

ARCTIC EXPEDITION,  
1875-6.

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LIEUTENANT W. H. MAY.

SLEDGE JOURNAL,

*24th to 30th April.*

LIEUTENANT WILLIAM MAY'S REPORT OF SLEDGE JOURNEY TO  
LINCOLN BAY.

H.M.S. "ALERT."

SIR,

In compliance with your letter of the 24th of April, I left the ship with the dog-sledge "Clements Markham," Frederick (Eskimo), and the seven dogs named in the margin, and was accompanied by Captain Feilden, R.A., Naturalist, and Mr. Wootton, Engineer. The following are the results of my journey.

BlackFace(King),  
Sal,  
Ginger, Bos,  
Soresides, Flo,  
Topsy.

Left the ship at 11.45 P.M., on the 24th April; we had to haul the sledge round Cape Rawson, after which we had good travelling up to the Black Cape, where we had to man-handle the sledge again; we found hauling the sledge up to the top of the hummocks was just as much as the four of us could manage. Stopped for lunch after getting over the hummocks, and started after lunch at 3.45 A.M. on the 25th; had very good travelling to the ravine just to the northward of Cape Union, where we camped at 8 A.M., making a short journey, as none of us had had any heavy exercise lately.

Calm, b.c.  
Barometer 29.94.  
Temp. +3°.

Up to this place I saw no ravines of any importance; the one by Cape Union, although having a very large discharge, appears to be fed by three steep water-courses. The coast travelled along is a series of headlands divided by ravines, which are full of raised beaches; hummocks being squeezed up all along the coast, but none so bad as those off Cape Rawson.

As Frederick has not much idea of cooking, the officers are taking it in turns, it being mine to-day; before finally getting into my bag I obtained a meridian altitude.

N.E., 1, b.c.  
Barometer 30.  
Temp. -17°

Hours travelling,  $6\frac{3}{4}$ .

„ lunch  $1\frac{1}{2}$ .

Distance travelled, 14 miles.

Meridian Altitude.

42° 00' 00".

Index Error.

On, 35' 30".

Off, 29' 40".

April 25th.

A beautiful evening; so went out with Mr. Wootton, and got a round of angles with theodolite; on our return at 7 P.M., lighted up and had breakfast; starting at 10 P.M.; stopped for lunch at 1.30 A.M.

Calm b.c.  
Barometer 30.  
Temp. -7°.

The travelling up to this has been very heavy, on account of the steepness of the cliffs along the shore, which have hard snow on their slopes, and in places no hummocks to prevent your falling from 10 to 20 feet on to the ice, which is composed of very rough hummocks, and consequently worse to travel on than along the land. At one of these places, after making a gutter for one runner to fit in, and with the four of us assisting the dogs, we could not get along without the risk of the sledge falling on to the floe a height of about 15 feet, so unloaded and carried the gear over.

2 A.M.  
N.N.W., 1, b.c.  
Barometer 30.10.  
Temp. -6°.

Starting after lunch, at 3 A.M., we passed Arthur's Seat after half an hour, and then eased the sledge down a steep slope on to the ice; travelling on it for another two miles, we struck on to the icefoot, and from there had very fair travelling close up to the depôt in Lincoln Bay, where we camped at 8 A.M.

3 A.M.  
Temp. -10°.

The hummocks are pressed up on the shore to within one mile of the depôt, varying in height from 10 to 25 feet.

8 A.M.  
Calm, b.c.  
Barometer 30.10.  
Temp. +3.

The land travelled along is nearly all precipitous, with steep talus; the line of coast has many points, gradually altering to the westward of south after passing Cape Union.

South, 2.3, b.c.  
Temp. -17.

The only ravine which we passed that seemed likely to lead to the northward, is one about three miles north of the depôt.

Captain Feilden, R.A., was our cook to-day, and by the time we were in our bags were very glad to get our supper.

Hours travelling,  $8\frac{1}{2}$ .

„ lunch,  $1\frac{1}{2}$ .

Distance travelled, 12 miles.

## THEODOLITE.

Time 6.5 P.M. Altitude  $12^{\circ} 35'$ . Azimuth  $294^{\circ} 50'$ . Peak north of Union zero.  
Sun left of zero.

*April 26th.*

10 P.M.  
Calm, b.c.  
Barometer 30.24.  
Temp.  $+5^{\circ}$ .

Roused the cook at 8.30 P.M., and got away at 11.30. As we intended exploring the ravine by the depôt, and should not use the dogs, I sent Frederick away to shoot. I walked to the depôt, joined Captain Feilden and Mr. Wootton on the lake. This lake which runs W.S.W., is about 2 miles long, and averages  $\frac{1}{4}$  of a mile in breadth; the ice on it is of two descriptions; patches of this season's ice between the old ice; there being at least twenty times as much old as new; the old ice was much cut about, and very sharp, cuttings one's boots; the new perfectly smooth, and in some places you could have skated on it. At the end of the lake you walk for about  $\frac{1}{4}$  of a mile over a sandy mud bottom, on the surface of which were scattered many shells; we then got on to a second lake, much smaller and shallower, and which terminated in a gravelly beach; the shells here were even more abundant than before; the land rising slightly but evenly for some distance; Mr. Wootton from here returned to the camp.

Proceeding, we came to a place where the summer torrent had cut a passage through the hard slate rocks for a distance of  $\frac{1}{4}$  of a mile, with its sides as even as if done by human workmanship. After following this ravine in a W.S.W. direction for about 5 miles, which is a series of shallow lakes and patches of mud, it turns to the N.W. We walked on another 5 miles, reaching approximately an altitude of 800 feet; from this position the highest land (which bore N.N.W.) I think is the watershed seen from Mount Dean. The land on the north side of the ravine is highly precipitous.

As we had been walking for six hours, we deemed it wise to return, picking up a hare, which was shot close to our furthest point.

At the point where the ravine turns to the N.W. I observed two torrents ran in; a passage may be found across the land in rear of Cape Frederick VII, but the size of the torrents gave me the opinion that they were only local. But there is a larger ravine by which I think you could reach Wrangel Bay. We did not arrive back till 11 A.M., having been twelve hours walking without food, and consequently very tired; the last two miles we were constantly spelling, and with difficulty preventing ourselves from going to sleep. On our arrival at the camp, Mr. Wootton, with his usual forethought, had some tea all ready, which it is needless to say was most acceptable.

In places vegetation was abundant, but we observed no traces of musk ox; tracks of hares were very numerous, and in several places traces of ptarmigan.

Obtained a meridian altitude before bagging.

Hours travelled, 12.

„ lunch, 0.

Distance travelled, 20 miles.

Meridian altitude, April 27th, artificial horizon.

$43^{\circ} 24' 30''$ .

Index error.

On,  $34' 10''$ .

Off,  $28' 30''$ .

*April 27th.*

Calm, b.c.  
Barometer 30.15.  
Temp.  $+3^{\circ}$ .

A beautiful fine day, so took a round of angles from a brow about 200 feet high. The accompanying sketch was kindly done by Captain Feilden at the time.

After breakfast started up a hill close to our encampment, with Captain Feilden, while Mr. Wootton went on three miles with the sledge, as I intended exploring the ravines on my return journey.

Examined a small ravine about  $1\frac{1}{2}$  miles to the northward of our last camp, but from what I could see, 1,000 feet above the level; it was no use following it up.

Proceeding along the coast line to the northward, we came to a large ravine mentioned before, being about 3 miles from the depôt, and it looked so favourable, that I determined to go back to the sledge for lunch and afterwards to follow it up for a short distance.

S.W.,  $3^{\circ}$ .

On arriving back at the sledge, which was just off the mouth of the ravine, we were glad to find that Mr. Wootton had lunch all ready for us, and as there was a S.W. wind springing up, making it very cold after perspiring freely, we started away after ten minutes' halt with the sledge.

After proceeding up the ravine on a northerly course for about 3 miles, and the weather becoming thick, I was doubtful about going on, for if the ravine did not go on to the northward, I should not be back to the ship at the date fixed, so halted the sledge, whilst Captain Feilden and I went on 3 miles and ascended a hill 1,200 feet (by aneroid); unfortunately it was thick and misty, so could not see far, but thought at one time the ravine trended towards Cape Union; but it was too thick to make certain; however, I determined to follow the ravine up next day. By the time we got back to the sledge it was noon, so encamped, all very tired.

South, 1° 2.  
Barometer 29.9.  
Temp. +10°.

Hours travelling, 12.  
,, lunch, 10 minutes.  
Distance travelled, 18 miles.

*April 28th.*

Encampment, Lincoln Bay.  
Cape Brevoort; zero, sun left.  
Time, 2 h. 38 m. 20 s. A.M.; altitude, 8° 55'; azimuth, 276° 10'. See sketch.

*April 28th to 29th.*

Roused cook at 8.15 P.M., and breakfasted. Started away at midnight; travelling heavy on account of the soft snow; after two hours' travelling we reached the highest part of the ravine, but it was very misty, and consequently could see no distance.

Calm, o.m.  
Barometer 30.06.  
Temp. zero.

At 3 A.M. lunched, which took us two hours, as we could not get the water to boil. As luck would have it, the weather cleared after lunch, and we found ourselves close to Cape Union; so followed on ravine which leads behind it; there was a very steep descent into the mouth of the ravine, down which we eased the sledge; I found that a pick made a very good break, lashing the handle securely on to the lower part of the runner, and keeping the broad pad of it in the snow. We came out on the coast just to the north of Cape Union, and camped a few yards from our encampment on the 25th instant. After pitching the tent, Captain Feilden and I went up the headland on the north side of the ravine (thinking it was higher than Cape Union), taking the theodolite with us; we had a stiffish climb, as it is very steep; it was a beautiful morning, and I got a round of angles, the opposite shore being seen very distinctly. Arrived back at the tent by 11 A.M., and had supper.

Calm, b.c.  
Barometer 30.42.  
Temp. +7°.

Hours travelling, 9.  
Travelled, 11 miles.  
Hours at lunch, 2.

*April 29th to 30th.*

Started after breakfast at 9.45 P.M. Lunched at Black Cape. Brought on from there a 5-man sledge and gear, which had been left by Lieutenant Rawson.

Calm, b.c.  
Barometer 30.40.  
Temp. +3°.

Arrived on board at 5.15 A.M., when I reported myself to you. Travelling to-day much the same as we had on our outward journey.

Distance travelled, 14 miles.  
Hours travelling, 6½.  
,, lunch, 1¼.

I believe that a passage may be found to Lincoln Bay during the latter part of the spring, by following the coast line as far as Cape Union, and then following the ravine that we travelled through, or else by going overland to the watershed seen from Mount Dean, which will lead you into the large ravine at the head of Lincoln Bay.

*Weights.*

					lbs.	ozs.
5-man tent	..	..	..	..	21	4
poles	..	..	..	..	21	8
sledge	..	..	..	..	39	0
back	..	..	..	..	8	4
Coverlet and lower robe	..	..	..	..	31	0
Sail	..	..	..	..	7	8
8-man trough	..	..	..	..	5	12
Pick and shovel	..	..	..	..	13	8
4 bags	..	..	..	..	32	0
4 duffles	..	..	..	..	20	0
4 knapsacks	..	..	..	..	32	0
Cooking apparatus	..	..	..	..	13	0
Store bag	..	..	..	..	17	0
Sledge bottom	..	..	..	..	2	4
Spare battens	..	..	..	..	3	7
Sextant	..	..	..	..	12	0
Theodolite	..	..	..	..	10	0
Rifle and gun	..	..	..	..	12	0
Ammunition	..	..	..	..	2	0
Medical box	..	..	..	..	3	13
Constant	..	..	..	..	310	4

*Provisions.*

					lbs.	ozs.
Pemmican	..	..	..	..	28	0
Biscuit	..	..	..	..	24	8
Bacon	..	..	..	..	10	8
Potatoes	..	..	..	..	3	8
Tea	..	..	..	..	0	14
Cocoa	..	..	..	..	1	12
Sugar	..	..	..	..	3	8
Fuel (spirits)	..	..	..	..	30	0
Rum	..	..	..	..	3	8
Pepper and salt	..	..	..	..	1	0
					107	2
4 days for 7 dogs	..	..	..	..	56	0
Provisions	..	..	..	..	163	2
Constant	..	..	..	..	310	4
					7)473	6
					67	10 per dog.