, in my Opinion, the Captain did much better in getting two northern *Indians*, that pretended to know the Country, and speak the Languages of several Nations ; and also a third *Indian* from the Factory, who could converse with these two northern *Indians*, he having travelled with them several Winters before, and understood *English* besides.

Surgeon's Answer.

This whole Article is Truth, it being first spoke in my hearing, and often repeated since by the Lieutenant.

Clerk's Answer.

This Article is true ; for I very well remember the Lieutenant's Inclination to impress him, and the Captain's forbidding him.

Q U E R Y XVII.

Whether, from the rapid Tides near Brook Cobham, and from the Number of Whales seen there, they did not apprehend there might also have been a Passage there-

A a

abouts,

abouts, and whether by the best Accounts they could get from the Indians, by the Interpreter they had, they did not intimate that the Strait and Copper Mine they had been at, where they saw a great many large black Fish, was somewhere thereabouts, before they fell in with the Ice, and whether the Captain did not threaten the Surgeon, upon Account of his being so intimate and corresponding with the Indians, and for his attempting to come at the Knowledge of that Strait and Passage from them?

The Lieutenant's Answer.

I have given my Opinion of the Rapidity of the Tides near Brook Cobham before, but I know nothing of the northern Indian Language, and therefore beg Leave to refer their Lordships to the Surgeon and Clerk's Accounts.

Master's Answer.

As to the rapid Tides near Brook Cobham, they all came from the Eastward, the Course of the *Welcome*. As to Whales, 'tis only a Conjecture from whence they come. We had no manner of Account from the *Indians* of any Passage on the Coast where we went, neither did I so much as hear one Word mentioned about it, either whilst they were with us, or, since till now, nor concerning black Fish near the Copper Mine; I never heard that the Captain had any Words in Anger with the Surgeon on any such Account, during the Voyage, but on the contrary, he used him too well, by passing by many of his Insolences to himself and others.

Surgeon's Answer.

The Reasons here set down were obvious and plain to every one that had any real Sense or Knowledge of what we were about, and was the Occasion chiefly of the Murmur in *Wager River*; for

that River, together with what Occurrences we met with there, served only to confirm us in our Opinion of what we had seen, and been well informed of before, particularly, from one *Richard Lovegrove*, now at *Churchill*, and had been in the Sloop as far as *Whale Cove*, and travelled in Land, he gave us an Account that there was nothing but Islands and broken Lands there, and that he could see a clear Sea from the Top of the Hills to the South-west, and a rapid Tide run amongst the Islands there, likewise the two *Indians* gave us an Account of a River or Straits, Salt-water and deep, a great Number of large black Fish, spouting up the Water, and that they were five Days in crossing it, and that there was a Copper Mine upon the Side of this River or Strait, and by the best Accounts I could gather from them, it was somewhere hereabouts ; and when we left *Brook Cobham*, and sailed to the North-eastward, they told us, that that was not the Way to the Copper Mine, but were going from it. I have now by me a short Vocabulary of some Part of the northern *Indian* Language, which I penned down from them, they being desirous of teaching me, and also of learning *English*, and were perfect of several Words ; but this Proceeding did not last long, for the Captain threatened to cut my Ears off, and take away my Books and Papers, if ever I had any further Correspondence with those two unfortunate *Indians*.

Clerk's Answer.

From the rapid Tides at *Brook Cobham* in $63^{\circ} 20'$, and from the Number of Whales seen there, I apprehend there is a Western Ocean not far from that Place, but desire their Lordships would refer themselves to the Account given by the Surgeon concerning the *Indian's* Report of the Copper Mine.

QUERY XVIII.

Whether the two northern Indians were not desirous of coming to England, and were not, contrary to their Inclinations, put on Shore on an Island in 63°, some Leagues from the Main, in an indifferent Boat, which they could not rightly manage, their Enemies being upon the Coast, and they far from their own Country?

The Lieutenant's Answer.

I believe they were desirous of coming to *England*, but know not upon what Account they were set ashore.

Master's Answer.

One of the northern *Indians* seemed at their going away from us to be somewhat dejected, but the Captain told us, that he had promised both the Governor and their Friends, to put them safe on shore, so that they might get to their own Home, or to *Churchill*, loaded with Goods that they liked; that he had no Orders from the Admiralty to bring them home; and as they were at *Brook Cobham* in 63° Latitude, about 2 or 3 Leagues from the main Land, and several small Islands between that and the Main, and in fine Weather, and Water as smooth as the *Thames*, the Boat was very well, and they might easily manage her, as they had been shewn, what Distance they had to shore or along shore, as they pleased. They knew their Way home very well, as they told us, and were sufficiently fortified against all the Men in the Country, having Fire-arms well stocked with Ammunition, and more of every Thing than they could well carry. They were but 250 Miles from their own Country, or the Company's Factory, which is nothing for an *Indian* to travel.

Surgeon's Answer.

These two *Indians* left their Wives and Families,
and

and came on board intirely to show us the Copper Mine before mentioned ; but after we left *Brook Cobham* in going out, we persuaded them to go to *England*, with Promises of large Presents and Gratuities when they arrived there. They readily consented to it, upon Condition they should return to their own Country again the next Year. After this Agreement made, the Captain altered his Opinion, and said he would put them ashore again ; but desired that neither the Linguist nor I would tell them, for fear of giving them Uneasiness, and causing a Murmuring in the Ship, they being well liked by every one, beginning to be very handy on Deck. This was never discovered to them, till we came to *Marble Island* ; and then the Captain order'd them into an old leaky Boat, with two Oars, a Mast and Sails, which neither of them knew how to manage, first giving each of them a Gun, Powder, Shot, Hatchets, Ice-Chizels, Knives, Awls, Beads, Rings, &c. one of them called *Jazana* cried very much, and continually expressed the Danger they should be exposed to, being far from their own Families, Winter approaching, in a strange Place they did not know, and in the midst of their mortal Enemies, the *Eskimaux*, who would first scalp them, and then devour them, but all this would not prevail upon the Captain ; for they were actually forced over the Ship Side into the Boat, and towed ashore upon *Marble Island*, in the Latitude 63° , and there left.

Clerk's Answer.

They were desirous of coming to *England*, and with aching Hearts, poor Creatures, were put on shore, of which Mr. *Thomson* has given a particular Account. The Reason Captain *Middleton* gave for putting them on shore was, as he said, lest those *Indians*, when they came to *England*, should, by their chattering of the Copper Mine, and strait thereabouts,

abouts, put the Government to the Expence of fitting Ships out again, to make Trial of a Passage that Way once more.

Q U E R Y XIX.

Whether the Lieutenant, Surgeon and Clerk did not hear the Captain say at Churchill to the Governor and Officers of the Hudson's Bay Company, that he should be able to make that Voyage, and no Man on board him should know whether there was a Passage or not, and that he would be a better Friend to the Company than ever?

The Lieutenant's Answer.

Yes, it is true.

Master's Answer.

What passed between the Captain and the *Hudson's Bay Company's* Officers about the Discovery, I know nothing of; but if the Captain said any Thing of this Nature, I should take his Meaning to be, that there could not be any on board, but the Lieutenant and myself, able to judge or know where they were, without being told, we were so well officered and manned; its impossible for either Land or Seamen, that are not thoroughly acquainted with Navigation, both in Theory and Practice, more especially in those Parts of the unknown World, so much as to guess whereabouts they are.

As for being a Friend to the *Hudson's Bay Company*, if he said so, I should not doubt that it was on account of his being in a Ship of War, and had his Instructions to give them and their Trade Protection.

Surgeon's Answer.

Yes, several Times, not only aboard, when the Governor of the *Hudson's Bay Company* and his Officers were present, but in the Factory, in the publick Guard Room.

Clerk's

Clerk's Answer.

I heard him repeat those Words more than once.

QUERY XX.

Whether his Conduct was not suitable to that Declaration afterwards upon the Discovery, by discouraging and discountenancing every one on board, from being inquisitive about it, or making any Observations which promoted the Discovery; threatening to take their Books and Papers from them, and being very careful that nothing should be entered into the Logg Book, which should give any Hopes of a Passage, but barely the common Occurrences on board the Ship, which related to the sailing of the Ship and Winds, Soundings, &c.

The Lieutenant's Answer.

I believe it was so, and that some of the Officers on board were discouraged and discountenanced from being inquisitive about it, or making any Observations which might promote the intended Discovery. But I can't say that the Captain discouraged or discountenanced me in making any Discovery, tho' some of the Officers of the Ship are of another Opinion; nor did I ever hear the Captain threaten to take their Books and Papers from them, or give Orders that nothing should be entered in the Logg Book which should give any Hopes of a Passage.

Master's Answer.

The Captain, as I have observed before, seemed on all Occasions heartily to encourage the Discovery, and was ever free in communicating and instructing every Officer and Man on board that would at any time desire it of him, either in Navigation or the Seaman's Part, as none is better qualified to do it, and the Lieutenant, as well as myself, have experienced

experienced the Benefit thereof, and must own it. He always order'd me and my Mate to take Care to omit nothing that might be of Service either for the present or future Good and Advantage of others; and to represent him in any other Light, I am thoroughly satisfied, is doing him barbarous Injustice.

Surgeon's Answer.

This I think is already made evident by most of the foregoing Articles; and the whole Discovery was answerable, and of one Piece with that notable Expression of Captain *Middleton's* when we were at *Churchill*.

Clerk's Answer.

I have the greatest Reason to believe his Conduct was suitable to the aforementioned Declaration, not only by his discountenancing and discouraging every one on board by threatening Words, but by his failing continually to the North-eastwards, thereby losing the strong Tides; making an imaginary frozen Strait in his Draughts; wilfully mistaking the Flood near Cape *Frigid* for the Tide of Ebb, as I have before mentioned in Answer to Query 11, on Purpose to bring the Flood Tide from the *Atlantick* Ocean; from his Neglect of trying the Tides, or searching any Inlets or Bays on the western Side of the *Welcome*, and from his absolute manner of marking what he thought most conducive to his Design, on the Logg Board.

Captain M I D D L E T O N ' s
A C C O U N T
O F T H E

Extraordinary Degrees and Surprising
Effects of C O L D in *Hudson's-Bay*,
North America, read before the *Royal*
Society, Oct. 28, 1742 *.

I Observed, that the *Hares*, *Rabbets*, *Foxes* and
Partridges, in *September*, and the Beginning of
October, changed their native Colour to a snowy
White ; and that for six Months, in the severest
Part of the Winter, I never saw any but what were
all white, except some *Foxes* of a different Sort,
which were grizzled, and some half red, half white.

That Lakes and standing Waters, which are not
above 10 or 12 Feet deep, are frozen to the Ground
in Winter, and the Fishes therein all perish.

Yet in Rivers near the Sea, and Lakes of a greater
Depth than 10 or 12 Feet, Fishes are caught all the
Winter, by cutting Holes through the Ice down to
the Water, and therein putting Lines and Hooks.
But if they are to be taken with Nets, they cut se-
veral Holes in a strait Line the Length of the Net, and

B b

pass

pass the Net, with a Stick fastened to the Head-line, from Hole to Hole, till it reaches the utmost Extent; and what Fishes come to these Holes for Air, are thereby entangled in the Net; and these Fish, as soon as brought into the open Air, are instantaneously frozen as stiff as Stock-fish. The Seamen likewise freshen their salt Provisions, by cutting a large Hole through the Ice in the Stream or Tide of the River, which they do at the Beginning of the Winter, and keep it open all that Season. In this Hole they put their salt Meat, and the Minute it is immersed under Water, it becomes pliable and soft, though before its Immersion it was hard frozen.

Beef, Pork, Mutton, and Venison, that are killed at the Beginning of the Winter, are preserved by the Frost, for six or seven Months, intirely free from Putrefaction, and prove tolerable good Eating. Likewise *Geese, Partridges*, and other Fowl, that are killed at the same time, and kept with their Feathers on, and Guts in, require no other Preservative but the Frost to make them good wholesome Eating, as long as the Winter continues. All kinds of Fish are preserved in the like manner.

In large Lakes and Rivers, the Ice is sometimes broken by imprisoned Vapours; and the Rocks, Trees, Joists and Rafter of our Buildings, are burst with a Noise not less terrible than the firing off a great many Guns together. The Rocks which are split by the Frost, are heaved up in great Heaps, leaving large Cavities behind; which I take to be caused by imprisoned watery Vapours, that require more Room, when frozen, than they occupy in their fluid State. Neither do I think it unaccountable, that the Frost should be able to tear up Rocks and Trees, and split the Beams of our Houses, when I consider the great Force and Elasticity thereof. If Beer or Water is left in Mugs, Cans, Bottles, nay in Copper-pots, though they were put by our Bed-sides,
in

in a severe Night, they are surely split to pieces before Morning, not being able to withstand the expansive Force of the inclosed Ice.

The Air is filled with innumerable Particles of Ice, very sharp and angular, and plainly perceptible to the naked Eye. I have several times this Winter tried to make Observations of some celestial Bodies, particularly the Emerfions of the Satellites of *Jupiter*, with reflecting and refracting Telescopes; but the Metals and Glasses, by that Time I could fix them to the Object, were covered a quarter of an Inch thick with Ice, and thereby the Object rendered indistinct, so that it is not without great Difficulties that any Observations can be taken.

Bottles of *strong Beer, Brandy, strong Brine, Spirits of Wine*, set out in the open Air for three or four Hours, freeze to solid Ice. I have tried to get the Sun's Refraction here to every Degree above the Horizon, with *Elton's* Quadrant, but to no purpose, for the Spirits froze almost as soon as brought into open Air.

The Frost is never out of the Ground, how deep we cannot be certain. We have dug down 10 or 12 Feet, and found the Earth hard frozen in the two Summer Months; and what Moisture we find five or six Feet down, is white like Ice.

The Waters or Rivers near the Sea, where the Current of the Tide flows strong, do not freeze above 9 or 10 Feet deep.

All the Water we use for Cooking, Brewing, &c. is melted Snow and Ice; no Spring is yet found free from freezing, though dug never so deep down. All Waters inland are frozen fast by the Beginning of *October*, and continue so till the Middle of *May*.

The Walls of the House we live in are of Stone, two Feet thick, the Windows very small, with thick wooden Shutters, which are close shut 18 Hours every Day in the Winter. There are Cellars

under the House, wherein we put our *Wines, Brandy, strong Beer, Butter, Cheese, &c.* Four large Fires are made in great Stoves, built on purpose, every Day : As soon as the Wood is burnt down to a Coal, the Tops of the Chimneys are close stopped with an Iron Cover : This keeps the Heat within the House (though at the same time the Smoke makes our Heads ake, and is very offensive and unwholsome) ; notwithstanding which, in four or five Hours after the Fire is out, the Inside of the Walls of our House and Bed-places will be two or three Inches thick with Ice, which is every Morning cut away with a Hatchet. Three or four times a Day we make Iron Shot of 24 Pounds Weight red-hot, and hang them up in the Windows of our Apartments. I have a good Fire in my Room the major Part of the 24 Hours ; yet all this will not preserve my *Beer, Wine, Ink, &c.* from freezing.

For our Winter Dress we make use of three Pair of Socks of coarse Blanketing or Duffield for the Feet, with a Pair of *Deer-skin* Shoes over them ; two Pair of thick *English* Stockings, and a Pair of Cloth Stockings upon them ; Breeches lined with Flannel ; two or three *English* Jackets, and a Fur or Leather Gown over them ; a large Beaver Cap, double, to come over the Face and Shoulders, and a Cloth of Blanketting under the Chin ; with Yarn Gloves, and a large Pair of Beaver Mittings hanging down from the Shoulders before, to put our Hands in, which reach up as high as our Elbows ; yet notwithstanding this warm Cloathing, almost every Day, some of the Men that stir abroad, if any Wind blows from the northward, are dreadfully frozen ; some have their Arms, Hands, and Face blister'd and frozen in a terrible manner, the Skin coming off soon after they enter a warm House, and some have lost their Toes. Now their lying-in for the Cure of these frozen Parts, brings on the Scurvy in a lamentable manner,

manner. Many have died of it, and few are free from that Distemper. I have procured them all the Helps I could, from the Diet this Country affords in Winter, such as fresh Fish, Partridges, Broths, &c. and the Doctors have used their utmost Skill in vain; for I find nothing will prevent that Distemper from being mortal, but Exercise and stirring abroad.

Coronæ and *Parbelia*, commonly called *Halo's*, and *Mock-Suns*, appear frequently about the Sun and Moon here. They are seen once or twice a Week about the Sun, and once or twice a Month about the Moon, for four or five Months in the Winter, several *Coronæ* of different Diameters appearing at the same time.

I have seen five or six parallel *Coronæ* concentric with the Sun several times in the Winter, being for the most part very bright, and always attended with *Parbelia* or *Mock-Suns*. The *Parbelia* are always accompanied with *Coronæ*, if the Weather is clear; and continue for several Days together, from the Sun's Rising to his Setting. These Rings are of various Colours, and about 40 or 50 Degrees in Diameter.

The frequent Appearance of these *Phænomena* in this frozen Clime seems to confirm *Descartes's* Hypothesis, who supposes them to proceed from Ice suspended in the Air.

The *Aurora Borealis* is much oftner seen here than in *England*; seldom a Night passes in the Winter free from their Appearance. They shine with a surprising Brightness, extinguishing all the Stars and Planets, and covering the whole Hemisphere: Their tremulous Motion from all Parts, their Beauty and Lustre, are much the same as in the northern Parts of *Scotland*, *Denmark*, &c.

The dreadful long Winters here may almost be compared to the Polar Parts, where the Absence of the Sun continues for six Months; the Air being perpetually chilled and frozen by the northerly Winds

Winds in Winter, and the cold Fogs and Mists obstructing the Sun's Beams in the short Summer we have here ; for notwithstanding the Snow and Ice is then dissolved in the Low-lands and Plains, yet the Mountains are perpetually covered with Snow, and incredibly large Bodies of Ice continue in the adjacent Seas. If the Wind blows from the southern Parts, the Air is tolerably warm, but insufferably cold when it comes from the northward, and it seldom blows otherwise than between the north-east and the north-west, except in the two Summer Months, when we have, for the major part, light Gales between the east and the north, and Calms.

The northerly Winds being so extremely cold, is owing to the Neighbourhood of high Mountains, whose Tops are perpetually covered with Snow, which exceedingly chills the Air passing over them. The Fogs and Mists that are brought here from the Polar Parts, in Winter, appear visible to the naked Eye in Icicles innumerable, as small as fine Hairs or Threads, and pointed as sharp as Needles. These Icicles lodge in our Cloaths, and if our Faces or Hands be uncovered, they presently raise Blisters as white as a Linnen Cloth, and as hard as Horn. Yet if we immediately turn our Backs to the Weather, and can bear our Hand out of our Mitten, and with it rub the blistered Part for a small time, we sometimes bring the Skin to its former State: If not, we make the best of our way to a Fire, and get warm Water, wherewith we bathe it, and thereby dissipate the Humours raised by the frozen Air ; otherwise the Skin would be off in a short time, with much hot, ferous, watry Matter coming from under along with the Skin ; and this happens to some almost every time they go abroad for five or six Months in the Winter, so extreme cold is the Air when the Wind blows any thing strong.

Now

Now I have observed, that when it has been extreme hard Frost by the Thermometer, and little or no Wind that Day, the Cold has not near so sensibly affected us, as when the Thermometer has shewed much less freezing, having a brisk Gale of northerly Wind at the same time. This Difference may perhaps be occasioned by those sharp-pointed Icicles before-mentioned striking more forcibly in a windy Day, than in calm Weather, thereby penetrating the naked Skin, or Parts but thinly covered, and causing an acute Sensation of Pain or Cold: And the same Reason, I think, will hold good in other Places; for should the Wind blow northerly any thing hard for many Days together in *England*, the Icicles that would be brought from the Polar Parts by the Continuance of such a Wind, though imperceptible to the naked Eye, would more sensibly affect the naked Skin, or Parts but slightly covered, than when the Thermometer has shewn a greater Degree of freezing, and there has been little or no Wind at the same time.

It is not a little surprising to many, that such extreme Cold should be felt in these Parts of *America*, more than in Places of the same Latitude on the Coast of *Norway*; but the Difference I take to be occasioned by the Wind blowing constantly here, for seven Months in the twelve, between the north-east and north-west, and passing over a large Tract of Land, and exceeding high Mountains, &c. as before mentioned: Whereas at *Drunton* in *Norway*, as I observed some Years ago in wintering there, the Wind all the Winter comes from the north and north north-west, and crosses a great Part of the Ocean clear of those large Bodies of Ice we find here perpetually. At this Place we have constantly every Year nine Months Frost and Snow, and unsufferable Cold from *October* till the Beginning of *May*. In the long Winter, as the Air becomes less ponderous

2

towards

towards the Polar Parts, and nearer to an *Æquilibrium*, as it happens about one Day in a Week, we then have Calms and light Airs all round the Compass, continuing sometimes 24 Hours, and then back to its old Place again, in the same manner as it happens every Night in the *West-Indies*, near some of the Islands.

The Snow that falls here is as fine as Dust, but never any Hail, except at the Beginning and End of Winter. Almost every Full and Change of the Moon, very hard Gales from the north.

The constant Trade Winds in these northern Parts I think undoubtedly to proceed from the same Principle, which our learned Dr. *Halley* conceives to be the Cause of the Trade Winds near the Equator, and their Variations.

“ Wind, says he, is most properly defined to be
 “ the Stream or Current of the Air; and where such
 “ Current is perpetual and fixed in its Course, it is
 “ necessary, that it proceed from a permanent and
 “ unintermitting Cause, capable of producing a like
 “ constant Effect, and agreeable to the known Properties of Air and Water, and the Laws of Motion of fluid Bodies. Such an one is, I conceive, the
 “ Action of the Sun’s Beams upon the Air and Water as he passes every Day over the Oceans, considered together with the Nature of the Soil and Situation of the adjoining Continents. I say, therefore, first, That according to the Laws of *Statics*,
 “ the Air which is less rarefied or expanded by
 “ Heat, and consequently more ponderous, must
 “ have a Motion towards those Parts thereof which
 “ are more rarefied, and less ponderous, to bring it
 “ to an *Æquilibrium*, &c.”

Now, that the cold dense Air, by reason of its greater Gravity, continually presses from the Polar Parts towards the Equator, where the Air is more rarefied, to preserve an *Æquilibrium* or Balance of
 the

the Atmosphere, I think, is very evident from the Wind in those frozen Regions blowing from the north and north-west, from the Beginning of *October* until *May*; for we find, that when the Sun, at the Beginning of *June*, has warmed those Countries to the northward, then the south-east, east and variable Winds continue till *October* again; and I do not doubt but the Trade Winds and hard Gales may be found in the southern Polar Parts to blow towards the Equator, when the Sun is in the northern Signs, from the same Principle.

The Limit of these Winds from the Polar Parts, towards the Equator, is seldom known to reach beyond the 30th Degree of Latitude; and the nearer they approach to that Limit, the shorter is the Continuance of those Winds. In *New-England* it blows from the north near four Months in the Winter; at *Canada*, about five Months; at the *Danes's* Settlement in *Streights Davis*, in the 63d Degree of Latitude, near seven Months; on the Coast of *Norway*, in 64, not above 5 Months and a half, by reason of blowing over a great Part of the Ocean, as was before-mentioned; for those northerly Winds continue a longer or shorter Space of time, according to the Air's being more or less rarefied, which may very probably be altered several Degrees, by the Nature of the Soil, and the Situation of the adjoining Continents.

The vast Bodies of Ice we meet with in our Passage from *England* to *Hudson's Bay*, are very surprising, not only as to their Number, but Magnitude. It is in truth unaccountable how they are formed of so great a Bulk, some of them being immersed 100 Fathom or more under the Surface of the Ocean; and a fifth or sixth Part above, and three or four Miles in Circumference. Some hundreds of these we sometimes see in our Voyage here, all in sight at

once, if the Weather is clear. Some of them are frequently seen on the Coasts and Banks of *Newfoundland* and *New-England*, though much diminished.

When I have been becalmed in *Hudson's Streights* for three or four Tides together, I have taken my Boat, and laid close to the Side of one of them, founded, and found 100 Fathom Water all round it. The Tide floweth here above four Fathom; and I have observed, by Marks upon a Body of Ice, the Tide to rise and fall that Difference, which was a Certainty of its being aground. Likewise in a Harbour in the Island of *Resolution*, where I continued four Days, three of these Isles of Ice (as we call them) came aground. I founded along by the Side of one of them, quite round it, and found 32 Fathom Water, and the Height above the Surface but ten Yards; another was 28 Fathom under, and the perpendicular Height but nine Yards above the Water.

I can in no other manner account for the Aggregation of such large Bodies of Ice but this: All along the Coasts of *Streights Davis*, both Sides of *Baffin's Bay*, *Hudson's Streights*, *Anticosti*, or *Labrador*, the Land is very high and bold, and 100 Fathoms, or more, close to the Shore. These Shores have many Inlets or Furs, the Cavities of which are filled up with Ice and Snow, by the almost perpetual Winters there, and frozen to the Ground, increasing for four, five, or seven Years, till a kind of Deluge or Land-flood, which commonly happens in that Space of time throughout those Parts, breaks them loose, and launches them into the Streights or Ocean, where they are driven about by the variable Winds and Currents in the Months of *June*, *July*, and *August*, rather increasing than diminishing in Bulk, being surrounded (except in four or five Points

Points of the Compass) with smaller Ice for many hundred Leagues, and Land covered all the Year with Snow, the Weather being extreme cold, for the most part, in those Summer Months. The smaller Ice that almost fills the Streights and Bays, and covers many Leagues out into the Ocean along the Coast, is from four to ten Fathom thick, and chills the Air to that Degree, that there is a constant Increase to the large Isles by the Sea's washing against them, and the perpetual wet Fogs, like small Rain, freezing as they settle upon the Ice; and their being so deeply immersed under Water, and such a small Part above, prevents the Wind's having much Power to move them: For though it blows from the north-west Quarter near nine Months in twelve, and consequently those Isles are driven towards a warmer Climate, yet the progressive Motion is so slow, that it must take up many Years before they can get five or six hundred Leagues to the southward: I am of Opinion some hundreds of Years are requir'd; for they cannot, I think, dissolve before they come between the 50th and 40th Degree of Latitude, where the Heat of the Sun consuming the upper Parts, they lighten and waste in Time: Yet there is a perpetual Supply from the northern Parts, which will so continue as long as it pleases the AUTHOR of all Beings to keep things in their present State.

Observations of the Longitude, Latitude, and the Declination of the Magnetic Needle, at Prince of Wales's Fort, Churchill River.

Having observed the apparent	} h. ' "	1	11
Time of an Emerision of <i>Jupiter's</i> first			
<i>Satellite</i> at <i>Fort Churchill</i> , on <i>Saturday</i>		II	55 50
the 20th of <i>March</i> last 1741-2, at			
C c 2			I find

I find the same Emerfion happened
 at *London*, by Mr. *Pound's* Tables, com-
 pared with some Emerfions actually
 obferved in *England* near the fame
 Time at,

h. ⁴ ¹⁰
 18 15 10

Whence the horary Difference of
 Meridians, between *Fort Churchill*
 and *London*, comes out - - -

6 19 20

Which converted into Degrees of
 the Equator, gives for the Distance
 of the fame Meridians - - -

94° 50'

Wherefore, fince the Time at *London* was later in
 Denomination than that at *Churchill*, it follows that,
 according to this Obfervation, *Churchill* is 94 De-
 grees 50 Minutes in Longitude weft of *London*.

I took feveral other Obfervations, which agreed
 one with another to lefs than a Minute, but this I
 look upon as the moft diftinct and beft.

The Obfervation was made with a good 15 Foot
 refracting Telescope, and a two Foot Reflector of
Gregory's Kind, having a good Watch of Mr. *Gra-*
ham's that I could depend upon; for I have frequent
 Opportunities of difcovering how much its Variation
 amounted to, and constantly found its daily Devia-
 tion or Error to be 15 Seconds too flow; by which
 means it was as ufeful to me for all Purpofes, as if
 it had gone moft constantly true without any Change.
 This Watch I kept in my Fob in the Day, and in
 Bed in the Night, to preferve it from the Severity
 of the Weather; for I obferved, that all other
 Watches were fpoiled by the extreme Cold.

I have found, from repeated Obfervations, a Me-
 thod of obtaining the true Time of the Day at Sea,
 by taking eight or ten different Altitudes of the Sun
 or Stars, when near the Prime Vertical, by Mr.

Smith's or *Mr. Hadley's* Quadrant, which I have practised these three or four Years past, and never found from the Calculations, that they differed one from another more than 10 or 15 Seconds of Time. This Certainty of the true Time at Sea is of greater Use in the Practice of Navigation, than may appear at first Sight ; for you thereby not only get the Variation of the Compass without the help of Altitudes, but likewise the Variation of the Needle from the true Meridian, every time the Sun or Star is seen to transit the same. Also having the true Time of Day or Night, you may be sure of the Meridian Altitude of the Sun or Star, if you get a Sight 15 or 20 Minutes before or after it passes the Meridian ; and the Latitude may be obtained to less than five Minutes : With several other Uses in astronomical Observations ; as the Refraction of the Atmosphere, and to allow for it, by getting the Sun's apparent Rising and Setting, which any body is capable of doing, and from thence you will have the Refraction.

If we had such a Telescope contrived as *Mr. Smith* recommends to be used on Shipboard at Sea, now we can have an exact Knowledge of the true Time of the Day or Night from the above Instruments and a good Watch, we should probably be able to observe the Eclipses of the first *Satellite* of *Jupiter*, or any other *Phænomenon* of the like Kind, and thereby find the Distance of Meridians, or Longitude at Sea.

The Variation of the Magnetic Needle, or Sea-Compass, observed by me at *Churchill* in 1725, (as in N^o. 393 of the *Philosophical Transactions* for the Months of *March* and *April* 1726.) was at that time north 21 Degrees westerly, and this Winter I have carefully observed it at the same Place, and find it no more than 17 Degrees, so that it has differed about one Degree in four Years ; for in 1738, I
ob-

served it here, and found its Declination 18 Degrees westerly. I have carefully observed, and made proper Allowance for the Sun's Declination and Refraction, and find the Latitude here to be 58 Degrees 56 Minutes north : But in most Parts of the World, where the Latitudes are fixed by Seamen, they are for the most part falsely laid down, for want of having regard to the Variation of the Sun's Declination, which, computed at a distant Meridian, when the Sun is near the Equator, may make a great Error in the Sun's rising and setting *Azimuths*, &c.

These things I thought proper to take notice of, as they may be of Service to Navigators, and the Curious in natural Inquiries.

The foregoing Relation having been given by Capt. *Middleton* to the late worthy President of the ROYAL SOCIETY, Sir *Hans Sloane*, Bart. he was pleased to communicate the same to the SOCIETY, and at the same time, as the surviving Trustee of the late Sir *Godfrey Copley*, to nominate Capt. *Middleton* to receive this Year the Prize Medal, given annually by the ROYAL SOCIETY, in consequence of Sir *Godfrey's* Benefaction; and the same was accordingly presented to the Captain on St. *Andrew's* Day last, 1742.



Several

of
ade
and
58
of
Sea-
own,
the
tant
may
ing
of,
the
-
-
Sir
ne to
rifice
to
the
tion;
n St.
1

General ABBREVIATIONS used in the
Up of in the following Logg Journal explained.

I. W. at the Top of Col. 1. Bands for the West
and the Numbers express Degrees.

H. at the Top of Col. 3. Bands for the West
and the Numbers express Degrees.

K. at the Top of Col. 4. Bands for the West
and the Numbers express Degrees.

L. at the Top of Col. 5. Bands for the West
and the Numbers express Degrees.

M. at the Top of Col. 6. Bands for the West
and the Numbers express Degrees.

N. at the Top of Col. 7. Bands for the West
and the Numbers express Degrees.

O. at the Top of Col. 8. Bands for the West
and the Numbers express Degrees.

P. at the Top of Col. 9. Bands for the West
and the Numbers express Degrees.

Q. at the Top of Col. 10. Bands for the West
and the Numbers express Degrees.

R. at the Top of Col. 11. Bands for the West
and the Numbers express Degrees.

S. at the Top of Col. 12. Bands for the West
and the Numbers express Degrees.

T. at the Top of Col. 13. Bands for the West
and the Numbers express Degrees.

U. at the Top of Col. 14. Bands for the West
and the Numbers express Degrees.

V. at the Top of Col. 15. Bands for the West
and the Numbers express Degrees.

W. at the Top of Col. 16. Bands for the West
and the Numbers express Degrees.

X. at the Top of Col. 17. Bands for the West
and the Numbers express Degrees.

Y. at the Top of Col. 18. Bands for the West
and the Numbers express Degrees.

Z. at the Top of Col. 19. Bands for the West
and the Numbers express Degrees.

*Several ABBREVIATIONS which are made
Use of in the following Logg Journal explained.*

L. W. at the Top of Col. 2. stands for *Lee Way*,
where the Numbers exprefs Degrees.

H. at the Top of Col. 3. stands for *Hours*.

K. at the Top of Col. 4. stands for *Knots*.

F. at the Top of Col. 5. stands for *Furlongs*, or the
eighth Part of a Mile.

Sd. *Sounded*.

Sqs. *Squalls*.

A. M. *Ante Meridiem*, or *in the Morning*.

P. M. *Post Meridiem*, or *in the Evening*.

F. T. S. *Fore Top Sail*.

M. T. S. *Main Top Sail*.

X. Longit. Difference of Longitude.

Thursday, July 1, 1742.	L. W.	H. K.	F.	Course.	Winds.	TRANSACTIONS, &c.		Longitude from Lon- don, 94°. 17'. W.	
Obs. Lat. 60°. 00'.		2				Light Airs, variable and moderate fair Weather.		X. Longi- tude from Churchill, 0°. 43'. E.	
		4				Ditto hazy. Made Signal to weigh.			
		6				Ditto hove short. All clear for Sea. At half past eight weighed. At nine got out of the Harbour of Churchill River.			
		8				Sent the Boat on Shore with the Packet for Home. Braced to for our Boat and Tender.			
		10				Put a Cable and one of the Tender's Anchors on Board of her, which we had borrowed for Mooring, two of our own being broken.			
		12				At 11 our Boat returned on Board. The New Fort bore S. W. Dist. 3 Leag. Sounded 17 Fathoms. At 1 bore away, the Tender in Company.			
		2				At 2 Do. Fort bore S. W. by W. Dist. 4 Leagues.			
		4	5	7	N. E. by N.	S. S. E.	Sounded 20, 15, and 24 Fathoms.		
		6	6				At 5 founded 25. 26 Fathoms. Set the Forefail.		
		8	6	1			Sounded, no Ground at 40 Fathoms. Set Top-gallant-sail. Saw several Pieces of Ice.		
Lat. by Ac. 60°. 4'.		10	6	3				Variation. N. 18°. W.	
		12	6	2		S. E. by S.	Hazy Weather.		

Wind, Weather, and Remarks as above. Our Course made from *Churchill* Harbour's Mouth, including the Bearing and Distance as above, is N. 15°. E. Distance 89 Miles. Departure 21, 9 Miles.

And therefore D^o. River bore off at Noon, 5. 15°. W. 30 Leagues 1 Mile.

Morning made 3 Islands, distant from about three Leagues; being hazy, and the Wind on the Shore, we could not come any nearer, nor see the Main Land. At 5 this

Remarkable Observations on Doubtless

TRANSACTIONS, &c.

Saturday
July 3d.

L.W.	H.	K.	F.	Course.	Winds.
11	2	3	5	E.	S. S. E.
11	4	2	6	E. N. E.	S. E.
8	6	3			
15	8	1	6	E. half S.	s. by E. S. S. E.
15	10	1	5	E. by N.	S. E. by S.
15	12	1	2	N. E. by E. $\frac{1}{2}$ E.	S. E.
22 11	2	1	4	N. E. by N. S. E.	Al. Calm.
8	4	3		S. E. by S.	N. E. by N.
8	6	4	3	Ditto	Ditto
8	8	6	4	N. by E.	E. by N.
11	10	5		N. N. E.	E.
11	12	1	3	S. E. $\frac{1}{2}$ E.	

Obs. Lat.
62°. 47'.

Latit. by
Acc. 62°. 41'.

Moderate and hazy.

Ditto sounded 45 Fathoms.

Wet foggy Weather. Bore down to the Tender N. N. E. 2 Miles. Sounded 52 Fathoms. Fired 1 Gun.

Bore down two Glasses to ditto. Fired 6 Guns.

Foggy. Sounded 56 Fathoms. A great Swell from Southward.

Light Airs. Wet Fogg. 4 Guns. Sounded 44 Fathoms.

Sounded 43 Fathoms. Soft Clay. 2 Guns for the Tender.

At 1 tack'd. Sounded 48 Fathoms. 3 Guns for ditto. 30 Fathoms. 4 more Guns for keeping in Company.

4 Guns these 2 Hours for the Tender. Sounded from 43 to 49 Fathoms.

1 Gun for ditto. At half an Hour past 5 tack'd. Fresh Gales.

At 6 saw Land, being an Island from N. by E. to E. by N.

A fresh Gale. The E. End of the said Island bore N. E. the W. End N. by W. the nearest Distance 4 Leagues. At 10 tack'd. 15 Fathoms. Stony Ground 5 or 6 Miles off the said Island.

At Noon the Eastmost Point of the said Island bore E. the Westmost Point N. by E. the nearest Point N. N. E. 5 Miles distant.

Longitude
from Lon-
don 91°. 43'. W.

X. Longi-
tude 3°. 17'. E.

Variation.
N. 25°. W.

Since last Noon Wind and Weather for the most part variable, with wet Fogs. At 8 this Morning made an Island in Latit. 63°. 00'. N. and Longit. from the Meridian of London 91°. 40'. It is very probable that this Island is what Fox calls *Brook Cobham*. It is about 8 Leagues long, and 3 Leagues broad. Here it is pretty bold and good Sounding. It lies near N. W. and S. E. by Compass lengthwise. Much Snow on it. My Course, Lee-way and Variation allow'd, is N. 36°. E. Distance 46 Miles, Depart. 27 Miles.

At Noon *Churchill River* bore from us S. 24. W. Dist, 83 Leagues.

Remarkable Observations on Board his Majesty's Ship Furnace, from Churchill towards Ne Ultra on a Discovery.

Sunday,
July 4th.

Obs. Lat.
62°. 58'.

Latit. by
Acc. 63°. 02'.

L.W.	H.	K.	F.	Courfe.	Winds.
15	2	1	4	S E. by E	N. E. by E.
	4				Calm.
	6	1	3	E. by S.	W. N. W.
	8	1	3	E.	
	10	3		E. by N.	
	12	3	2		N. N. W.
	2	3	3	E. N. E.	N.
11	4	3	3		
5	6	3	4	E.	N. N. E.
11	8	3	2	E. $\frac{1}{2}$ S.	
	10	3	3	S. E. by E	
28	12	1	4	E. by N.	N. by E.

TRANSACTIONS, &c.

Almost calm. At half past 12 sounded 29, 31, 34 Fathoms. At 2 the E. End of Brook Cobham bore N. E. by E. Dist. 4 or 5 Leagues.

At 4 the S. End of ditto bore N. E. half E. Dist. 5 Leagues. Sold dead Mens Clothes.

Sounded 35 Fathoms. At 6 the E. End of ditto bore N. E. 7 or 8 Miles distant. The Northmost Point N. by W. distant 8 or 9 Leagues. Sounded 30 Fathoms, soft Ground.

At 8 sounded 33, 35, 40 Fathoms, ditto Ground. Light Airs and smooth Water.

Sounded 40 Fathoms, ditto Ground.

Out 1 Reef of the Top-sail. Sounded 45, 46 Fathoms. At 12 the Island bore W. S. W. 7 or 8 Leagues. Set the Fore-sail and Stay-sails.

A fine Gale and smooth Water. Sounded 54, 55 Fathoms Water.

Fair Weather. Sounded 52, 60 Fathoms.

Ditto fair and pleasant. At half past five set Main-sail. Sounded 60 Fathoms.

Cloudy hazy Weather. At 7 up Main-sail for the Tender. Sounded 75, 74 Fathoms.

Ditto Weather. Bore down to the Tender 5 Glasses.

A small Breeze, and clear Weather.

Longitude
from Lon-
don 89°. 55'. W.

X. Longi-
tude 5°. 05'. E.

Variation
obs.
N. 27°. W.

We have had chiefly light Gales, and variable Weather. Our Courfe, Lee-way and Variation allowed, is E. 20°. N. Dist. 54 Miles. Depart. 51 Miles. At Noon Churchill River's Mouth bore S. 33°. W. Dist. 95 Leagues.

(4)

Monday,
July 5th.

L.W.	H.	K.	F.	Courfe.	Winds.
------	----	----	----	---------	--------

TRANSACTIONS, &c.

Light Airs, and fair Weather.

Longitude
from Lon-
don, 90°. 55'. W.

Monday,
July 5th.

Obs. Lat.
63°. 14'.

Latit by
Acc. 63°. 14'.

L. W.	H. K.	F.	Course.	Winds.
22	2	1	3 E. by N.	N. by E.
22	4	1	E. N. E.	N.
22	6	4	E. B. S.	N. N. E.
23	8	1		
28	10	2	6 N. W. by W.	N. E. by N.
28	12	2	6	
28	2	2	6 N. b. W. $\frac{1}{2}$ W	
22	4	1	7 N. by W.	N. E. by E.
28	6	1	4	
22	8	1	6 N. b. W. $\frac{1}{2}$ W	
11	10	2	N. W. by N.	
11	12	2		

TRANSACTIONS, &c.

Light Airs, and fair Weather.

Ditto. Sounded 80 Fathoms.

Almost calm. Sounded 80 Fathoms.

A fresh Gale, and Squalls. In 1 Reef of the Top-sail. At half past 8 tack'd. 1 Gun. Handed Fore-top-sail.

Hazy. Set Fore-top-sail. Sounded 75 Fathoms. A great Sea from the Eastward.

Ditto Weather. Sounded 75 Fathoms.

Sounded 75 Fathoms.

At 3 saw a Head-land on the N. Side of the *Wellcome*. Bore N. W. by N. 7 or 8 Leagues distant. Sounded 70 Fathoms. Out all Reefs. Set small Sails.

Little Wind and hazy. At 5 sounded 70 Fathoms.

Sounded 72 Fathoms.

Little Wind. Sounded 60, 43 Fathoms.

The Westmost Part of do. Land in Sight N. W. by W. 6 or 7 Leagues. The Eastmost N. by E. 5 Leagues. Sounded 42, 35 Fathoms.

Longitude
from *Lon-*
don, 90°. 50'. W.

Dit. from
Churchill
River 4°. 10'. E.

Variation
observed
N. 30°. W.

Wind, &c. as before. Our Course, allowing for Lee-way and Variation, is W. 33°. N. Dist. 30 Miles. Depart. 25 Miles. Off the Head-land I tried the Tide several Times, and found it 2 Miles an Hour from N. E. by E. by Compass, one Day before the Full Moon. I take it to be the Flood from the Eastward, but have not stop'd any where to go on Shore. Sounded 23 Fathoms, 3 Leagues off Shore. Should have sent my Boat a-shore here, but find it is coming foggy. This Head-land is in Latitude 63°. 20'. N. Longit. from *London* 91°. 00'. W. or 4°. E. from *Churchill*.

At Noon *Churchill* River's Mouth bore S, 25°. W, Dist, 94 Leagues.

Remarkable Observations on Board his Majesty's Ship Furnace, from Churchill River towards Ne Ultra.

Tuesday,
July 6th.

L.W.	H.	K.	F.	Courfe.	Winds.
11	2	2	4	N. W. by N.	N. E. by N.
11	4	2		N. E. b. E. $\frac{1}{2}$ E.	
	6	1		N. E. by E.	N. b. W.
15	8	1	6	E. $\frac{1}{2}$ N.	N. by E.
15	10	2	3	E. by N.	N. by E.
15	12	3	3	E.	N. N. E.
15	2	2	3	E. by N.	N. by E.
22	4	1	4	E. $\frac{1}{2}$ N.	
12	6	1	6	E. N. W. by W.	N. N. E. N. by E.
12	8	2	3	N. N. E.	N.
11	10	1		E.	N. N. E.
11	12	1	6	E. N. E.	N.

Lat. obf.
63°. 16'.

Latit. by
Acc. 63°. 16'.

TRANSACTIONS, &c.

Moderate Weather. Sounded 42, 40, 42, 38, 38, 35, 38, 35 Fathoms.

Ditto. At half past 2 tack'd. At half past 3 tack'd. The Eastmost Part of the Headland in Sight N. by E. The Westmost W. by S. nearest Dist. 4 or 5 Leagues.

Working along Shore, the Flood from the N. E. by N. and Ebb from S. W. by S. Sounded 23, 33 Fathoms.

Sounded 32 Fathoms. The Island of *Brook Cobham* is in Sight, and bears W. by S. 9 Leagues. Set up Top-gallant-fails.

At 10 the Eastmost Part of the Head-land in Sight bore N. W. 4 or 5 Leagues.

At 11 in with the Small-fails. Sounded 60 Fathoms. Moderate and clear.

Moderate and hazy. Sounded 73 Fathoms.

Ditto Weather. At 4 sounded 78 Fathoms.

At 5 tack'd. Sounded 78, 70 Fathoms. Lowered the small Boat, and tried the Tide, which set N. N. E. Two Fathoms at 6.

At half past 7 tack'd. Sounded 70 Fathoms. At 8 the Eastmost Part of the above Head-land W. N. W. half N. Dist. 8 or 9 Leagues.

Almost calm.

Hazy. Set the Top-gallant-fails, unbent the Jibb, and altered the Foot to make it stand, being too deep by Leach; and scrap'd the Six-oar'd Boat.

Longitude
from Lon-
don 89°. 44'. W.

X. Longit.
5°. 16'. E.

Var. obf.
N. 30°. W.

Since last Noon light Airs and variable Weather. Our Courfe made, with the above Allowance, is E. 5°. N. Dist. 31 Miles. Depart. 30 Miles. Lat. Longit. and Variation as *per* Margin. Close in with the before-mentioned Head-land I found the Tide run two Miles an Hour from the N. E. by E. which I take to be the Flood, By the slack Tide, from several Tryals, I found it to flow near W. or W. by N. having a full Moon this Day.

At Noon *Churchill* River bore S. 31°. W. Dist. 99 Leagues.

(9)

Wednes

L.W.	H.	K.	F.	Courfe.	Winds.
------	----	----	----	---------	--------

TRANSACTIONS, &c.

Longitude
from Lon-
don 88°.

By the black Tides, from several T. the before-mentioned Head-land I found the Tide run two Miles an Hour from the N. E. by E. which I take to be the Flood.
At Noon Churchill River bore S. 31° W. Dist. 99 Leagues.

Remarkable Observations on Board on his Majesty's Ship & Company, &c.

Wednes-
day, July
the 7th.

L.W.	H.	K.	F.	Course.	Winds.
11	2	2		N. E.	N. N. W.
	4	3	2	N. N. E.	W. N. W.
5	6	3	4	E. by S.	N. E. by N.
11	8	3			
5	10	2	5	E. by S. $\frac{1}{2}$ S.	
8	12	2	4	N. by W.	N. E. by E.
5	2	3		N.	E. N. E.
12	4	2	6	S. E. by E.	N. E. by E.
12	6	1	2	E. S. E.	N. E.
11	8	1	6		
11	10	2	4	E.	N. N. E.
11	12	1	5	E. by N.	N. by E.

Latit. by
Acc. 63°.
39'.

TRANSACTIONS, &c.

Variable hazy Weather. Shortened Sail for the Tender.
Ditto. Sounded 65 Fathoms.
Ditto, and wet and foggy. Sounded 60 Fathoms.
Ditto, foggy. Sounded from 70 to 75 Fathoms.
Ditto, foggy. Sounded 70 Fathoms. 1 Gun. Tack'd. Sounded 68 Fathoms.
Ditto, foggy. Sounded 70 Fathoms.
At half past 1 tack'd. 1 Gun. Sounded 60 Fathoms.
Hazy. Cleared up a little. Shortened Sail for the Tender. Sounded 78, 76, 73 Fathoms.
Ditto, hazy. Soft sticking Ground. 72, 70 Fathoms.
Ditto. 71, 73 Fathoms. Soft Ground.
Ditto, hazy. Sounded 85, 90 Fathoms.
Ditto. Sounded 90 Fathoms. Hazy light Airs. Wind.

Longitude
from Lon-
don 88°.
38'. W.

X. Longi-
tude 6°.
22'. E.

(7)

Variation
N. 31° W.

Very foggy Weather for the most Part, with light Gales. Our Course made, allowing for Lee-way and Variation, is E. 38°. N. Dist. 38 Miles. Depart. 30 Miles. I have tried the Tides several Times since I was in Shore off *Brook Cobham*, and find little or none. This may be owing to the Distance from the Land, as we find it in other Places. I have seen no Whales, nor large Fish of any Sort as yet, except one white Whale, no bigger than a Grampus, and four or five Seales.

At Noon Churchill River bore S. 32° W. Dist. 110 Leagues.

Remarkable Observations on Board his Majesty's Ship Furnace, from Churchill towards Ne Ultra.

Thursday, July 8th.	L. W.	H.	K.	F.	Courfe.	Winds.	TRANSACTIONS, &c.	Longitude from Lon- don 88°. 00'. W.
	5	2	1	5	E. N. E.	N.	Hazy. Little Wind. Sounded 92 Fathoms, Soft.	
	5	4	2	5	N. E.	N. N. W.	Ditto. Sounded 90 Fathoms.	
	5	6	3		E. b. N. $\frac{1}{2}$ N.	N. by E.	Saw a large Ledge of Ice to the Northward of us. Sounded 82, 83 Fathoms.	
	5	8	2	6			Ditto, and hazy. Sounded 82 Fathoms, soft Ground.	
	5	10	2		E. by N.	N.	Ditto. Sounded 83 Fathoms. Ditto Ground.	X. Longit. 7°. 00'. E.
Latit. obl. 63°. 55'.	5	12	2		E. by S.	N. E. by N.	Ditto. Sounded 83, 88 Fathoms. Tack'd at 12.	
	5	2	1	6	N. by W.	N. E. by E.	Light Airs. Sounded 80 Fathoms to 74.	
	3	4	1				Almost calm. Saw the N. Side of the <i>Wellcome</i> , and much Ice in Shore. The nearest Part of the Land N. W. about 7 or 8 Leagues.	
		6				Calm.		
		8				ditto.	Tryed the Tide ; it set E. N. E. 2 Fathoms.	
		10				ditto.		
Latit. by Acc. 64°. 04'.		12	4				Light Air. Hazy. Exercised our small Arms. The Westmost Land on the N. Side N. W. The nearest Distance 7 or 8 Leagues. Sounded at Noon 57 Fathoms.	Variation obl. 34°. W.

Have had for the most part little Wind. Weather hazy with Calms, and much Ice all to the Northward of us, close in Shore for several Leagues off. Our Course, allowing Lee-way and Variation, is N. 32°. E. Dist. 30 Miles. Depart. 16, 7 Miles.

At Noon *Churchill* River bore S. 35°. W. Dist. 120 Leagues. Sailing 5 Leagues off Shore, which lyeth E. by N. in 38 Fathoms.

Friday, July 9th.	L. W.	H.	K.	F.	Courfe.	Winds.	TRANSACTIONS, &c.	Longitude from Lon- don, 86°. 00'. W.
		2	2		E. by N.	W. N. W.	Sailing along a Ledge of Ice. Sounded 72 Fathoms. Altered our Course for Ice. 1 Gun. Shortened Sail.	

Friday, July 9th.	L. W.	H. K.	F.	Courfe.	Winds.
		2	1	E. by N. E. by S.	W. N. W.
		4	2		
		6	2	5	
		8	2	4	s. w. by w.
	10	3	5		
Obs. Lat. 64°. 51'.	12	3			
	2	2	6		s. w. by w.
	4	3		E. by S.	
	6	3			
	8	3		N. E. $\frac{1}{2}$ N.	
	10	2	2	N. E. by N.	
Lat. by Ac. 64°. 50'.	12	2	6	N. by E.	

TRANSACTIONS, &c.

Sailing along a Ledge of Ice. Sounded 72 Fathoms.
Altered our Courfe for Ice. 1 Gun. Shortened Sail.

Sounded 38 Fathoms, in Sight of the North Shore.

Made Sail. The Tender came up with us. Sounded 43 Fathoms to 54. The West-
most Land in Sight from W. N. W. to N. E. by E. the nearest 7 Leagues.

Paffed several Pieces of Ice. 1 Gun to alter Courfe. Set Top-gallant-sail. Fair but hazy.

At 9 founded 80 Fathoms,

Much Ice a-head. In Sight of the North Shore.

Paffed much shatter'd Ice. Sounded 68 Fathoms. Saw the E. Side of the *Welcome*
S. by E. to N. E. by E. the nearest Distance four Leagues. Low even Land. The West
Side bore at the same Time from W. N. W. to N. in Sight, the nearest Distance 7 or 8
Leagues. The *Welcome* is 11 or 12 Leagues broad here.

Sounded 44, 45, 45, 47, 37, 35, 37, 40, 44 Fathoms.

Entered a large Ledge of Ice, sailing amongst it. Very hazy. At 12 thick Fogg. Laid
to for the Tender. Fired 1 Gun. Sounded 74 Fathoms.

At 12 the Tender came up with us. Continued lying to till the Weather clear'd up.

Longitude
from *Lon-*
don, 86°. 34' W.

X. Longi-
tude from
Churchill,
R. 8°. 26'. E.

(6)

Variation.
N. 34°. W.

Winds, Weather, &c. as per Logg. Our Course sail'd, allowing Variation, &c. is N. 36°. E. Dist. 62 Miles, Depart. 37 Miles. We find very good Soundings all
along both Shores at 2 or 3 Leagues Distance. Little or no Tide here on the S. Shore. Being fast jam'd up in Ice, we have no Opportunity of getting on Shore to try
the Height of the Tides. The *Welcome* full of Ice from Side to Side,

At Noon *Churchill* River bore S. 36°. W. Dist. 136 Leagues.

Remarkable Observations on Board his Majesty's Ship Furnace, on a Discovery in North America.

Saturday
July 10.

Obs. Lat.
65°. 00'.

Latitude
by Acc.
65°. 01'.

L.W.	H. K. F.	Course.	Winds.
	2		
	4	2	N. b. W.
	6		s. w. by w.
	8		
	10		
	12		
	2		
	4		
	6		
	8		
	10		s. w. by s.
	12		

TRANSACTIONS, &c.

Up S. E. by S. off E. S. E. Weather foggy. At half past 1 the Fogg clear'd up a little. Made sail towards the N. Shore amongst sailing Ice. Much Ice all round.

At 2 founded 65 Fathoms. Tried the Tide. Set N. E. by E. 1 Mile and Hour. At 4 made Signal to grapple to the Ice. Fired 2 Guns.

At 5 grappled both Ship and Tender to one large Piece, to keep off from the Lee Shore, the Wind blowing on the South Side.

At 8 set the Land on both Sides of the *Wellcome*; the E. Shore or South, from S. S. E. round to N. E. by E. the W. or N. Shore from W. to N. the nearest Dist. 6 or 7 Leagues. The S. Side dist. 5 Leagues. Filled all our empty Casks with fresh Water, gathered from off the Ice we were grappled to.

Some Rain, and foggy. Sounded 58 Fathoms.

Fair but hazy. A fresh Gale at S. W. by S. driving all the Ice we came through upon us, joined all fast to both Shores. Sounded 56 Fathoms.

At 4 founded 46, 45 Fathoms.

At 5 founded 49 Fathoms. At 6 founded 51 Fathoms. Fresh Gales and hazy.

At 8 got down Top-gallant Yards. Sounded 50 Fathoms.

Sounded 53 Fathoms. Ditto hazy, and fresh Gales.

Sounded 55 Fathoms.

Longitude
from Lon-
don 86°. 10'. W.

X. Long.
from
Churchill
R. 8°. 50'. E.

(10)

Variation
N. 36°. W.

Have had for the most Part hazy and foggy Weather. Inclosed among much heavy Ice. We are using Means to prevent being forc'd on Shore, by making fast to the largest Piece we have been able to come at, and thereby hinder our separating. By frequent Tryals with the Current Logg, I cannot perceive either Flood or Ebb to run here on the South Side. Our Way made by driving in the Ice with the Wind, allowing Variation, is N. E. about 15 Miles. Our Latit. and Longit. as above. So hazy that we cannot see the West Shore. The East Shore is from S. by W. to N. by E. in Sight. We drive E. N. E. by Compass, and are not above 3 Leagues from the Eastern Shore, but hope the Ice will fill between us and it, to prevent our being on the Shore; for we are not able to help ourselves, till the Wind shifts or falls calm.

Sunday,
July 11.

L.W.	H. K. F.	Course.	Winds.
	2		

TRANSACTIONS, &c.

The Current set N. E. by E. 4 Fathoms. Sounded 47. At 2 founded 54 Fathoms.

Longitude
from Lon-

largest Piece we have been able to save at, and thereby hinder our separating. By frequent Trials with the Current Logg, I cannot perceive either Flood or Ebb to run here on the South Side. Our Way made by driving in the Ice with the Wind, allowing Variation, is N. E. about 15 Miles. Our Latit. and Longit. as above. So hazy that we cannot see the North Shore. The North Shore is from S. by W. to N. by E. in Sight. We drive E. N. E. by Compass, and are not above 3 Leagues from the

Remarkable Observations on Board his Majesty's Ship Furnace, on a Discovery in North America.

Sunday,
July 11.

Lat. obf.
65°. 11'.

Latit. by
Acc. dit.

L.W.	H.	K.	F.	Course.	Winds.
	2				
	4				
	6				S. S. W.
	8				S. W.
	10				Ditto
	12				Ditto
	2				Ditto.
	4				
	6				
	8				
	10				
	12				

TRANSACTIONS, &c.

The Current set N. E. by E. 4 Fathoms. Sounded 47. At 2 founded 54 Fathoms.
Sounded 47, 45 Fathoms.
A fresh Gale, and hazy at 4.
Ditto hazy. Sounded 48, 44 Fathoms.
Sounded 44, 45 Fathoms. Continued driving in on the S. Shore. Foggy.
Sounded 46, 44 Fathoms. A wet Fog.
Foggy. Sounded 43, 42, stony and rocky Ground.
A thick wet Fogg and Rain. Sounded 43 Fathoms.
Wet Fogg. Sounded 43, 40 Fathoms, rocky and stony.
A very thick Fogg and Rain. At 7 founded 38 Fathoms. Tide sets N.N.E. 4 Fathoms.
At 10 the Tide set E. 6 Fathoms. Sounded 28 Fathoms. At same Time cleared up a little. Found ourselves within 2 Miles of the S. Shore. It pleased God that it came calm, and the Ice opened as usually it does. We warp'd off from the Shore, by carrying out Warps and Grapplings over the Ice, fastening the Grapplings to a Piece of Ice. The Tender did the same.

Longitude
from Lon-
don 85°. 45'. W.

X. Long.
from
Churchill
R. 9°. 05'. E.

Variation.
N. 36°. W.

Have had fresh Gales and Calms by Turns, with Rain and wet Fogs. Much Ice in the *Wellcome* all round, and from Side to Side, and for ten Leagues to the Windward of us. It is now calm, and we are working from the Shores, and can make but little Way till the Wind shifts to favour us. Our Drift since the last Noon, when Variation is allowed, has been 15 Miles N. E. making us in Latit. and Longit. as per Margin. At Noon being calm, we are using all possible Means to get from the Shores; the Tide setting constantly to the Eastward, we shall endeavour to get over towards *Whalebone Point*, to try for a Strait or Passage, according to my Instructions, as soon as Ice and Wind will permit.

Remarkable Observations on Board his Majesty's Ship Furnace, on a Discovery in North America.

Monday, July 12.	L. W. H. K. F.			Course.	Winds.	TRANSACTIONS &c.	Longitude from Lon- don 85°. 55'. W.
		2				Continue warping and sailing among the Ice without Poles, being quite calm.	
		4				Ditto. Sounded 31 Fathoms.	
		6	4	N. N. W.	N. E.	An Air. Set the Stay-fails. Up Top Gallant-yards. Set the Sails. Rowing, warping, and setting the Ice opened. Towing with our Boat a-head.	
		8	1			Ice opened more. Continued as above.	
Obs. Lat. 65°. 30'.		10				At 9 grappled to stay for our Tender 5 Miles off Shore. This E. Side lyeth by Compass N. N. E. and S. S. W. low even land.	X. Longi- tude 9°. 05'. E.
		12				At 11 cast off our Grapplings, and made sail. The Tender came up with us.	
		2	4			At 2 grappled to a large Piece. A thick Fogg coming on, sent our Boat to help the Tender to the same. By three got her fast to it also.	
		4	1 4	N. N. E.	E.	Sounded 35, 33 Fathoms. Fogg.	
		6			E. S. E.	Foggy. Sounded 39 Fathoms, driving N. E. 2 Fathoms.	
		8			E.	At half past 7 cast off our Grapplings. Clear'd up a little. Made one warp. Set Sails. By 8 the Ice opened towards the North Shore.	
		10	3 4			Sailing amongst shattered Ice over for the N. Shore. Sounded 43 Fathoms, half Way between the two Shores.	
Latit. by Acc. dit.		12	3 4			Sounded 49, 43, 46 Fathoms, grey Sand and Shells, with some Stones. A fair Head-land on the N. Shore, bore S. W. by S. The Eastmost Land on ditto Shore N. E. the nearest nigh 4 Leagues.	Variation obs. N. 36°. W.

Wind, Weather, &c. as per Logg. Our Way made, allowing for working among the Ice, is N. 11°. W. Dist. 21 Miles, Depart. 4 Miles; therefore Latitude and Longitude as above. At Noon a fair Point, Cape, or Head-land appeared on the North Shore to the Northward of *Whalebone Point*, which bore from us 8 or 9 Leagues, as above in Latitude 65°. 10'. N. and Longit. from *London* by Account 86°. 06'. W. which I shall name *Cape Dobbs*. And now we are standing in for an Inlet or Strait, which makes a fair Opening N. W. from us; though not very wide, to secure our Ships from the continual Danger they must be exposed to by lying in the *Wellcome*, or proceeding any further until the Ice is gone; and if this cannot be done, we must forthwith return.

Tuesday, July 13.	L. W. H. K. F.			Course.	Winds.	TRANSACTIONS &c.	Longitude
	2	3	2	N. by W.	E. N. E.	Hazy. Sounded 48 Fathoms, Sand, Shells, and small Stones. <i>Cape Dobbs</i> bears S. W.	

which makes a fair Opening N. W. from us; though not very wide, to secure our Ships from the continual Danger they must be exposed to by lying in the *Adelphi*, or proceeding any further until the Ice is gone; and if this cannot be done, we must forthwith return.

Tuesday,
July 13.

L.W.	H.	K.	F.	Course.	Winds.
	2	3	2	N. by W.	E. N. E.
	4	3		N. N. W.	
	6	3		N. N. W $\frac{1}{2}$ W	
	8	3			
	10				
	12				
	2				
	4				
	6				
	8				
	10				
	12				

TRANSACTIONS, &c.

Hazy. Sounded 48 Fathoms, Sand, Shells, and small Stones. Cape Dobbs bears S. W. by S. 7 or 8 Leagues. The Eastmost Land on the N. Side of the Opening E. N. E. which makes this Bay 8 or 9 Leagues. The Entrance of the River N. W. by W. 4 Leagues.

Running in for the River amongst sailing Ice. Lay'd to 1 Glas for the Tender. Ordered her to lay to, or stand off, till we could make the River, and then for her to follow us. At 6 made the Signal for her to come in after us.

At 10 almost calm. Much Ice. The Boat a-head, and Oars rowing, and towing to get out of the Ice to anchor in some Place of Safety.

At 12 anchored on the N. Shore, within some Islands, to stop the Tide in 34 Fathoms. Much Ice driving down with the Tide of Ebb, and several Pieces come foul of us, tho' we steered all the Tide, and a whole Cable out, with all Hands setting with Poles to fend off, and clear the Pieces of Ice as they take us.

Several *Esquimaux* came along-side in their Boats.

At 6 Low-water. Hove in the short Service.

Calm. Veered out the long Service.

At 10 sent the Lieutenant and the eight-oar'd Boat to sound within some Island about 2 or 3 Miles from us for a safe Place to ride in, clear of the Ice, which is so apt to drive foul of us. Got the Sheet-cable bent. Many large Pieces of Ice come foul of us, and one brought the Anchor Home, but she brought up again. At 10 in the Morn. sent away the Master with the Boat, to help the Tender in to anchor by us, out of the Way of the Tides and Ice. She has driven down with the Ebb again, not being able to get out of the Mid-stream for the Plenty of Ice, and Want of Wind.

The Weather, Wind, and other Remarks, as per Logg. Sounding and Depths of Water as below. At 6 entering the Inlet, which we now suspect to be a River, very good Soundings, no less than 16 Fathoms; and most of the Way as we go up 20, 30 and 44 Fathoms. It was just Low-water as we entered. The Tide runs 5 or 6 Miles an Hour. This River, which I chuse to name *Wager River*, in Honour of Sir *Charles Wager*, first Lord Commissioner of the Admiralty, at 4 or 5 Miles within its Entrance, is 6 or 8 Miles wide. Four or five Leagues up, it is 4 or 5 Leagues wide. There are several Islands in the Middle, and some Rocks, which we happily escaped at High-water. The Lands on both Sides as high as any in *England*. About 6 Leagues up, at our first anchoring, the Tide runs not above 2 Miles an Hour. At 10 in the Morning sent the Master with the Boat to help the Tender in to Anchor by us, out of the Tides and Ice. But she is driven down with the Ebb again, it being calm, and thick Ice surrounding her. The Soundings from the River's Mouth to our anchoring Place are, 16, 21, 24, 28, 25, 25, 25, 25, 24, 24, 21, 26, 28, 27, 28, 34, 36, 44, 40, 40, 42, 40, 38, 39, 38, 35, 18, 14, 15, 25, 32, 40, 44, 42, 38, 33, 35, 36, 34, 34. Then anchored. These were all taken in the Mid-channel, as fast as we could through the Deep-sea Lead,

Remarkable Observations on Board his Majesty's Ship Furnace, in the River Wager, in North America.

Wednes-
day, July
the 14th.

L.W.	H.	K.	F.	Courfe.	Winds.
	2				S. S. E.
	4				
	(				
	8				
	10				
	12				
	2				
	4				
	(				
	8				
	10				
	12				

TRANSACTIONS, &c.

Light Airs. Fair moderate Weather,

At 4. weighed our best Bower Anchor to get into a better Road, within some Islands, and found it broke, one Arm being gone. We went about four Miles higher up, and anchored in a Sound between some Islands and the N. Main, in 16 Fathoms; and moor'd with our broken Anchor near those Islands,

The Tender got in to anchor by us. Much Ice continues driving along by us, several Pieces coming foul of us; but the Tide's Run is small here, being more Eddy than Tide. We drew the best Bower-splice, and shifted it from the Starboard to the Larboard Side. At 7 sent away the Lieutenant with the eight-oar'd Boat, and nine Men, with Provisions for 48 Hours, to discover this River, and to observe the Courfe, Height, and Direction of the Tides. I sent the three *Indians* with them, to try if they knew any Part of the Land, or Country thereabouts.

(14)

These 24 Hours have had little Wind; but much Ice driving down the River on the Ebb. The River above, as far as we can see, is full of it from Side to Side. Many of the Savages came on Board us. I gave them Toys; but they had nothing to trade besides their old Clothes, and about 20 Gallons of Train-Oil, which we took of them for the Carpenters and Boatwains Use.

Thursday,

L.W. H. K. F. Courfe. Winds.

TRANSACTIONS, &c.

of the Savages came on Board to see them Toys; but they had nothing to trade besides their old Clothes, and about 20 Gallons of Train-Oil, which we took of them for the Carpenters and Boatwains use.

Remarkable Observations on Board on his Majesty's Ship Furnace, in the River Wager, North America.

Thursday,
July 15.

L.W.	H.	K.	F.	Courfe.	Winds.
	2				S. E. by S.
	4				
	6				
	8				
	10				E. S. E.
	12				
	2				
	4				
	6				
	8				
	10				
	12				

TRANSACTIONS, &c.

Our People employed in serving the Cables to save them from the Ice, which drives in and out with the Tides.

Fresh Gales and cloudy.

Ditto.

Set our Fishing-nets, but took nothing. I went on Shore, and found the Rocks quite bare, except in some few Places. In the Valleys a little short Grass and Moss. A little Scurvy-grass amongst the Stones near High-water Mark. Also some Sorrel, which we brought on Board for our sick Men. No Bush nor Tree of any Kind.

Fresh Gales at E. S. E. This Wind has driven the Ice out of the Wellcome into the River, and quite filled it.

Many of our Men are very bad of their old Disease, the Scurvy. Those who were on the Recovery, when we came from Churchill, are grown worse again, so that one half of them are unserviceable.

Remark ble Observations on Board his Majesty's Ship Furnace, in the River Wager, North America.

Friday,
July 16.

Latit. obf.
65°. 36'.

L. W.	H.	K.	F.	Courfe.	Winds.
	2				E. S. E.
	4				
	6				
	8				
	10				
	12				S. E. by E.
	2				
	4				
	6				
	8				
	10				
	12				

TRANSACTIONS, &c.

A fresh Gale, and hazy. Our People busy in coyling down the Cable in the Hold, and getting the spare ditto to coyl between Decks.

At 3 returned on board, got down the Top-gallant Yards.

Bent the best Bower Cable to that which was our spare Anchor. Much Ice driving down the River.

Fresh Gales. Lowered our lower Yards a Port-land. Got the Boat up in the Tackles along-side.

Hard Gales and Rain.

Ditto.

More moderate. Got up the Lower-Yards, and cleared the Decks.

Loofed our Sails to dry.

Fair and clear.

Our People employed in drawing and knotting Yarns.

Wind, Weather, &c. as per Logg. This Wind forces all the Ice which is out at Sea into the River. I find that on the Full and Change Days the Tide in the Mouth of this River flows 5 Hours, and from 10 to 15 Feet Water. The Flood-without comes from the East by Compass the Courfe of the Land; but in the Mid-channel E. N. E. by ditto, when I was with the Boat on shore. I found a good Cove 10 or 12 Fathoms Water in it, about 2 Miles from where we now lye, fit to secure our Ships from the Ice before the Spring-tides come on. Where we now are, we are obliged to keep all Hands up during the whole Ebb, and sending off the Ice with Poles to save our Cables.

Saturday
July 17.

L. W.	H.	K.	F.	Courfe.	Winds.
-------	----	----	----	---------	--------

TRANSACTIONS, &c.

At 1 P. M. the Lieutenant with the three Indians returned, having been up the River.

Wind, Weather, & Sea - Log.

Made out this River flows 5 Miles and runs 10 to 15 Feet Water. The Flood without comes from the East by Compals the Collage of the Land; Runneth down the River about 10 or 12 Fathoms deep. When I was with the Boat on shore, I found a good Cove 10 or 12 Fathoms deep. Water in it, about 6 or 7 Fathoms deep. It is fit to secure our Ship from the Ice before the Spring-tides come on. Where we now are, we are obliged to keep all Hands on during the whole Ebb, and fending off the Ice with Poles to save our Cables.

J. H. WILKINSON, IN THE ARCTIC VESSEL, NORTH AMERICA.

Saturday
July 17.

L.W.	H. K.	F.	Course.	Winds.
	2			
	4			
	6			
	8			
	10			
	12			
	2			
	4			
	6			
	8			
	10			
	12			

TRANSACTIONS, &c.

At 1 P. M. the Lieutenant with the three *Indians* returned, having been up the River, as the Ice would permit them; all above being fast from Side to Side. He found good Sounding in the Channel, 70 or 80 Fathoms. He likewise tryed the Tides, and found that the Flood came from S. up the River. I am preparing to go up that Way myself, to try if any other Outlet into the Sea or *Wellcome* can be found. He observed the Tide to flow 13 Feet, being Neap Tides. The three *Indians* knew nothing of these Parts.

The River still continues full of Ice.

At 6 made a Signal to unmoor. Fired 1 Gun.

At 8 unmoor'd. Got out Warps to warp the Ship into the Cove I mentioned above, to secure her from the Ice before the Spring-tides put in.

Warping through amongst the Ice. The Discovery's Warp-anchor broke. Set the Fore-top-fail. A small Breeze.

At fix this Morning I went away with the Boat and 8 Hands, and took the two Northern *Indians* with me. I ordered the Ship into the Cove, to keep clear of the Ice.

Remarkable Observations on Board his Majesty's Ship Furnace, in the River Wager, in North America.

Sunday,
July 18.

L.W.	H.	K.	F.	Courfe.	Winds.
	2				E. S. E.
	4				
	6				
	8				
	10				
	12				
	2				
	4				
	6				
	8				
	10				
	12				

TRANSACTIONS, &c.

At 2 P. M. got the Ship into the Cove. Anchor'd and moor'd in 9 and half Fathoms.

The Master and 8 Men got the Tender into the Cove, moor'd by the Ship. Served all our Ropes two or three Fathoms under Water, to keep the Ice from rubbing them.

Fine moderate clear Weather. Our People employed in scraping the Outside for tarring.

By 8 this Morning got 15 Miles up the River, and found the Tide flowed 12 Feet, and that a West Moon makes a full Sea. The Flood comes in at the Mouth of the River where we entered, from the S. S. E. Our *Indians* killed 1 small Deer this Evening. At the Place where we lay, we heard several of the *Savages* in the Night making the same odd Noises as they usually do when they see Strangers: But none of them came near us.

Monday,
July 19.

L.W.	H.	K.	F.	Courfe.	Winds.
	2				

TRANSACTIONS, &c.

A small Breeze, with fine clear Weather. Our People employed as above.

Remarkable Observations on Board his Majesty's Ship Furnace, in the River Wager, North America.

Monday,
July 19.

L.W.	H.	K.	F.	Courfe.	Winds.
	2				
	4				S. S. E.
	6				
	8				
	10				
	12				
	2				
	4				
	6				
	8				
	10				
	12				

TRANSACTIONS, &c.

A small Breeze, with fine clear Weather. Our People employed as above.

Ditto Weather. Paying the Ship's Outside with Tar.

Ditto.

Ditto.

Ditto, moderate.

Ditto.

Ditto.

Ditto, hazy Weather.

Ditto, with some Rain.

The People employ'd in drawing and knotting Yarns.

Stayed the Fore and Main Top Mast, and set up the Rigging.

At 2 this Morning got all our Things into the Boat, and went up five Miles higher. We are about 24 Miles from the Ships, in a small River or Sound, about six or 7 Miles broad; but how far it may go in Land we know not. The main River is here 6 or 7 Leagues broad; but so full of Ice, that we cannot get up much higher at present. All very high Land on both Sides. This River runs nearly N. by W. by Compass, from three Leagues below the Ships. I went upon a higher Hill than any I have seen in England to take a View, and perceived the River grow narrower and narrower 8 or 10 Leagues higher; but being at such a Distance, and the Ice lying so thick as not well to admit of our proceeding further. We got 5 other Deer we had killed into the Boat, and prepared to return to our Ships.

Remarkable Observations on Board his Majesty's Ship Furnace, in the River Wager, North America.

Tuesday,
July 20.

L.W.	H.	K.	F.	Course.	Winds.
	2				
	4				E. N. E.
	6				
	8				
	10				
	12				
	2				
	4				N. N. W.
	6				
	8				
	10				
	12				

TRANSACTIONS. &c.

Some of our People employed about the Rigging ; and the rest filling Water.

Much Ice. The Place where our Ships lay before we got them into the Cove is quite full of it.

Variable Weather.

At half past 8 returned on board, and brought six Deer with us, which the *Indians* had shot whilst we were making Observations.

A small Breeze, and hazy.

At 5 all Hands at work in clearing the Ice off our Ropes.

The People employed in scraping the Masts, &c. At 7 I went down the River, to try if I could find any Place to harbour the Ships in near the River's Mouth, in case we should be taken short in going out ; and to see if the *Wellcome* was any Thing cleared of Ice.

I returned on Board, and brought the Deer as above. Gave Part to the Tender, and the rest to our sick People *gratis*, or over-and-above their Allowance. It was very strange, that in this Sickness, even a Day or two before they died, they would eat their whole Allowance, and a great deal more if they could get it. I found the Land where I was on Shore very bare, scarce any Thing but Rocks of the Marble kind. But in the Valleys there are many large fresh Lakes, a good deal of Grass, and great Plenty of Deer. Upon the least Island that can be seen, there are not less than 4 or 6 Deer, each as big as a Horse of 12 or 13 Hands high ; the aforesaid little River I therefore named *Deer Sound*. Here are also Store of Ducks, and other Water-fowl. We saw some Whales in this Sound.

Wednes-
day,
July 21.

L.W.	H.	K.	F.	Course.	Winds.
	2				N. N. W.

TRANSACTIONS. &c.

Clear Weather. Our People employed about the Ship's Rigging and Masts.

Land where I was on Shore very bare, scarce any Thing but Rocks of the Marble kind. But in the Valleys there are many large fresh Lakes, a good deal of Grass, and great Plenty of Deer. Upon the least Island that can be seen, there are not less than 4 or 6 Deer, such as big as a Horse of 12 or 13 Hands high; the storkland birds

Remarkable Observations on Board his Majesty's Ship Furnace, in the River Wager, North America.

Wednes-
day,
July 21.

L. W.	H. K. F.	Course.	Winds.
	2		N. N. W.
	4		
	6		
	8		
	10		
	12		
	2		
	4		
	6		
	8		
	10		
	12		

TRANSACTIONS, &c.

Clear Weather. Our People employed about the Ship's Rigging and Masts,

Ditto.

Cleared away the Ice from our Cables.

Ditto.

Ditto, fair.

Ditto.

Ditto.

Ditto.

At 4 A. M. I got on Board with the Boat, had great Difficulty in getting her into the Cove for Ice. The Bay and Cove quite full.

Our People employed in setting and mending the Quarter-netting.

Ditto Weather.

At 4 this Morning got on Board with the Boat, in great Hazard of staving her with the Ice, in the strong Tide. No getting out to Sea till the Ice is clear in the River. The Bay or *Wellcome* is also full as yet. I got down within 4 Miles of the River's Mouth along the North Side, but could not come near the South Side for Ice, I got up on as high a Hill as I could see thereabouts, and plainly perceived the *Wellcome* almost full of Ice from Side to Side.

Remarkable Observations on Board his Majesty's Ship Furnace, in the River Wager, North America.

Thursday,
July 22.

L. W.	H.	K.	F.	Course.	Winds.
	2				N. N. E.
	4				
	6				
	8				
	10				
	12				
	2				
	4				
	6				
	8				
	10				
	12				

TRANSACTIONS, &c.

A small Breeze, with some small Rain.

Ditto Weather. Hove taught the Mooring, and cleared away the Ice.

Fair Weather. Tarr'd the lower Masts and Pumps.

Ditto.

Ditto, fair.

Ditto.

Ditto.

Ditto.

At 6 *A. M.* loosed all the Sails to air them. At 7 some small Rain.

Got up the Top-gallant Yards.

(22)

The Ice continues very thick in the River, as far as we can see above and below. And more drives in every Tide, when the Wind blows any Way from the *Wellcome*.

Friday.

L. W. H. K. F. Course. Winds.

TRANSACTIONS, &c.

Friday,
July 23.

L.W.	H. K.	F.	Courfe.	Winds.
	2			N. N. W.
	4			
	6			
	8			
10				N.
12				
2				
4				
6				N. N. E.
8				
10				
12				N. by E.

TRANSACTIONS, &c.

Hazy. A small Breeze.

Ditto, and some Rain.

Ditto.

Ditto.

Fair, but hazy.

Put more Service on our Cables, to save them from the Ice,

Hazy, with frequent Showers.

More Ice in the River than I have yet seen. No budging with the Boat downwards any Distance.

Remarkable Observations on Board his Majesty's Ship Furnace, in the River Wager, North America.

Saturday,
July 24.

L.W.	H.	K.	F.	Course.	Winds.
	2				N. by w.
	4				
	6				
	8				
	10				
	12				
	2				
	4				
	6				
	8				
	10				
	12				

TRANSACTIONS, &c.

Fresh Gales, and much Rain.

More moderate. Small Rain.

Our People employed about our Rigging, and filling of Water.

Ditto.

Ditto.

Ditto.

Ditto.

Ditto.

At 6 *A. M.* the Lieutenant returned with the Boat, having been gone 48 Hours to found above amongst the Islands near *Deer Sound*.

The River as full of Ice as ever, down as far as we can see.

We had Wind, Weather, &c. as above. The Lieutenant brought on Board with him three Deer the *Indians* had killed. Divided them between the Ship's Company for the Sick and Officers, as before.

Sunday,
July 25.

L.W.	H.	K.	F.	Course.	Winds.
					N.

TRANSACTIONS, &c.

A small Breeze, with hazy Weather. The Stock of our best Bower we found to be

Sunday,
July 25.

L.W.	H.	K.	F.	Course.	Winds.
	2				N.
	4				
	6				
	8				
	10				
	12				
	2				
	4				
	6				
	8				
	10				
	12				

TRANSACTIONS, &c.

A small Breeze, with hazy Weather. The Stock of our best Bower we found to be broken with the Ice grounding upon it in 4 Fathoms. This is the same Anchor whose Arm was broken before; so now being useless, put it a-board the Tender.

Got one of the Tender's Anchors for our Use, which had been much bent at *Churchill*, and new stock'd it.

Our People employed in making Plats for our Cables.

At 10 I sent the Lieutenant and Master of the *Furnace* down to the Mouth of the River, to see if the Ice was any clearer below, and in the *Wellcome*; and if we could get out before the Spring Tides put in; also to try if they could find any Cove or Harbour near the Entrance, fit to receive the Ships.

Remarkable Observations on Board his Majesty's Ship Furnace, in the River Wager, North America:

Monday,
July 26.

L.W.	H.	K.	F.	Courfe.	Winds.
	2				N.
	4				
	6				
	8				
	10				
	12				
	2				
	4				
	6				
	8				
	10				
	12				

TRANSACTIONS, &c.

Hazy Weather, Moderate Gales,

Ditto,

The Anchor abovementioned being compleatly stock'd, got it over the Side, and tarred it. The Weight of it 7 C. 03 qrs. 00 lb.

(26)

The River continues very full of Ice, as far as we can see, from Side to Side. The Wind blows almost right out. The Longitude of the Place, where we now lye, and which from the Natives coming to us there, I shall call *Savage Sound*, is by Account from the Meridian of London

And to the Eastward of *Churchill*

The Variation of the Compass several Times observed

Latitude of the Entrance of *Wager River*

Entrance of *Deer Sound*

Courfe by Compass from *Savage Sound* up the said Sound is N. by W. about 24 Miles.

87°. 28'. W.

7°. 32'. E.

35°. 00'. W.

65°. 23'. N.

65°. 50'. N.

Thursday,
July 27.

L.W.	H.	K.	F.	Courfe.	Winds.
					N. by E.

Small Breec'd. and hazy.

Thursday,
July 27.

L. W. H. K. F.	Course.	Winds.
2		N. by E.
4		
6		
8		
10		
12		
2		
4		
6		
8		
10		
12		

TRANSACTIONS, &c.

Small Breezes, and hazy.

Halled up our Sheet Cable, and got our Stream Cable at Hand, for the abovementioned Anchor.

At half past 9 the Lieutenant and Master returned on Board, and gave an Account that the River was much choak'd up with Ice, quite out to Sea ; that they were in great Danger of losing the Boat and themselves with the strong Tides : For being jamm'd up fast in Ice, they were carried along with it six or seven Leagues out of the River by the Strength of the Tide, several great Pieces oversetting upon one another. When they were got into the *Wellcome* the Tide was easy, and the Ice thinner. They rowed round to the N. Shore, and got in again upon the Flood, with some Damage to the eight-oar'd Boat.

Got up our spare Sails, and aired them.

By the above Account there can be no getting out with the Ships before the River is much clearer ! And if we were out, there is still so much Ice in the *Wellcome*, and to the Northward, that there could be no proceeding further upon the Discovery. So I hope there will be no Time lost by our remaining in Safety here a little longer.

Remarkable Observations on Board his Majesty's Ship Furnace, in the River Wager, North America.

Wednes-
day,
July 28.

L.W.	H.	K.	F.	Course.	Winds.
	2				
	4				
	6				
	8				
	10				
	12				
	2				S.
	4				
	6				
	8				
	10				
	12				

TRANSACTIONS, &c.

At 1 the Lieutenant and Master went up the River, to try if they could find any Way out of it into the *Wellcome*, besides that we came in at; because they saw several black Whales, and other Fish, the last Time they were up, whereas none have been seen where we lie. Also to examine *Deer Sound*, and every Opening, to see if the Flood comes in any other Way than by that where we entered. This may be done, as there is no going out till the Ice is in some Degree cleared away, both from the River and the *Wellcome*.

At 6 this Morn. sent the Boat with 8 of our sick Men, and several lame of the Scurvy, to an Island about 5 Miles off, where Scurvy-grass and Sorrel grows in Plenty, and left them there with Tenting and other Necessaries.

This Tide flowed here 12 Foot and half; and I have not observed above 15 Foot on the highest Tide since we have been here.

Thursday, July 29, I went up on the highest Hill about the Place where we lay, as I have done every Day since I harboured in this Cove, to observe if the Ice was any Thing cleared; but found it all full below; though above us it thins a little. Our People making Plats for our Cables. The Tide flowed to Day 13 Feet. High-water at 1 o' Clock in the Afternoon. Variable Wind all round the Compass.

Friday,
July 30.

L.W.	H.	K.	F.	Course.	Winds.
------	----	----	----	---------	--------

TRANSACTIONS, &c.

Friday,
July 30.

L.W.	H.	K.	F.	Course.	Winds.
	2				
	4				
	6				w. b. N.
	8				Ditto
10					
12					N.
	2				
	4				Ditto.
	6				Ditto
	8				
10					
12					

TRANSACTIONS, &c.

At half past 1 flowed 12 Feet 8 Inches. Weather fair and hazy.

People employed in making Platts.

Variable and light Airs.

Ditto.

The Tide flowed 13 Feet and half.

Ditto.

Ditto

At 8 got our Head Anchor ready to get out of the Cove. The Ice pretty thin without in the Sound.

I went out on the highest Hill, as usual, to see how the Ice was without, and found all fast as far as I could see below, and 8 or 10 Miles above us, without the Islands.

Remarkable Observations on Board his Majesty's Ship Furnace, in the River Wager, North America.

Saturday,
July 31.

L.W.	H.	K.	F.	Courfe.	Winds.
	2				N.
	4				W. N. W.
	6				
	8				
	10				
	12				
	2				
	4				
	6				S. S. E.
	8				
	10				
	12				

TRANSACTIONS, &c.

Moderate and fair Weather. The Tide flowed 12 Feet and half.

Hazy Weather, a small Air.

Our People employed in filling of Water.

Variable Wind from N. W. to S. S. E. and some Rain.

Got our Stern Anchor on Board.

Got ditto a-head, ready to heave her out of the Cove.

Hazy and Rain.

Ditto Weather. Have taught all our Mooring again. A fresh Gale right into the Cove brought in much Ice from the *Wellcome*, and obliged us to lay fast.

Many large Pieces of Ice driving up and down with the Tide.

Our Six-oar'd Boat not yet returned with the Lieutenant and Master.

(30)

Remarkable Observations on Board on his Majesty's Ship Furnace, in the River Wager, North America.

TRANSACTIONS, &c.

Sunday,
Aug. 1.

L.	W.	H.	K.	F.	Courfe.	Winds.
		2				s.
		4				
		6				
		8				
		10				s. w.
		12				ditto.
		2				ditto.
		4				
		6				
		8				
		10				
		12				

Fresh Gales, and much Rain.

Wind veered round from the S. W. to the N. N. W. At 1 got out our Stern Anchor. At 5 the Boat came on Board with the Lieutenant and Master, and gave me an Account that they had been up 10 or 12 Leagues above *Deer Sound*, and coming back saw many Whales of the Whalebone Kind, a little below *Deer Sound*.

Moderate and fair.

At 4 unmoor'd, and warp'd out of the Cove into *Savage Sound*.

Continued warping. Fresh Gales at S. E. and S. S. E.

The Lieutenant and Master brought on Board, by my Order, two Bottles of Water taken up along-side of the Boat. One at *Deer Sound*, the other 10 or 12 Leagues above it, being the highest they went up: This latter tasted but barely brackish. The Tide flowed there no more than 6 Feet. But no Flood run up so high as that.

Remarkable Observations on Board his Majesty's Ship Furnace, in the River Wager, in North America.

Monday,
Aug. 2.

L. W.	H. K. F.	Course.	Winds.
	2		
	4		
	6		
	8		
	10		
	12		
	2		S. S. E.
	4		
	6		
	8		
	10		S. E. by S.
	12		

TRANSACTIONS, &c.

Variable Winds. Continued warping out of the Cove.

At 4 got out, and moor'd in *Savage Sound*, 2 Miles without the Cove.

Scurvy-grass Island bore S. the Eastmost Point in the Sound bore S. E. by S. the N. Point of the Cove N. by E. in 20 Fathoms Water, clear sandy Ground.

Moderate Weather, and Winds variable. Much Ice driving down with the Ebb.

Sent our six-oar'd Boat and 7 Hands to help the Tender out of the Cove.

Much Rain.

Ditto.

Fresh Gales.

Continual Rain.

Much Ice driving up and down with the Tide.

Wind, Weather, &c. as per Logg. At 3 this Morning I went down the River, to see if it was any Thing clear of Ice below; as likewise in the *Wellcome*, hoping to get out the next Shift of the Wind. Find the Ice much thinned above in the River without the Islands.

(32)

Remarkable Observations on Board his Majesty's Ship Furnace, on a Discovery in North America.

Tuesday,
Aug. 3.

L.W.	H. K.	F.	Course.	Winds.
	2			S. E. by S.
	4			
	6			ditto.
	8			ditto.
	10			E.
	12			
	2			
	4			
	6			
	8			
	10			
	12			

TRANSACTIONS, &c.

A fresh Gale. Hazy with Rain.

At 4 I returned on Board with the Boat. Much Rain.

Ditto, fresh Gales. Hazy with Rain.

Ditto.

Moderately fair.

Cleared Harfe ready for unmooring.

Hazy, but fair.

Loofed all our Sails to dry. Little Wind and variable.

At 12 made a Signal to unmoor. A fresh Breeze.

I returned on Board with the Boat as above, having found the Ice pretty clear in the Offing and River. It will be good Luck, if we can get out in one Tide; for there is no anchoring by the Way whilst the Ice is driving up and down, and the Tides so strong below, the Spring-tides also at hand. However, if it please God, I will try as soon as the Wind will permit.

Remarkable Observations on Board his Majesty's Ship Furnace, on a Discovery in North America.

Wednes-
day,
Aug. 4.

Lat. obs.
65°. 38'.

L. W.	H. K.	F.	Course.	Winds.
	2			N. by W.
	4			
	6			
	8			
	10			
	12			S. S. W.
	2	2	4 E. S. E.	S.
	4	1	6 E.	S. S. E.
	6		4 S. by E.	S. W. by W.
	8	1	4 E. by N.	N. by E.
	10	1	4 S.	E. S. E.
	12	1	4 S. by W. E. S. E.	S. E. by E. N. E.

TRANSACTIONS, &c.

At half past 12 unmoor'd. At 1 got under Sail.

Running down the River against the Tide of Flood, Almost calm. Got the Boat a-head. Towed and rowed with the Ship's Oars on Board. By 6 a-breadth of the lowermost Islands. Then the Tide was fallen 1 Foot.

Continued rowing and towing, being calm. The Tender in Company.

By 10 got out of the River. A small Air of Wind at E. S. E. and variable. A very strong Tide set us out at the Rate of 5 Miles an Hour.

The River's Mouth at 12 bore N. W. by W. 4 Leagues. Fell in with a Ledge of Ice. Got in our eight-oar'd Boat. Sounded 30 Fathoms to 36. Flood coming from the East. The Eastmost Land on the N. Side in Sight N. E. 6 Leagues. The nearest ditto N. N. W. 4 or 5 Leagues. The Entrance of the River N. W. by W. 5 or 6 Leagues. Cape Dobbs W. N. W. 9 Leagues. Sounded 37, 34 Fathoms. Almost calm.

Saw two or three black Whales blow this Watch.

Sounded 30, 22, 20. Tack'd. Light Airs. Variable.

At 9 lay'd to for the Tender. Up S. S. E. off S. W. Sounded 37, 45 Fathoms. Sounded 47, 46 Fathoms. The Southmost Land on the S. Shore in Sight bore S. nearest Dist. S. E. by S. The Eastmost Part ditto bore E. by N. 4 Leagues. The Eastmost on the N. Shore N. by E. the nearest Distance N. W. half N. 8 Leagues. The Westmost Part in Sight bore W. at Noon.

Longitude
from Lon-
don, 85°. 07'. W.

X. Longit.
from
Wager R.
Mouth,
1°. 30'. E.

Variation
obs. 38°. W.

Have had Wind, &c. as above. Our Course made, since we got out of the River to this Day at Noon, allowing the Variation, with the bearing and Distance of the Lands included, is E. 20°. N. Dist. 40 Miles, Depart. 37 Miles, makes us in Latit. and Longit. as above; allowing the River *Wager's* Mouth to be in Latit. 65°. 24'. N. and Longit. from the Merid. of London 86°. 37'. W. I several Times tryed the Flood to come from the East and E. by N. near Mid-straits here, and an East Moon makes full Sea or High-water here, as well as in the River's Mouth. Working to the Eastward to meet the Tide of Flood in this Strait, which is about 13 Leagues from Side to Side, saw several Ledges of Ice, but not much in our Way.

Latit. from the Merid. of London 86° 37' W. I several Times tried the Flood to come from the East and E. by N. near Mid-fraits here, and an East Moon makes full Sea or High-water here, as well as in the River's Mouth. Working to the Eastward to meet the Tide of Flood in this Strait, which is about 12 Leagues

Remarkable Observations on Board on his Majesty's Ship Furnace, on a Discovery in North America.

Thursday,
Aug. 5.

Latit. obsf.
66° 14'.

Latitude
by Acc.
66° 07'.

L.	W.	H.	K.	F.	Course.	Winds.
11	2	1	6		E. by S.	N. E. by N.
11	4	1	4			do.
11	6	1	1		N. N. W. $\frac{1}{2}$ W.	N. E.
5	8	1	2		N. W.	N. N. E.
5	10	2			E. by N.	
4	12	3	3		N. N. W.	N. E.
4	2	2	6		N. E. by E.	N. by W.
8	4	2	4			
8	6	2	7		E. b. N. $\frac{1}{2}$ N.	N.
8	8	2			E. by N.	N. by E.
8	10	2				
	12	2	5		E. b. N. $\frac{1}{2}$ N.	N. $\frac{1}{2}$ E.

TRANSACTIONS, &c.

Fair. Standing over to the S. Shore. Sounded 41, 40, 35.

Fair. Sounded 35, 36, 34. At 4 tack'd. The Eastmoft Part on the South Side N. E. by E. the Westmoft S. W. half W. nearest Dist. 2 Leagues.

The Northmoft Part of the N. Side in Sight bore N. E. by E. 8 or 9 Leagues. Moderate Weather.

Ditto Weather. Sounded 35, 36, 35, 36, hard and rocky. At 8 the E. part S. Shore E. by S. the Southmoft ditto S. W. by S. nearest Dist. 3 Leagues.

The Land on the N. Side N. E. the Westmoft Point W. by N. the Mouth of the River Wager N. W. At half past 8 tack'd. At 9 fet Main-fail. Sounded 34 Fathoms.

Sounded a-crofs 46, 48 Fathoms, the greatest Depth. At half past 12 up Main-fail. Tack'd.

Standing along the N. Shore, founded 38, 40, 38 Fathoms. Small brown Stones. Hard Ground, with dark-coloured Shells.

Ditto Weather. Sounded 37, 34, 41 Fathoms. Ditto Ground. The Northmoft Point of Land on the N. Side in Sight bore N. N. E. 4 or 5 Leagues.

Fair and clear. At half past 12 up Fore-fail. Sounded 33 to 25 Fathoms. Light Airs.

The Tide run all in Eddies. Sounded 27, 44, 43.

Saw much Ice to the Northward near the Land, and 3 Leagues off. Sounded 37, 36, 38, 40 Fathoms.

Sailing among shatter'd Ice. Sounded 37, 39 Fathoms, hard rocky Ground. The Eastmoft Point on the S. Side bears N. E. by E. Northmoft Point on the N. Side in Sight N. half E. South Side is a low Beach.

Longitude
from Lon-
don 84°.
28'. W.

X. Longit.
from Wa-
ger River's
Mouth
2°. 09'. E.

Variation
N. 40° W.

(35)

Have had Winds, Weather, &c. as above. Our Course made with due Allowance is N. 29°. E. Dist. 32 Miles, Depart. 16, 4 Miles. Working to Eastward with little Wind, amongst shatter'd Pieces of Ice at Noon. The Land on the S. Side for 7 Leagues runs E. by N. and W. by S. a fine low even Beach like Dunginefs. All the South Side, which I have yet seen, is of the same Sort of Shingle or Gravel. At the East End of this Beach, or low Land, appears now in Sight a very mountainous, high, and rugged Land, like some Part of *Hudson's Straits*. This Strait, where we are now at Noon, is very narrow, not above 8 or 9 Leagues broad. The Tide runs here very strong with such Eddies and Whirlings, that the Ship will hardly steer, and the Flood comes from the E. by N. by Compass.

At Noon the Mouth of River *Wager* bore W. 44°. S. Dist. 73 Miles. In the Channel tolerable good Soundings. S. Side on ditto half Mile dist.

Remarkable Observations on Board his Majesty's Ship Furnace, on a Discovery in North America.

Friday,
Aug 6.

L.W.	H.	K.	F.	Courfe.	Winds.
	2	4		E. N. E.	N.
	4	2		E. by N.	N. by E.
	6	4	2	N. E. by E.	N. by W.
	8	4	1	N. W. $\frac{1}{2}$ W.	N. by E.
	10	2	2	N. W.	N. N. E.
	12	5	2	N. E. by E.	N. by W.
	2	3		N. W. by W.	N. by E.
	4	4		N. E. $\frac{1}{2}$ N.	N. N. W.
	6	2	4	N. E. by N.	N. W. by N.
	8	1	6		
	10	3		N. W. by N.	
	12	1	6	N. by W.	N. E. by E.

Lat. obs.
66°. 44'.
Latitude
C. Hope
66°. 30'.
Longitude
C. Hope
66°. 55'. W

Latitude
Beech Pt.
66°. 21'.
Long. dit.
86°. 23'. W

TRANSACTIONS, &c.

Lay to from 12 to 1 for the Tender. Tried the Tide. Found the Flood came from E. by S. Sounded 45 Fathoms. The End or Point of the Beech S.S.E. 4 or 5 Miles dist. At half past 2 sent the Lieutenant with the six-oar'd Boat on Shore, to try the Time of the Tide. He found it to be flowing Tide, and that it came from the Eastward. At 3 made a Signal for the Boat to come on Board. Much Ice. At 4 made fail. The Northmost Land on the N. Side in Sight N. half W. The Eastmost on the E. Side E. N. E. At 6 tack'd for Ice.

In standing a-crofs the Channel sounded 48, 44, 48, stony Ground. The high Land in Sight joining to the low Beach S. by W. 6 Leagues. C. Hope N. by E. half E. 5 Leagues.

Moderate Weather, working to Windward. Sounded 32, 35 Fathoms. At 9 tack'd. Sounded 30, 34 Fathoms, hard rocky Ground. Much Ice in our Way.

Fair, but hazy. Sounded 35, 38 Fathoms. At 11 no Ground at 50 Fathoms. At 12 Cape Hope bore N. W. by W. Working amongst Ice.

Sounded 35, 38 Fathoms. Much Ice in our Way. Obligated to tack for it often.

Sounded 38, 40 Fathoms.

Light Gales. Working among failing Ice. At 5 founded 96 Fathoms, well over to the E. Shore. Very high Land in this Bay. At 6 founded 90 Fathoms, Shells.

Sailing amongst shatter'd Ice. Sounded 66 Fathoms. At half past 7 tack'd. The Northmost Point on the E. Side N. by W. dit. on the E. Side N. W. by W. 5 or 6 Lea. dist.

Sailing amongst ditto Ice. Sounded 66 Fathoms. Tried the Tide, found little or none. Little Wind, and much Ice.

At half past 10 tack'd. Sounded 66 Fathoms to 68, 70. At Noon Cape Hope bore S. W. half S. 6 or 7 Leagues.

Longitude
from Lon-
don 84°. 28'. W.

Variation
N. 50°. W.

Remarks as per Logg. Our Course made with proper Allowance, is N. Dist. 36 Miles. At 4 in the Afternoon set a fair Cape or Headland on the West or North Shore, which bore from us as above. The Land trenching away from the E. by N. to the N. by W. making 8 Points Difference, gives us great Joy, and Hopes of its being the extreme Part of *America*; on which Account I named it *Cape Hope*. We worked up round it through much straggling Ice all Night. In the Morning, when the Sun cleared away the Haze, to our great Disappointment, we saw the Land from the low Beach quite round to the Westward of the North, which met the Western Shore, and makes a very deep Bay. Thus our Hopes of a Passage that Way were all over. But to make sure, we kept on our Course to the Cod of the Bay till 2 in the Afternoon, when we could not go above 6 or 8 Miles further that Way. And every one on Board plainly saw there was nothing but a close Bay. We tried the Tides several Times before and after Noon, we found it quite still Water; so we concluded that we might have passed by some Throughlet, whereby the Tide came in from the Eastward.

(36)

Saturday,
Aug. 7.

L.W.	H.	K.	F.	Courfe.	Winds.
2	1	4		N. N. W.	W.

Light Air. Sounded 70 Fathoms. At 2 tack'd in the Cod of the Bay. It bore

from Lon-
don 84°.

Being the extreme Part of America, on which Account I named it *Cape Hope*. We worked up round it through much fragging Ice all Night. In the Morning, when the Sun cleared away the haze, to our great Disappointment, we saw the Land from the low Beach quite round to the Westward of the North, which met the Western Shore, and makes a very deep Bay. Thus we were of a Passage that was all over, but to make sure, we went on our Course to the Cod of the Bay till 3 in the

REMARKABLE OBSERVATIONS ON DURING THE VOYAGE

Saturday,
Aug. 7.

Obs. Lat.
66°. 21'.

L.W.	H.	K.	F.	Course.	Winds.
	2	1	4	N. N. W.	W.
	4	1	6	S.	W. S. W.
	6	2		S. by E. $\frac{1}{2}$ E	E. by S.
	8	2	1		
	10	1	4	S. S. W.	S. E.
	12	2	7	S. W.	S. S. E.
	2	2	2	S. S. W.	S. E.
	4	2	4		
	6	2			
	8	3	4	E. N. E.	S. E.
	10	3	4	S. W.	S. E.
	12	1		S. W. $\frac{1}{2}$ W	

TRANSACTIONS, &c.

Light Airs. Sounded 70 Fathoms. At 2 tack'd in the Cod of the Bay. It bore N. W. by W. 3 Leagues. From Side to Side a-crofs 6 or 7 Leagues. High Land.

Ditto fair. At 4 founded 74 Fathoms. Cape *Hope* bore S. W. by Compass 7 or 8 Leagues distant.

Light Airs, and clear Weather. Sounded 78 Fathoms.

Ditto Weather. Sounded 90 Fathoms. C. *Hope* S. W. by W. 6 or 7 Leagues distant.

Ditto Weather. Sailing amongst fraggling Ice.

At 12 Cape *Hope* bore W. by N. 4 or 5 Leagues. The Eastmost Land on the E. Side N. N. E. Working amongst fraggling Ice. Sounded 105 Fathoms.

A small Breeze. Amongst failing Ice.

Sailing amongst Ice. At 4 founded 55 Fathoms. C. *Hope* N. N. E. 5 Leagues.

Half past 5 tack'd for the Tender. Sounded 55 Fathoms to 40. Much Ice to the Eastward of us.

At 8 tack'd. Cape *Hope* N. by W. half W. 6 Leagues. The low Beach S. W. 4 or 5 Leagues. Sounded 55 Fathoms.

At 10 I went on Shore with the Boat to try if I could find where the Flood came in, and how this Channel or Strait lay; also to try the Tide. At half past 11 lay to for the Boat. In 1 Reef of each Top-sail. At 12 C. *Hope* bore N. half E. 6 Leagues. The Beach W. S. W. 4 Leagues. The Entrance of the *New Strait* amongst the Islands on the E. Side, E. 2 Leagues.

Longitude
from Lon-
don 84°. 41'. W.

Variation.
N. 45°. W.

Wind, Weather, &c. as above, having been working out of this North Bay, and now got off the Strait where the Tide comes in. Went on Shore, as above, to try the Tide, and to find from whence the Flood comes. The Land is very high here. The Gunner, Carpenter, and Clerk along with me.

Remarkable Observations on Board his Majesty's Ship Furnace, on a Discovery in North America.

Sunday,
Aug. 8.

Obs. Lat.
65° 41'.

Latit. by
Acc. 65°
38'.

L.W.	H.	K.	F.	Course.	Winds.
	2				S. E.
	4	2		S. S. W. E. N. E.	S. W. $\frac{1}{2}$ W.
	6	3	4		S. S. E.
	8				
	10				
	12				S. E. by E
	2				
	4	5		W. by N.	E. S. E.
	6	5	5	W. by S.	
	8	6			
	10	4			
	12				

TRANSACTIONS, &c.

Lying to for the Boat, up S. off S. W. At 2 made sail, and stood in Shore.

Sounded 33, 30, 30, 27 Fathoms. Cape Hope N. half E. dist. 6 Leagues. The Beach S. W. half W. The Middle of the frozen Straits E. S. E. 3 Leagues. Tack'd at three.

At 6 tack'd. A fresh Gale. Standing in for the Boat. Sounded 60 Fathoms. At half past 6 laid to for the Boat. At 8 C. Hope N. half E. or N. The low Beach Point W. S. W. 4 or 5 Leagues

At half past 9 I got on Board with the Boat. Continued lying. Fresh Gales and hazy.

Ditto fresh Gales and hazy. Much Ice all round us.

At 2 bore away. Fired a Gun for the Tender.

At 3 sounded 35 Fathoms, distant from the Beach 1 Mile. Cape Hope N. E. by N. 6 Leagues. The Beach Point S. E. by E. 9 Miles.

A fresh Gale and hazy, failing along the S. Shore. From the Point to a-breast of us is E. by N. and W. by S.

Ditto failing 3 Leagues off the S. Shore. As far as we can see to the W. it lyeth W. S. W.

At half past 9 lay'd to for the Tender. Much Ice on the W. Shore, near a third over.

Up S. by W. off S. W. At 12 the nearest Distance from the N. Shore 8 or 9 Leagues. The S. Shore S. W. by S. Dist. 3 or 4 Leagues. Sounded 33 Fathoms.

Longitude
from Lon-
don 85°
22'.

Variation
N. 38° W.

Wind, Weather, &c. as above. Our Course made since 2 in the Morning that we bore away, to Noon, is S. 30° W. Dist. 47 Miles, Depart. 23, 5 Miles. I returned on Board last Night, as above, having been 15 Miles from the Place where we landed. My Clerk, the Carpenter, Gunner, and one Indian were with me. We passed over high Mountains, till we came to the furthestmost, which overlooks the frozen Strait, and the East Bay on the other Side; and could see the Passage where the Flood came in. The narrowest Part of this Strait is 4 or 5 Leagues, being 6 or 7 at the broadest, almost full of long small Islands. Its Length is about 16 or 18 Leagues. It stretches S. E. round to the S. To the Westward we could see it from Beginning to End all full of Ice not yet broken up, quite fast to both Shores, and to the small Islands. We saw very high Land 15 or 20 Leagues to the Southward of our Station, which I take to run towards Cape Comfort, being the furthest that Bylor went; and the Bay which Fox named Lord Weston's Portland is Part of Hudson's North Bay, about N. W. from the West End of Nottingham, by comparing our Longitude made with Fox's and Bylor's. As this last mentioned Bay and Strait is quite full of Ice, not likely to be thawed this Year, at least till very late, so as not to allow Time for a Discovery; it was resolved in Council to make the best of our Way into Hudson's Bay, and so homewards.

Monday,
Aug.

L.W.	H.	K.	F.	Course.	Winds.
------	----	----	----	---------	--------

TRANSACTIONS, &c.

Longitude
from Lon-

16 or 18 Leagues. It stretches S. E. and to the S. To the Westward we could see it from Beginning to End all full of Ice not yet broken up. quite fast to both Shores, and to the small Islands. We saw very high Land 15 or 20 Leagues to the Southward of our Station, which I take to run towards Cape Comfort, being the furthest that

Remarkable Observations on Board his Majesty's Ship Furnace, on a Discovery in North America.

	L. W.	H. K.	F.	Course.	Winds.
Monday, Aug. 9,		2	4	W. S. W.	E. by S.
		4	4		
		6	5	S. W. by S.	
		8	6		
	10	6	2	N. W.	
	12	5			
	2	5		W. by S.	E. by N.
	4	4	4	S. to deepen Water.	
	45	6	1	Up S. E. off S. S. E.	
	45	8	1	Do. drift.	E. N. E.
	45	10	1	Do. drift.	
	45	12	1	Do.	N. E. by E.

Obs. Lat.
65°. 10'.

Latit. by
Acc. 64°. 15'.

TRANSACTIONS, &c.

At half past 12 bore away. Made sail. At 2 the Mouth of the River *Wager* N. W. the qrs. N. 8 or 9 Leagues.

Fresh Gales. Set all the Small-sails. At 4 C. *Debbs* N. W. 3 qrs. W. Dist. 6 Leagues.

Fair and clear. Sounded 50 Fathoms.

Ditto. Sounded from 60 to 65 Fathoms.

Fresh Gales, and hazy. Sounded at one, 56, 50 Fathoms.

Altered Course. Sounded from 43 to 25 Fathoms. At 4 up Fore-sail. Sounded 34 Fathoms 5 Leagues off the North Shore.

Reeft the Top-sails, and laid to for moderate Weather.

Sounded 66 and 70 Fathoms, Rocks and Stones.

Ditto Weather. Sounded 68 Fathoms, ditto Ground.

Sounded 70, 65 Fathoms. The Land on the S. Side in Sight from E. by S. to S. about 16 or 18 Leagues broad.

Longitude
from Lon-
don 86°. 56'. W.

Variation.
N. 33°. W.

Have had Wind, Weather, Soundings, &c. as above. Our Course, allowing Lee-way, Drift and Variation, is S. 25°. W. Dist. 94 Miles, Depart. 40 Miles. At Noon Cape *Debbs* bore N. 20°. E. Dist. 21 Leagues.

Remarkable Observations on Board his Majesty's Ship Furnace, on a Discovery in North America.

Tuesday,
Aug. 10.

Lat. obsf.
63°. 56'.

Latit. by
Acc. 63°. 57'.

L.W.	H.	K.	F.	Course.	Winds.
45	2	1	4	Up s. E. off s. s. E. drift.	
45	4	1	4	Do. up N. N. w. off N. W.	N. E. by E.
45	6	1	4	Up N. by w. off N. W. b. N.	
45	8	2	6	N.	E.
	10	2		N. b. W.	
45	12	1	2	Up N. N. E. off N. by w.	
45	2	1		Up N. by E. off N. by w.	E. N. E.
45	4	1	2		
45	6	2	6		E. N. E.
	8	4	6	N. W.	
	10	3		w. b. N. $\frac{1}{2}$ N	
	12	3	6	W. N. W.	E. N. E.

TRANSACTIONS, &c.

Sounded 36 Fathoms. At 2 wore Ship, and lay'd to with her Head to the Northward. Fresh Gales, and a head Sea.

Sounded 45, 43, 44 Fathoms. The Extreme Part of the S. Shore in Sight from S. to S. E. by E. 6 or 7 Leagues.

At 7 made fail. Moderate Weather. Stood in for the N. Shore. At 8 saw it, as also the S. Shore. Sounded 60 Fathoms in the Mid-way.

Moderate Weather. Standing over for the N. Shore. Sounded 47, 46, 45 Fathoms. At 10 lay'd to.

Her Head to the Northward. Sounded 45, 43 Fathoms.

Moderate. Sounded 47 to 45 Fathoms.

Sounded 45, 35 Fathoms. At 4 wore. The N. Shore from N. E. to N. N. W. nearest Dist. N. 4 or 5 Leagues.

At 5 made fail. Sounded 45 Fathoms.

Fresh Gales, and hazy. Sounded 40, 39, 36, 37 Fathoms. The N. Shore from N. by E. to E. by N. nearest Dist. 3 Leagues.

Kept as near Shore as we could, to look for Openings or Passages in the Land. Sounded 29, 24, 26 Fathoms, Stones and Rocks, and some Sand.

Moderate. Sounded 35, 35, 34, 25 Fathoms. Out first Reefs of the Top-sails.

Longitude
from Lon-
don, 88°. 53'. W.

Variation
N. 32°. W.

These 24 Hours have had Wind, Weather, Soundings, &c. as per Logg. Our Course, allowing Drift, Lee-way, and Variation, is W. 13 S. Distance 53 Miles, Depart. 51.

At Noon Cape Dobbs bore N. 44°. E. Dist. 35 Leagues.

Remarkable Observations on Board his Majesty's Ship *Furnace*, on a Discovery in North America.

Wednes- day, Aug. 11.	L. W.	H.	K.	F.	Course.	Winds.	TRANSACTIONS, &c.		Longitude from <i>Lon- don</i> , 90°. 25' W.
		2	3	3	w. s. w.	E. by s.	Moderate and hazy. Sounded 30, 34, 36 Fathoms.		
		4	2	2	w. by s.		Ditto Weather. Sounded 39, 34 Fathoms. At 3 set Fore-sail.		
			5	3	w. s. w.		Continued failing in Sight of the main Land off the N. Shore, quite from <i>C. Hope</i> . Halled off to deepen our Water. Sounded 34, 28 Fathoms.		
		8		2	s. w.	ditto.	A fresh Gale. Sounded 29, 35, 40 Fathoms. At 8 up Fore-sail, and double-reeft both Top-sails. Lay'd to till Day-light.		
Lat. obf. 63°. 14' N	45	10	1	1	Up s. by E. off s. s. w.	E. by s.	Sounded 52 Fathoms. Fresh Gales, and clear Weather.		
	45	12			Ditto.	ditto.	Ditto Weather. Sounded 42, 44 Fathoms.		
	45	2			Ditto.	ditto.	Sounded 60, 65 Fathoms. Ditto Weather.		
	45	4			Ditto.	ditto.	Sounded 65, 65 Fathoms. At 4 made fail.		
		6			N. N. W.	N. E.	At 6 stood in with a Head-land 9 or 10 Leagues to the Eastward of <i>Brook Cobham</i> . Bore N. W. by N. Dist. 5 or 6 Leagues. Sounded 60 to 49 Fathoms.		
		8			N. by w.	N. E. by E.	At 7 set Fore-sail. Sounded 60 to 50 Fathoms. Little Wind, and fair Weather.		
		10			N. N. W.		Sounded from 49 to 9 Fathoms. Standing for this Head-land. Two Leagues off saw several black Whales playing in shoal Water.		
Lat. by Ac. 63°. 19'.		12					At 12 halled off from the Head-land to deepen our Water. At Noon saw the Island of <i>Brook Cobham</i> bore W. by S. 8 or 9 Leagues. At Noon 20 Fathoms 4 Leagues off Shore.		Variation observed N. 28° W.

Continued coasting the Shore of the *Wellcome* all along from our frozen Strait, and hitherto found all to be main Land, tho' there may be many small Islands and deep Bays. This Head-land, and the other in Latitude 64°, make a deep Bay. In our Passage out we did not see the Bottom of it, as we now have done, by keeping closer in Shore. We have seen several black Whales of the Whalebone Kind.

Our Course made since last Noon, allowing Drift, Lee-way and Variation, is W. 42°. S. dist. 54 Miles, depart. 40 Miles.

At Noon Cape *Dobbs* bore N. 44°. E. dist. 55 Leagues.

Remarkable Observations on Board his Majesty's Ship Furnace, on a Discovery in North America.

Thursday,
Aug. 12.

Lat. obs.
62°. 49'.

L. W.	H. K. F.	Course.	Winds.
	2 3	2 s. w. by w.	N. E. by E.
	4 3	6 s. w. $\frac{1}{2}$ w.	
	6 3	2 w. by s.	
	8 2	4	
45	10	Up E. by N. off E. by s.	N. E. by N.
67	12	Up E. by N. off E. by s.	N. by E.
67	2	Up E. by N. off E. S. E.	
48	4	Up E. by s. off s. E.	
15	6 3	E. by s.	N. E. by N.
	8 3	4 N. N. W.	N. E.
	10 2	4	
	12 2	4	

TRANSACTIONS, &c.

Moderate and clear Weather. Sounded 39, 30, 31, 25, 23, 17 Fathoms.

Ditto Weather. Sounded 23, 20, 34, 38, 40, 45 Fathoms. The S. End of *Brook Cobham* W. N. W. 4 Leagues.

Ditto Weather. Sounded 38, 24, 25 Fathoms.

At 8 brac'd to, and tryed the Tide. It came from the East. Tack'd.

Lying to until Day-light. Sounded 34, 37, 39 Fathoms.

Sounded 38, 37, 35 Fathoms.

Little Wind and variable. Sounded 35, 36, 37, 39 Fathoms.

At 3 sent the Lieutenant with the fix-oar'd Boat to *Brook Cobham*, to try the Tides there. At 4 made sail. Work'd to Windward.

At 6 tack'd. Stood in for the Island, expecting our Boat's coming off.

Sounded 50, 46, 43, 43 Fathoms.

Working to Windward to wait for our Boat.

At 12 the Middle of *Brook Cobham* Island bore N. E. by E. 4 or 5 Leagues. Continued working up towards it.

Longitude
from *London*, 91°. 43'. W.

Variation
N. 28°. W.

Have had Wind, Weather, Soundings, &c. as per Logg. At 3 in the Morning sent the Lieutenant and the two *Indians* a-shore, to try the Tide at *Brook Cobham*, and to see if we could water our Ships there for Home. This Island is in Latit. 63°. 20'. and Longitude from the Meridian of *London* 91°. 40'. West. All of a hard white marbly Stone. It is about 3 Leagues from the W. Main, its Length 7 Leagues N. W. by W. and S. E. by E. by Compass. Its Breadth 3 Leagues in the broadest Part. Our Course made since last Noon to this Day at Noon is W. 34°. S. Dist. 40 Miles, depart. 33 Miles.

N. B. This Island bears from *Cape Dobbs* S. 42°. West. Dist. 58 Leagues.

Friday,
Aug. 13.

L. W. H. K. F. Course. Winds.

TRANSACTIONS, &c.

A small Breeze. Working up towards the Island, 2 Leagues off Shore. Sounded 22,

Friday,
Aug. 13.

L.W.	H.	K.	F.	Course.	Winds.
	2	2	4	N.b.E. $\frac{1}{2}$ E.	E. $\frac{1}{2}$ N
	4	2		S. E.	E. N. E.
	6				
	8				
	10				
	12				
	2				
	4				
	6				
	8				
	10				
	12				

TRANSACTIONS, &c.

A small Breeze. Working up towards the Island, 3 Leagues off Shore. Sounded 23, 19, 15, 16, 15 Fathoms.

Tack'd at 2. The Body of the Island bore E. N. E. 7 Miles, in 15 Fathom Water.

At 6 almost calm. Came to with our small Anchor, the Tender by us, in 24 Fathoms, to stop the Tide, and for the Boat. The Middle of the Island bore N. E. by E. 4 Leagues.

Light Airs, and variable.

Fired a Gun every half Hour, as a Signal for the Boat to come off.

At 1 the Boat come on Board.

Moderate and hazy.

At 5 I sent the Master and the six-oar'd Boat a-shore for Water; also the Tender's Boat for Water.

Our Men employed in scraping and cleansing between Decks.

At 12 made a Signal for the Boats to come off.

Have had Wind, Weather, &c. as above. The Lieutenant returned on Board as above, and gave me an Account, that being but two or three Hours on Shore, there was neither high or low Water during that Time. That they saw three Deer at their Landing, one of which they killed; also a white Bear, which they brought on Board, but it was very poor. Found every where Plenty of fresh Water; and saw some Swans and Ducks.

Remarkable Observations on Board his Majesty's Ship Furnace, on a Discovery in North America.

Saturday,
Aug. 14.

L.W.	H.	K.	F.	Courfe.	Winds.
	2				N. b. w.
	4				
	6				
	8				N. N. W.
	10				
	12				
	2				
	4				
	6				
	8				
	10				
	12				

TRANSACTIONS, &c.

Moderate and variable Winds.

Ditto. At 4 the Boat came on Board with 1 Tun of fresh Water. At 5 I sent her away for more.

Fired every half Hour 1 Gun for our Boat.

Continued firing. Hazy.

Ditto. Hazy.

At 2 the Boat got on Board with the Water.

I sent the Boat again for more Water; and the two Northern *Indians* with a small Boat we had from the Tender, bought at *Churchill* for transporting them into their own Country, or the main Land. I gave them a large Load of Powder, Shot, Hatchets, Tobacco, Toys, &c. and Provisions for some Time.

(44)

These 24 Hours we have had Wind, &c. as above. And are getting Water to make up our Quantity.

Sunday,
Aug. 15.

L.W.	H.	K.	F.	Courfe.	Winds.

TRANSACTIONS, &c.

Variable little Winds and Calms.

Longitude
from Lon-
don 90°.

Sunday,
Aug. 15.

L.	W.	H.	K.	F.	Courfe.	Winds.
		2				
		4				
		6				N. W.
		8				
	10	3	2		S.	N.
	12	3	2			N. N. E.
	2	5	1			N.
	4	5	1			
	6	6	5			
	8	7				
	10	7				N. N. W.
	12	6				N. W. by N.

Latitude
by Acc.
61°. 25'.

TRANSACTIONS, &c.

Variable little Winds and Calms.

At 4 weighed, and made a Signal for our Boat to come off.

A light Air, and small Rain.

At 7 the Boat came on Board with another Tun of Water. Bore away for Home.

Sounded 55 Fathoms. *Brook Cobham*, the Body of the Isle, bore N. E. by N. 15 or 16 Miles at 8.

Sounded 60 Fathoms. Cloudy and hazy.

Fresh Gales and hazy, with Rain. No Ground at 60 Fathoms.

Ditto Weather. Sounded 70, 70 Fathoms.

Ditto and Rain. Sounded 70 Fathoms, soft.

Hazy. Much Rain. Sounded 70 Fathoms, mudd.

Foggy and Rain. A tumbling Sea. Sounded 65 Fathoms. In first Reef Top-sails.

In Mizzen Top-sail. Got in our Boat from along-side. Sounded 75 Fathoms.

Longitude
from *Lon-*
don 90°. 25'. W.

Variation
N. 26°. W.

(45)

Our Courfe made fince 8 laft Night, the Bearing and Difftance of the Ifland included, is S. 21°. E. from the faid Ifle 102 Miles, Depart. 36, 3 Miles. At 7 our Boat returned as above, and gave me an Account, that the higheft Tides, by the Marks left on the Shore, are about 22 Feet, and that it flows W. or W. by N. They left the two Northern *Indians* on the Ifland of *Brook Cobham* to make the beft of their Way the firft Opportunity of fair Weather, with their fmall Boat. The other *Indian*, who was the Linguift, defiring to fee *England*, and I having his Friends and the Governor's Content to it, took him along with us. Myfelf and Men being fo very ill, and I perceiving we could do no more to any Purpofe, bore away for Home as above.

At Noon *Brook Cobham* bore N. 21°. W. Diff. 34 Leagues.

Remarkable Observations on Board his Majesty's Ship Furnace, on a Discovery in North America.

Monday,
Aug. 16.

Obs. Lat.
61°. 00'.

Latit. by
Acc. 61°. 10' N.

L.W.	H.	K.	F.	Courfe.	Winds.
	2	7	4	S. E.	N. W.
	4	6	2	ditto.	
	6	5	4	S. E. by E	N. N. W.
	8	3	5		
	10	3			
	12	2			
	2		6	S. E. by E.	W.
	4	1	3	E. S. E.	S. W.
	6	1	4		
	8	1	4		S. by W.
	10	3	4		
	12	4	5		

TRANSACTIONS, &c.

Foggy, and much Rain. A great Sea from the Northward. Shortned Sail for the Tender.

Ditto Weather. Sounded 75 Fathoms.

Continual Rain. Set Mizzen Top-sail.

Ditto, and foggy.

Ditto. Sounded 90 Fathoms. Little Wind.

Ditto, and Rain. Sounded 90 Fathoms.

Almost calm.

Up Fore-sail for the Tender. Sounded 90 Fathoms.

Cloudy and Rain. At 5 set Fore-sail and Jibb. Sounded 100 Fathoms.

Ditto. Out Reefs of the Top-fails.

Hazy, and frequent Showers of Rain.

Fresh Gales and hazy.

Longitude
from Lon-
don 87°. 37'. W.

(46)

Have had fresh Gales, and foggy, with much Rain, and a great tumbling Sea from the Northward. Our Course made, allowing Variation, is E. 6° S. dist. 82 Miles. Depart. 81 Miles. I find by Observation that we are more Southward than by Account, which is owing to our bad Steerage; for we have not above two Men able to go to the Helm, who are tolerably acquainted with it.

At Noon *Brook Cobham* bore from us W. 45°. N. Dist. 56 Leagues.

Tuesday,
Aug. 17.

L. W.	H.	K.	F.	Course.	Winds.
8	2	4	7	E. S. E.	S.
8	4	4		E. by S.	S. by E.
11	6	3	4	E. by N.	S. E. by S.
11	8	4	2		
11	10	2	2		
12	12	2	1	E. b. N. $\frac{1}{2}$ N.	
12	2	1		N. E. $\frac{1}{2}$ E.	E. S. E.
12	4	1		S.	
5	6	2		E. S. E. $\frac{1}{2}$ S.	N. E.
5	8	2	4	E. by S.	N. E. by N.
5	10	2	6		
11	12	3	5	S. E. by E.	N. E. by E.

Latit. by
Acc. 61°.
26'.

TRANSACTIONS, &c.

Fresh Gales, and hazy.
Ditto.
Ditto, and cloudy. Set Main-sail.
Ditto. At 8 fet up Main-sail.
Hazy, and small Rain. Sounded 120 Fathoms.
Ditto. Sounded 120 Fathoms.
At 1 tack'd. Fired 1 Gun for a Signal to the Tender. Let to Wind.
Almost calm. At 4 founded 120 Fathoms.
Ditto. Hazy and foggy. Set Top-gallant Sail. Sounded 120 Fathoms.
Ditto, and foggy.
At 9 fet Main-sails.
Foggy. At 11 in Top-gallant Sails.

Longitude
from Lon-
don 85°.
47'. W.

Variation
N. 26°. W.

Have had for the most part thick foggy Weather, with Rain and Wind variable, as per Logg. Our Course failed, allowing Lee-way and Variation, is E. 27°. N. Dist. 58 Miles, Depart. 52 Miles.
At Noon Brook Cobham Island bore W. 29°. N. Dist. 66 Leagues,

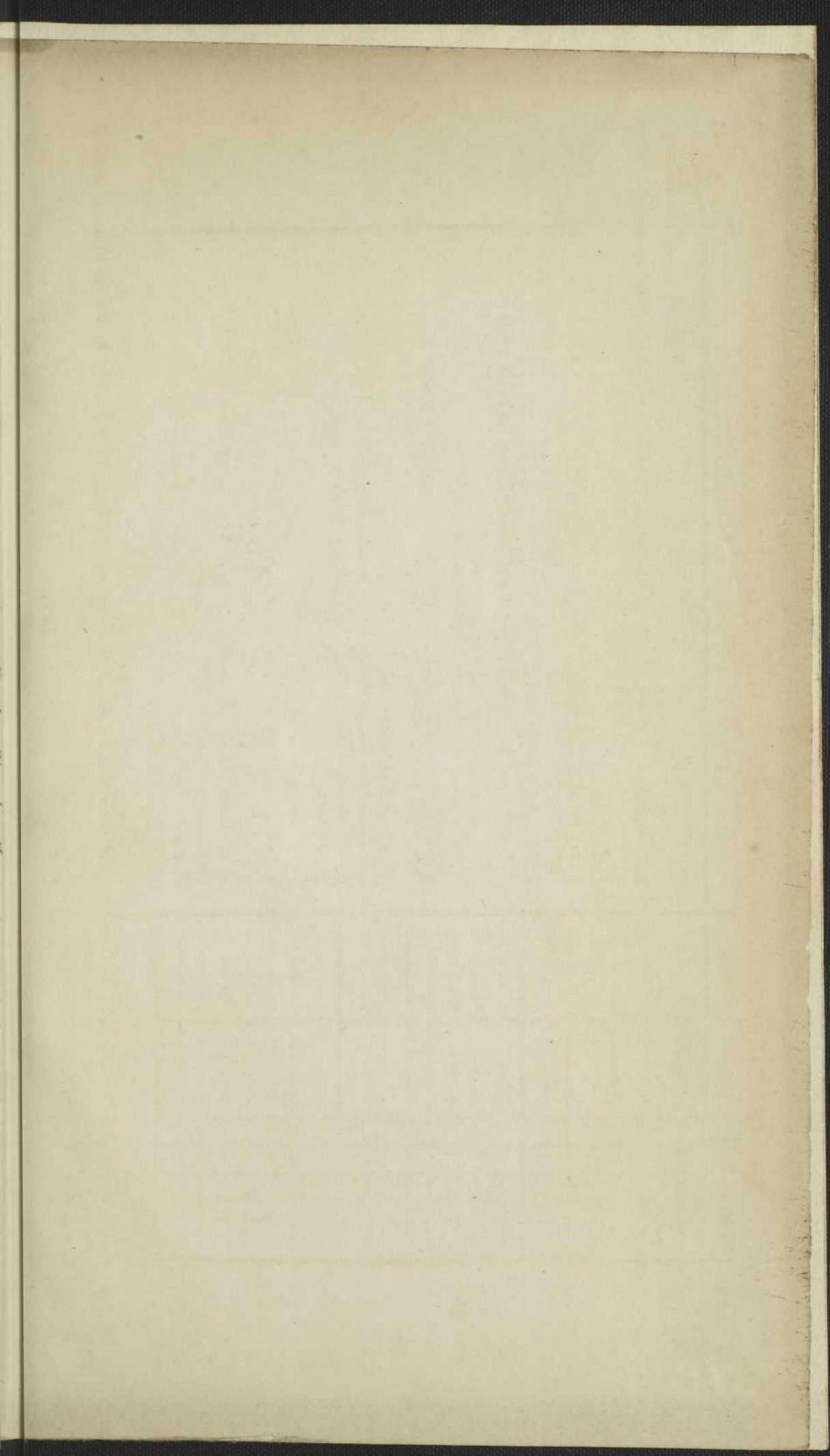
Remarkable Observations on Board his Majesty's Ship Furnace, on a Discovery in North America.

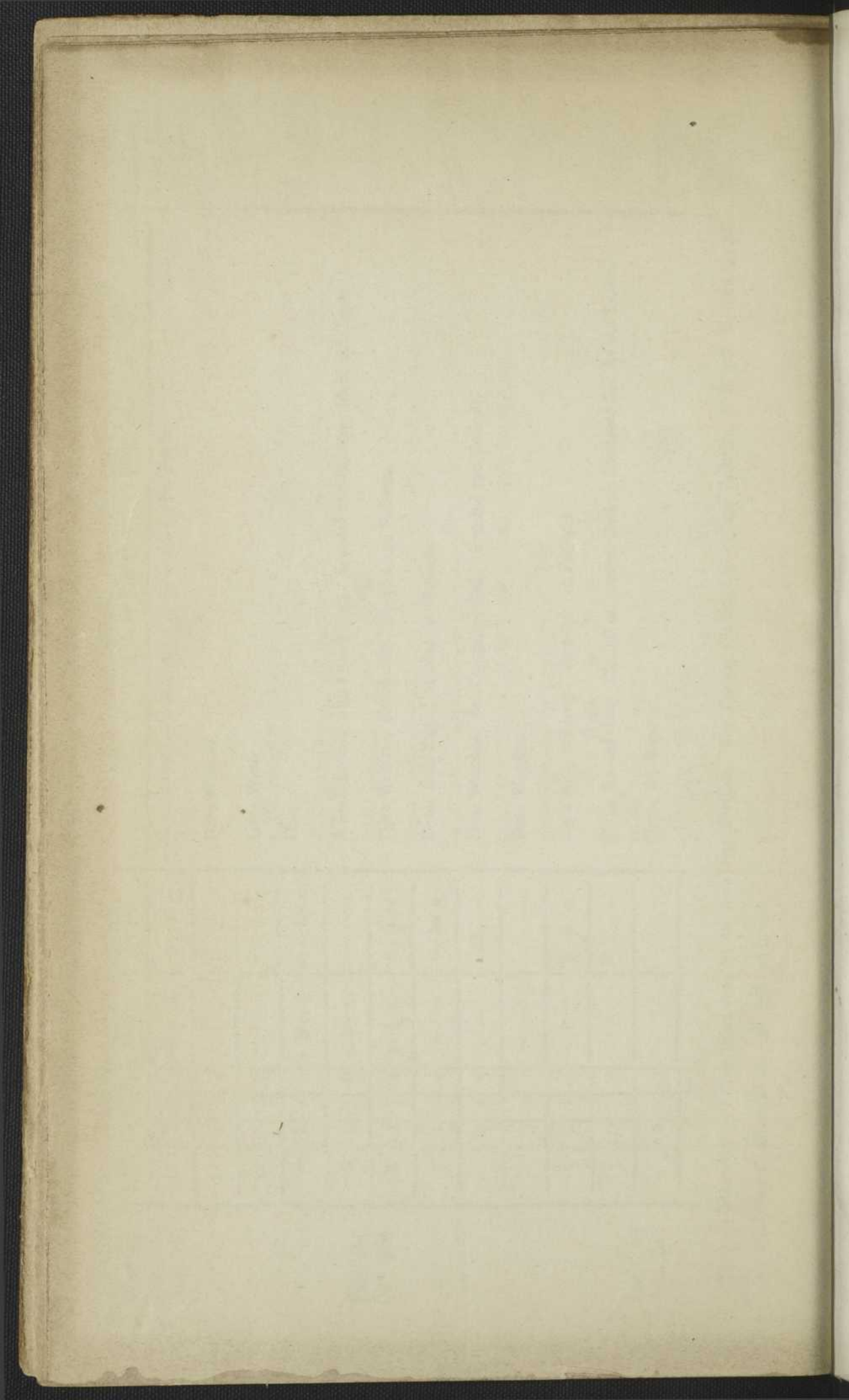
Wednes- day, Aug. 18.	L. W.	H. K.	F.	Courfe.	Winds.	TRANSACTIONS, &c.		Longitude from Lon- don 84°. 17'. W.
Lat. obf. 61°. 36'.	11	2	3	4	E. S. E.	N. E.	A thick Fogg. At half past 1 up Main-fail for the Tender.	
	11	4	2	4			Ditto Weather.	
	11	6	1	6			Little Wind.	
	8	8	1	7	E. b. S. $\frac{1}{2}$ S.	N. E. by N.	Hazy.	
	8	10	1	6	E. by S.		A fmall Breeze, with a thick Fogg. Sounded 120 Fathoms, Mudd and Clay.	
	8	12	1	4	E. $\frac{1}{2}$ S.	N. N. E.	Ditto Weather, almost calm. Sounded 120 Fathoms.	
	5	2	1	4	E.	N. by E.	Ditto, little Fogg. Sounded 120 Fathoms.	
		4	1	5			Ditto Weather. Set Top-gallant Sails. Sounded 120 Fathoms.	
		6	2				Ditto Weather.	
		3	8	1	7		N. N. E.	Light Airs, and hazy. Sounded 120 Fathoms.
Latit. by Acc. 61°. 36'.	3	10		7			Ditto, fair and clear. Cleaned all between Decks. Shortened Sail for the Tender.	
		12	1	4			Ditto, fair Weather.	Variation. N. 27°. W.

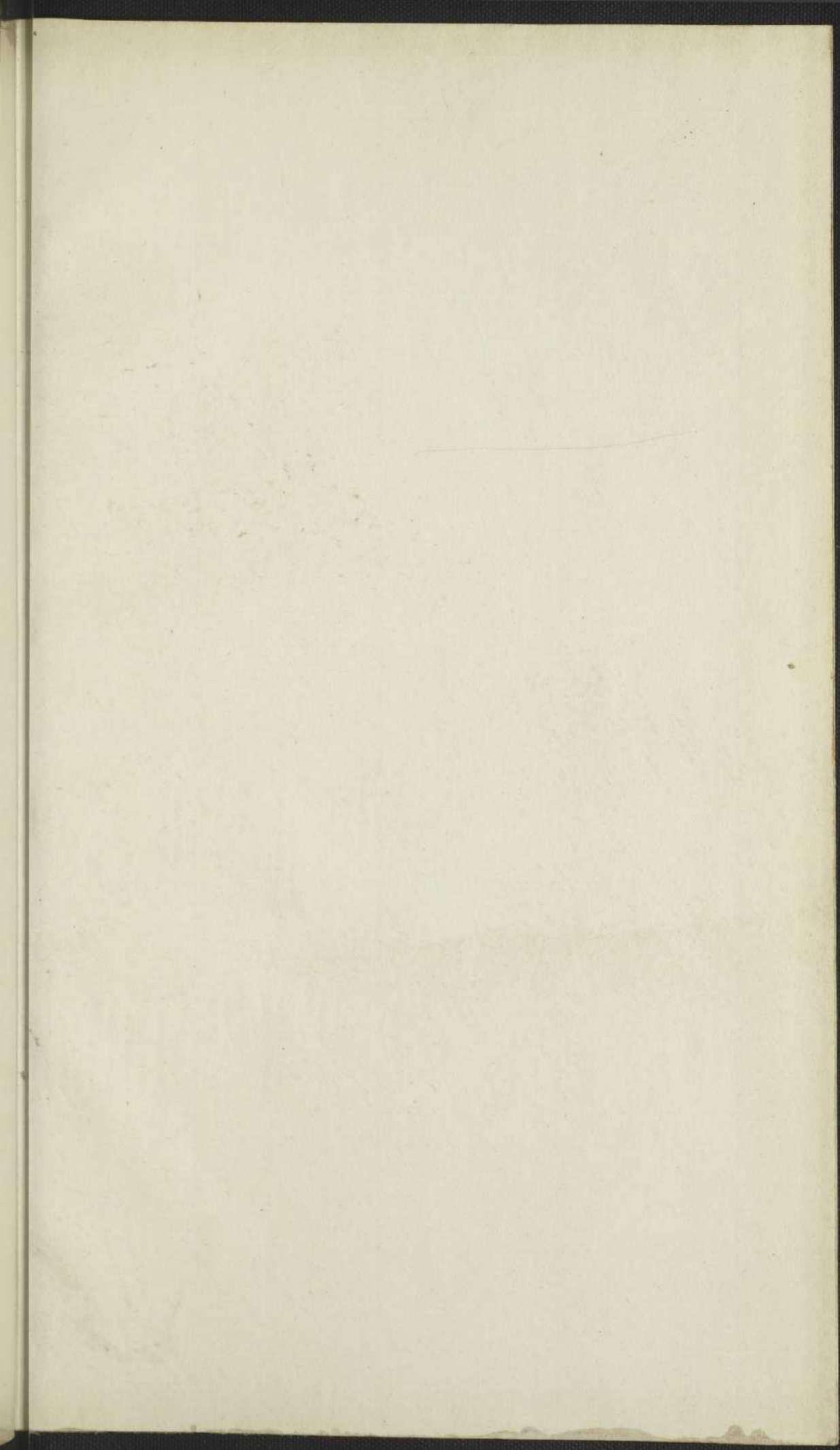
These 20 Hours have had little Wind variable, and hazy foggy Weather. Our Course, allowing Lee-way and Variation, is E. 10°. N. Dist. 44 Miles, Depart, 43 Miles.

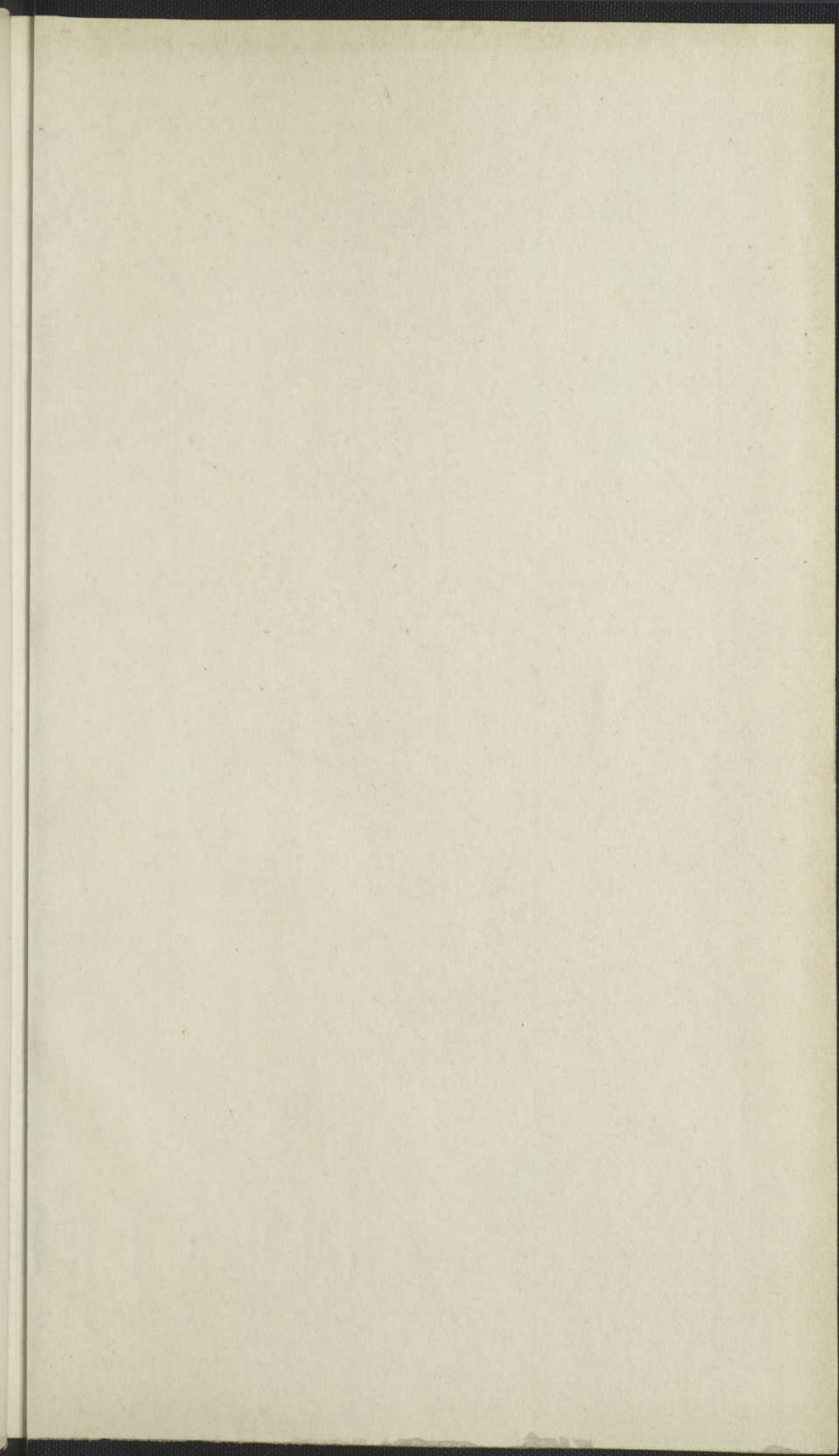
At Noon Brook C obham W. 22°. N. Dist. 76 League

F I N I S.









500.00

RESERVE

943710

