

## 'Round Lord Mayor Bay with James Clark Ross: The Original Diary of 1830

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**ABSTRACT.** During John Ross's arctic expedition of 1829-33 in search of a northwest passage, approximately 1000 km of new coastline was mapped. Included in these new coastlines was Lord Mayor Bay on eastern Boothia Peninsula, which was surveyed by Ross's nephew and second-in-command, James Clark Ross, in 1830. The results of the Lord Mayor Bay survey effectively ended any chance of there being a northwest passage south and east of Somerset Island or west of northern Foxe Basin and northwest Hudson Bay. Despite the obvious importance of James Clark Ross's survey, it was not included in John Ross's published narrative of the expedition. The original diary has recently been located and is reproduced here, together with accompanying sketches and observations and a discussion of the circumstances of the survey.

**Key words:** James Clark Ross, Lord Mayor Bay, 1829-33, unpublished diary, arctic exploration

**RÉSUMÉ.** Au cours de l'expédition de John Ross dans l'Arctique à la recherche du passage du Nord-Ouest de 1829 à 1833, fut dressée la carte d'environ 1000 km de nouveau littoral. Sur ce nouveau littoral se trouvait la baie Lord Mayor sur la partie orientale de la péninsule de Boothia, dont le relevé fut effectué en 1830 par James Clark Ross, neveu de Ross et commandant en second. Les résultats des relevés de la baie Lord Mayor mirent fin une fois pour toutes à la possibilité de trouver un passage vers le Nord-Ouest au sud et à l'est de l'île Somerset ou à l'ouest de la partie septentrionale du bassin de Foxe et du nord-ouest de la baie d'Hudson. Malgré l'importance évidente des relevés effectués par James Clark Ross, ceux-ci ne figuraient pas dans le récit que fit John Ross de l'expédition et qui fut publié. On a récemment retrouvé le journal original que l'on reproduit ici avec les croquis et les observations qui l'accompagnaient, ainsi qu'une discussion des détails des relevés.

**Mots clés:** James Clark Ross, baie Lord Mayor, 1829 à 1833, journal inédit, exploration arctique

Traduit pour le journal par Nésida Loyer.

### INTRODUCTION

John Ross's voyage of 1829-33 in search of a northwest passage stands as one of the most remarkable arctic voyages of the 19th century. Although failing in its primary objective, the expedition nevertheless contributed significantly to geographic discovery in the Canadian Arctic, exploring approximately 1000 km of new coastline and locating the position of the north magnetic pole. In many respects, one of the most critical areas investigated by the expedition was Lord Mayor Bay on eastern Boothia Peninsula. Its examination by Ross's nephew and second-in-command, James Clark Ross, demonstrated that a northwest passage probably did not exist south of Bellot Strait (or Barrow Strait, as they then believed). The confirmation of Ross's discovery 17 years later effectively ended all further voyages of exploration to the south and east of Somerset Island, as well as any hope that there could be a northwest passage leading directly west from Foxe Basin and northwest Hudson Bay.

Despite the geographical importance of Lord Mayor Bay, John Ross did not include James Clark Ross's account of its exploration in his published narrative of the expedition (Ross, 1835). James Clark Ross himself did not publish a personal narrative, and thus this important contribution to early arctic exploration has generally gone unrecognized. His original journal describing the exploration of Lord Mayor Bay has recently been located, however, and forms the subject of this article.

### HISTORY OF THE EXPEDITION

The primary source of the expedition is John Ross's own narrative (Ross, 1835), and a long, expanded letter he wrote to Francis Beaufort during the expedition has recently been

published (Holland and Savelle, 1987). Huish (1835) provides a second-hand, but contemporary, account, based on information supplied by William Light, Ross's steward on the expedition; it is extremely biased against Ross, although it provides useful additional information. Recent expedition summaries include those by Fraser (1957), Neatby (1970:65-76), Dodge (1973:112-149), Thomson (1975:217-232) and Francis (1986:99-111). Finally, more specific individual aspects of the expedition are discussed in Gibson (1929), Learmonth (1948, 1950), Savelle (1985, 1987), and Savelle and Holland (1987), while James Clark Ross's later Antarctic career is detailed in M.J. Ross (1982).

John Ross had been subjected to considerable criticism, much of it unfair, after his failure to explore Lancaster Sound during his voyage to the eastern Canadian Arctic in search of a northwest passage in 1818 (Ross, 1819). Although he was anxious to redeem his reputation by undertaking another arctic voyage, he was not invited to command the follow-up expedition in 1819 (instead commanded by W.E. Parry), nor was he ever again invited to command another naval arctic expedition. Ross maintained an active interest in the several naval expeditions that followed during the next ten years and during this enforced inactivity studied steam propulsion and published a book on the subject (Ross, 1828).

With the backing of a private sponsor, Felix Booth, Ross was finally able to launch his second expedition in search of a northwest passage in 1829. The ship he chose for the expedition, *Victory* (150 tons), was, not surprisingly, a paddle steamer, with the steam machinery including many novel components.

The expedition left Scotland in June 1829 with a complement of 23 officers and men aboard the *Victory*, with a small launch, *Krusenstern*, in tow. Ross's objective was to discover,

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and sail through, a northwest passage via Prince Regent Inlet (see Fig. 1 for this and other localities mentioned in the expedition summary). Ross entered Prince Regent Inlet on 11 August and sailed south as far as Felix Harbour in Lord Mayor Bay, eastern Boothia Peninsula, where the *Victory* became frozen in on 30 September. At this time also the steam machinery, which had proven defective, was removed from the ship and abandoned on shore (see Savelle, 1985, for a description of the distribution and present state of the machinery).

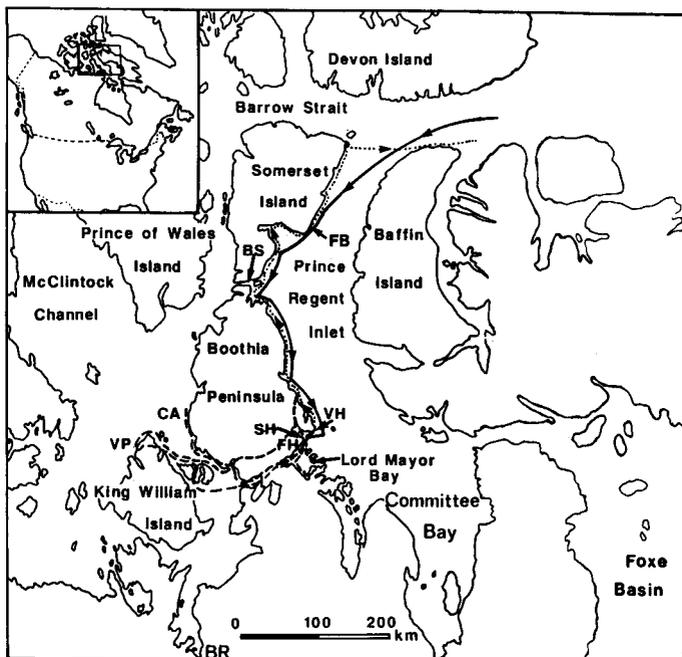


FIG. 1. The route of Ross's expedition of 1829-33 in the central Canadian Arctic. FH = Felix Harbour; SH = Sheriff Harbour; VH = Victoria Harbour; BS = Bellot Strait; FB = Fury Beach; CA = Cape Adelaide; VP = Victory Point; BR = Back River; solid line = track of *Victory*, 1829-32; dashed line = sledge trips 1830-31; dotted line = track of the retreating crew on sledges/boats, 1832-33.

In January 1830 a group of Netsilik Inuit approached the ship, and friendly relations were soon established with the band of approximately 100, whose village of snow dwellings was located about 5 km to the northeast. Ross was, of course, anxious to discover whether there was a navigable channel to the westward. The Inuit were well acquainted with Repulse Bay (northwest Hudson Bay) and with Ackoollee. The latter was the term given to Parry on a voyage to Hudson Bay and Foxe Basin in 1821-23 (Parry, 1824) by Igloodik Inuit and referred to the land westward of Repulse Bay that formed the shore of a "western sea." Two of the Netsilik, Tulluahiu and Ikmallik, drew a map connecting Ackoollee with Lord Mayor Bay (Figs. 2 and 3), which in fact turned out to be a good representation of what was later surveyed and named Committee Bay; it showed no passage to the westward.

From March to early June 1830 James Clark Ross made a total of six sledging trips to the west and north of Lord Mayor Bay, the longest of which went as far as Victory Point on King William Island. These explorations suggested that there was little likelihood that a passage lay between their winter

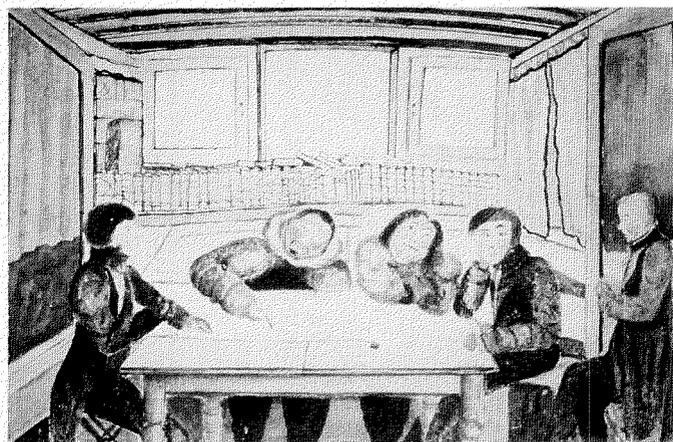


FIG. 2. Watercolour by John Ross depicting Ikmallik and Apelagiu on board *Victory*, 1830. Ikmallik was responsible for much of the chart shown in Figure 3. See also Ross, 1835:page facing 260. Scott Polar Research Institute No.66/3/2. Reproduced with the permission of the Scott Polar Research Institute.

harbour and Barrow Strait. One of the few areas left in which a passage to the west could be found, then, was the region immediately south of the winter harbour, that is, Lord Mayor Bay and environs.

Although the Inuit map showed no passage, Ross was nevertheless anxious at least to have the bay charted and the absence of a passage confirmed. Accordingly, James Clark Ross set out in late June to survey this area, returning in early July. The results corroborated the Inuit map, thereby effectively putting an end to any possibility of discovering a northwest passage in that quarter. John Ross therefore determined to sail north and out of Prince Regent Inlet when the ice broke up that summer.

Ross's attempt to leave Lord Mayor Bay that summer, however, was unsuccessful, and he was forced to spend a second winter (1830-31) in the area, this time at Sheriff Harbour, only 5 km northeast of Felix Harbour. Sledge expeditions continued throughout the winter, and in May 1831 James Clark Ross traveled part way up the west coast of Boothia Peninsula, establishing the exact location of the north magnetic pole at Cape Adelaide. During the summer and fall of 1831, ice conditions were again severe, and the *Victory* was forced into winter quarters at Victoria Harbour, only 20 km northeast of Sheriff Harbour. After overwintering 1831-32 at Victoria Harbour, *Victory* was abandoned, and the following winter (1832-33) was spent at Fury Beach on Somerset Island. The 20 surviving expedition members were finally rescued by the whaler *Isabella* (by strange coincidence, the same *Isabella* Ross had commanded on his 1818 expedition) at the eastern entrance to Lancaster Sound and returned to England in October of that year. Their return to England after four years was regarded as a miracle and is, indeed, one of the most remarkable events in the history of polar exploration.

For the achievements of the expedition, and also in recognition of his extraordinary courage, John Ross was knighted and made a Companion of the Order of the Bath in 1834 and was further honoured by many foreign countries and by various geographical societies. While giving due credit to John Ross for maintaining the health and morale of his crew

for such a long period in the difficult conditions they faced, such success as the expedition achieved was primarily the result of James Clark Ross's sledge journeys and the accuracy with which he described his geographical discoveries and magnetic measurements.

THE LORD MAYOR BAY SLEDGING JOURNEY

The sledging journey itself lasted from 23 June to 3 July 1830 and was carried out by James Clark Ross, Second Mate Thomas Abernethy, and three men, with the assistance of Inuit dogs. Although no account of the journey appears in John Ross's published narrative, the small-scale map accompanying the narrative (Fig. 4) does indicate James Clark Ross's route and shows the names of several geographic features. (These names are also recorded in a Table of Latitudes and Longitudes in the appendix to John Ross's published narrative).

On 21 June John Ross recorded that "Preparations were made for a travelling party to trace the line of the coast to the south-eastward" (1835:438), and on 23 June:

The sledge and the skin boat were got ready, and the provisions stowed away in them after breakfast. The chief mate, with ten men, went off to draw it ten miles in advance, returning at eight in the evening. At nine Commander Ross and four men left the ship, with the dogs, with the intention of proceeding as soon as they had reached the deposited sledge.

There is no further mention of the journey until 3 July, when upon returning from a fishing trip, John Ross remarked that ". . .we got near enough [to the *Victory*] to hoist our colours, and were answered by those of Commander Ross, who had not arrived many minutes before us from a similar fishing trip" (Ross 1835:452). The exclusion of James Clark Ross's narrative from the published volume and the use of the term "fishing trip" to describe an obviously important exploring journey may have been intended as a deliberate slight. Relations between the two Rosses were frequently less than amicable during and after the expedition (see, for example, Dodge, 1973; Huish, 1835; Savelle and Holland, 1987).

In his private letter to Francis Beaufort, however, John Ross did remark that ". . .the rest of this year was employed in tracing the Eastern Coast, which was done so as to have no

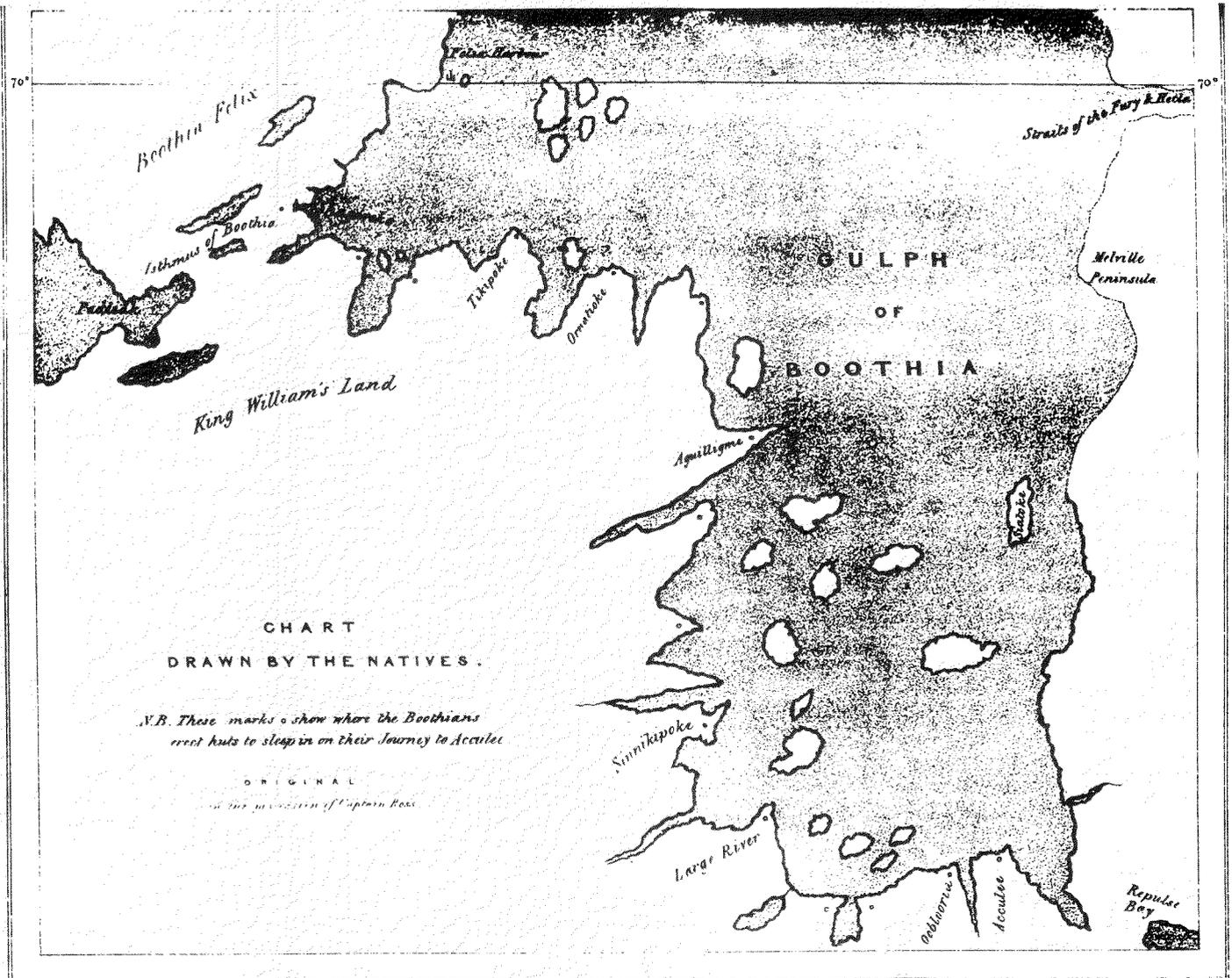


FIG. 3. Chart of the coastline between Lord Mayor Bay and Repulse Bay drawn by Ikmalick and Tulluahi, 1830. From Ross, 1835.

doubt that according to the natives information it joined with Accullee and Repulse Bay" (Holland and Savelle, 1987:73).

THE JOURNAL

Although written in pencil, the journal is easily legible except for a few words, even after a lapse of a century and a half. It includes not only a day-by-day description of the journey, but also field sketches and the observations from which the published map was prepared.

The text (including spelling and punctuation), observations, and original sketches are reproduced here in their entirety. In order to facilitate comprehension, however, dates and other information deemed necessary to follow and/or explain the narrative have been added and are enclosed within square brackets, and artificial paragraph breaks have been added. The observations, originally placed within the text, have been separated so as not to interrupt the flow of the narrative, and the sketches (Figs. 5 and 6) have been redrawn and relettered in ink but are otherwise identical to the originals.

Current Latin names of the various flora and fauna have been added. James Clark Ross, as a keen naturalist, undoubtedly collected a number of specimens during the trip. In the appendix to John Ross's narrative, James Clark Ross noted that only four faunal species were taken back to England (Ross, 1835:Appendix v-vi), and it is not known how many botanical species were taken back — none was described in the appendix. Although Simmons (1913, cited in Porsild, 1955:32) noted that James Clark Ross collected 67 botanical species from eastern Boothia Peninsula, the major arctic collections from the early 19th century were collected by John Richardson and Thomas Drummond during John Franklin's second overland expedition and formed the basis of Sir William J. Hooker's classic *Flora Boreali-Americana* (Hooker, 1829-40).

Finally, the route as located on modern topographic maps, together with the locations of Ross's sketch map sections, is shown in Figure 7, and several views of points along the route are shown in Figures 8-11.

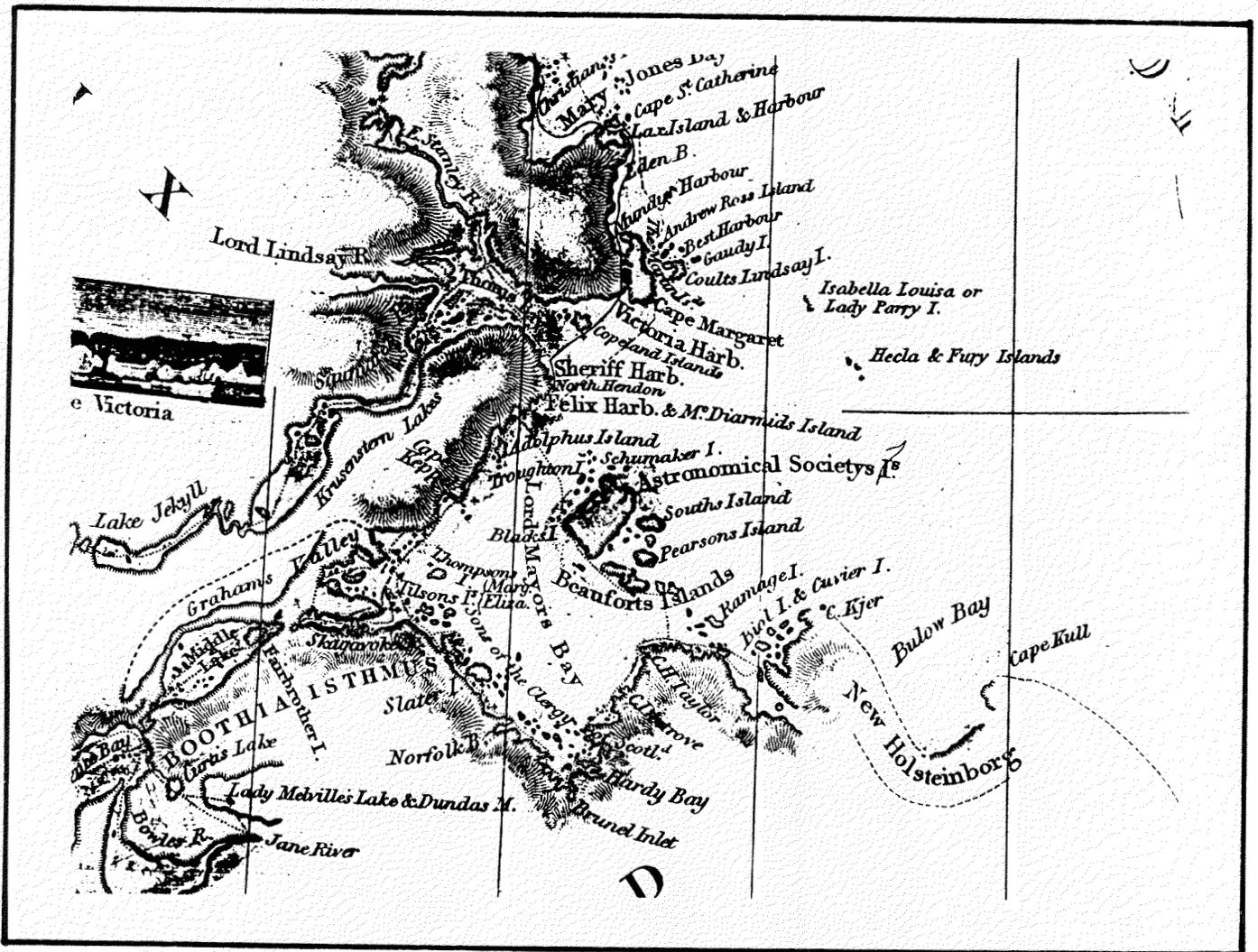


FIG. 4. Chart of Lord Mayor Bay accompanying Ross's published narrative. From Ross, 1835.

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## TEXT OF THE JOURNAL

[23 June] For some days the weather had been so extremely unfavourable that I was unable to commence my intended journey to the South. On the 23rd, the day promising better, I sent away the fatigue party with our boat and provisions which they were to take ten miles from the ship, and at 8.30 p.m. I set out accompanied by Mr. Aby [Abernethy] and 3 others of the crew.

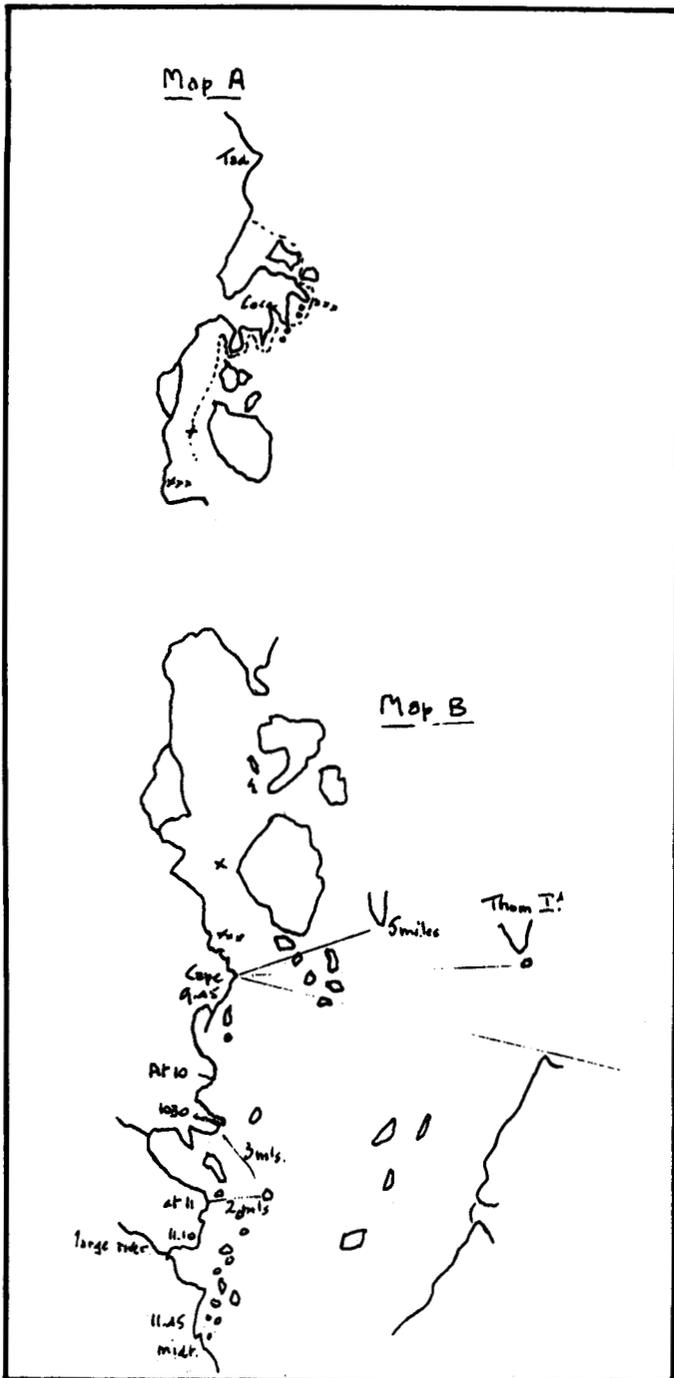


FIG. 5. James Clark Ross's sketches of coastline segments "A" and "B," Lord Mayor Bay. See Figure 7 for locations of segments.

[24 June] The evening was very fine and the travelling along the shore as good as could be desired. We got to our boat before 1 a.m. on the 24th and continued our course along the land until 3 when we struck over to the island Oom-mum-mick [?] to the E.S.E. Here our hard work commenced. The hummocks were difficult to pass and in the severe shocks which the boat sustained the keel was broken in the fore part.

We arrived at the island at 7.30 having been above 4 hours getting 3 miles. The party was much fatigued and here we encamped for the night on the South point of the island. It is granite and an islet to the West of it, on which were a great many Eskimaux circles of stones. From the top of the island we had a vast commanding view of the land around us. Shot a grouse, *Sax. uniflora* [*Saxifraga caespitosa* L. ssp. *uniflora*] in flower and *Sax. nivalis* [*Saxifraga nivalis*] just opening (the first seen). Our game afforded us an excellent supper (4 gulls, 1 King [*Somateria spectabilis*], 1 Grouse) and we got to our beds at 10 a.m. 2 Hawks seen at Gull Island.

[Here follows a list of observations (1).]

At 6 p.m. 24th June, when we rose, a dense fog with heavy rain, snow and sleet continuing without intermission confined us to our boat. The time was occupied in repairing our boots which had suffered from the sharp points of ice so much that 3 soles of sealskin had been worn through. The boat was also repaired. The rain ceased about midt but the fog was still so thick that we could not attempt to make our way through the hummocks, not being able to see any distance before us.

[25 June] On 25th June snow from the North and thick fog. Snow came on again at 3 a.m., still a thick fog. *Sax. caespitosa* [*Saxifraga caespitosa*] in flower — much *Sax. op fol* [*Saxifraga oppositifolia*] — high water at 6 a.m. 25th June — some heavy showers of rain about noon — high water before 6 p.m.

Started at 7.30 p.m. across the hummocks, we had very heavy travelling. At 9 abreast of the island lying out from Cape Tad [Cape Tad-le-achua; Ross, 1835:327] for which we were steering. Came to Extraordinary Island [judging from Plate 23 in Ross, 1835:542, probably one of the Tilson Islands] at 10 — channel 100 yds opening on Islands NE by N — dist. of Id.  $\frac{1}{2}$  m. Coast trending SE by E runs into a deep inlet or isthmus. Steered across it East to grey granite point where we got at midt. — an island off it — next point at 1.15 a.m. 26th June, then inside of an island across peninsula. At 3 cross cove inside of 2 islets. At 3.30 cross isthmus to inlet SW then SSW along inner side of 2 islands [several words illegible] of bay NW 2 or 3 miles, WSW also  $1\frac{1}{4}$  m. then SSE for next point of main which appears to trend here about ESE. Arrived at it at 5 a.m. 26th June.

[Sketch map A shows their route. List of angles (2) recorded.]

[26 June] When we arose at 5.30 26th June the weather was extremely doubtful, heavy clouds hanging about which occasionally burst into showers of snow. We set out at 8.45 steering along the land. Rounded a pretty bay with 2 islets and a rock in the middle. At point of it at 10 — about  $15^\circ$  to the right of the bearing of Cape (see angles) another small bay, and an island at 3 miles from the point at  $4^\circ$  to the right of above bearing. Trending of this land 6 or 7 miles from cape about  $6^\circ$  to the right of its bearing from our last station. At point of last named bay at 10.20 having shot a hare as we rounded it. Then a deep bay with a river at the West corner

(1½ m.) [word undecipherable] to point in it at 10.30 — then expands very much and flat ice. Island on the left peninsula

or islets on the right with river to the East of it. Islet ¼ m. and the 3 m. islet at 2 miles in one at 10.45. At point of bay at 11,

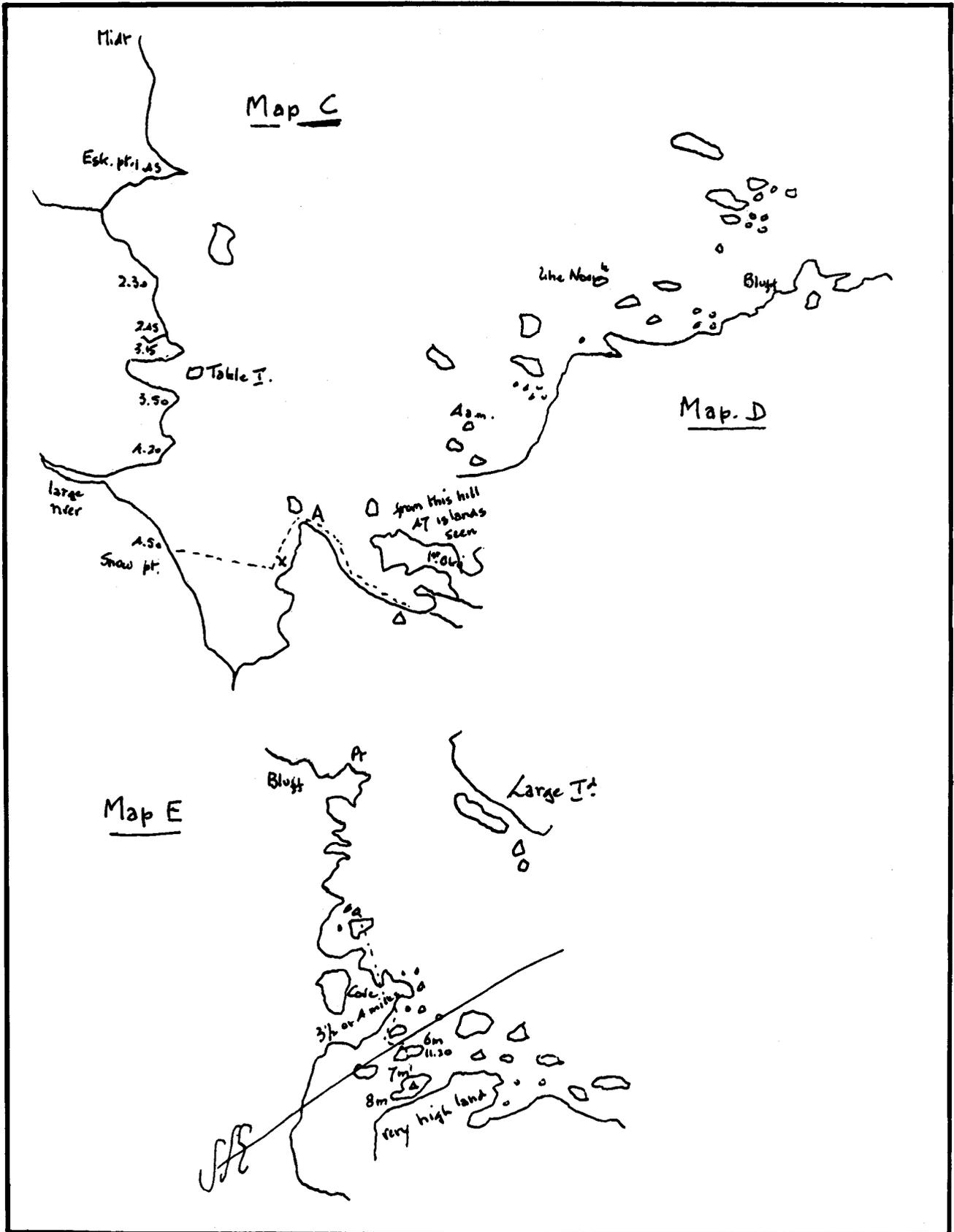


FIG. 6. James Clark Ross's sketches of coastline segments C, D, and E, Lord Mayor Bay. See Figure 7 for locations of segments.

then bold island [sketch of profile of island occurs here in original] which is a crag and is 3 [?], & Table Island beyond it. Across bay with considerable stream and between Table Island and main, extremely narrow passage, at 11.45. Rocky islets close to till midnight, then an island close to (the boat passed outside).

[Sketch map B shows the above.]

[27 June] Next conspicuous point at 1.45 a.m. 27 June. Many Eskimaux marks — bones buried, canoe supports — a bay of 1¼ m. to the right with a considerable river now running — an island East 3 miles of this point being a broad

entrance each way to this bay. Next point is about 2½ or 3 miles and a table island in one beyond it. Heavy snowshowers, prickly ice occasioned by overflow of river. At next point of bay at 2.30 — halted to lunch till 2.45. Alongshore travelling good but circuitous. At 3.15 narrow passage — Table island is in middle of a deep narrow bay — at East point of it at 3.50 From this point there appears a deep bay or inlet SE by S or SE½S and the next point of mainland (call A) East ¾N with a cluster of high islands to the left and beyond it. It has also shut in apparent opening of yesterday's angles. Low point at 4.20 — geese seen — a large river — to snow point at 4.50 — end

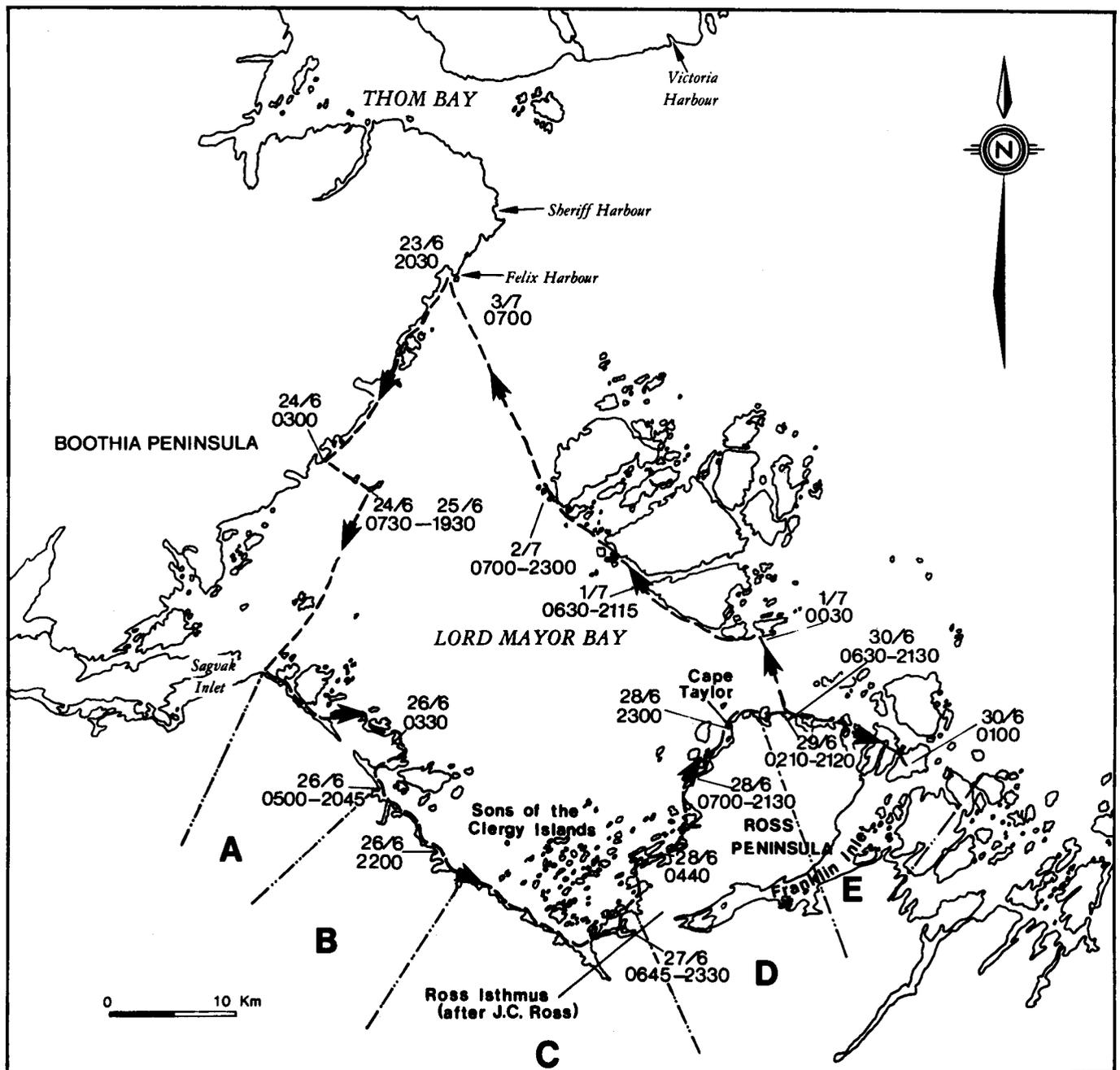


FIG. 7. Lord Mayor Bay, showing James Clark Ross's sledging route and sketch map segments. Dates (day/month) and times refer to those in Ross's journal (see text).

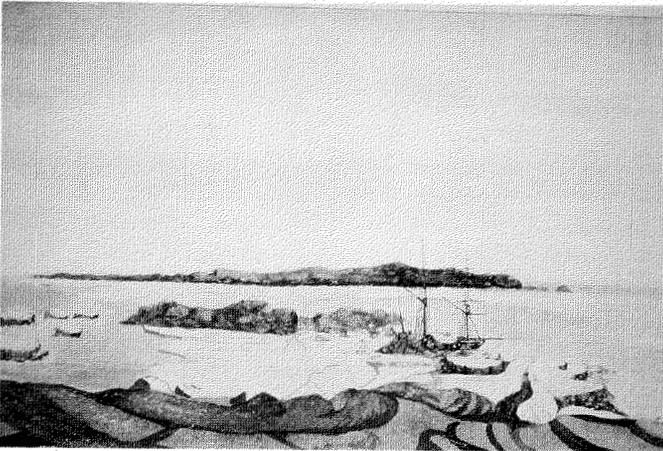


FIG. 8. Watercolour by John Ross depicting the *Victory* in Felix Harbour and the Royal Astronomical Society Islands on the horizon. Compare with Figure 9. Scott Polar Research Institute 66/3/20. Ross's sledging route on the return journey ran from the westernmost (right) point of the Royal Astronomical Society Islands to Felix Harbour. Reproduced with the permission of the Scott Polar Research Institute.



FIG. 10. Looking southwest along the north shore of Lord Mayor Bay, with Felix Harbour in the middle distance. James Clark Ross's route from Felix Harbour went parallel and immediately adjacent to the coast.

of bay S.E. 3 miles. Passed across bay NE  $\frac{1}{2}$  m. then along its shore NNW till 5.40 at the point (called A) enter an inlet having an islet to the left, steering about East, and halt near its head at 6.45 — had found a piece of wood — difficulty of landing. Inlet is  $\frac{1}{2}$  m. wide at its entrance and  $\frac{1}{4}$  m. just before we halted, then expands into a basin with 2 rivers at its head, Much game seen to-day.

[Sketch map C shows the above. A few angles (3) recorded.]

5 geese seen, many Lapland finches [*Calcarius lapponicus*] — some rain at noon — fresh breeze West. Started at 11.30 p.m. having been several hours repairing boat, boots etc. At 11.50 got to the top of a high hill from whence I had a most commanding view — archipelago of 47 islands [Sons of the Clergy of Scotland Islands] from this point to the trending of this land at 5 or 6 miles from it. Cape of last angles, which was in one or nearly so with 1st object, is L.H. of a high Island (? Thom's Island) [Thom's Island is not shown on Ross's map or

recorded in the Table of Latitudes and Longitudes] and is to the left of apparent separation at head of inlet  $72^\circ$  — bears from this hill N $\frac{1}{2}$ E. Passed this point at midnight, then North to NE by E between a very narrow passage of 2 islets and the main till 0.45 a.m. 28th June.

[28 June] E by N till 1 — abreast of 1st object — North across 2 coves, one with islet in it at 1.15. Then NW across bay. At 2, bay  $1\frac{1}{2}$  to 2 miles deep with several islets in it — passed within 2 of these across neck of land into small bay — across another, party steering North till 2.30, then NE by E till 3 between island and main since 2.45, then NE till 3.30 at East point of island. Stopped to get angles and lunch.

[Set of angles (4) recorded.]

Set out again at 4.15 a.m. 28 June. At next point of main, a bluff perpendicular cape. At 5.30, having passed between several islets, were off this cape. Next point is about the same direction at  $\frac{1}{2}$  mile, rock and islet  $\frac{1}{4}$  of a mile from the shore.



FIG. 9. Felix Harbour and the Royal Astronomical Society Islands from the same view depicted in Figure 8.

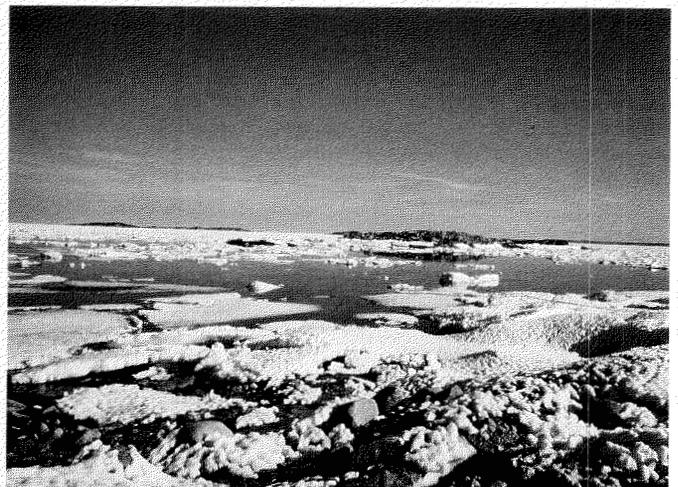


FIG. 11. Looking southeast out to Lord Mayor Bay from just north of James Clark Ross's position at 0300, 24 June 1830.

3 hills [?] on islet in bay. Passed its point at 6.20 then a small round islet on the right. Steering NE, another on the left and an island beyond it. At 7 halted upon a small islet  $\frac{1}{2}$  a mile from the main and encamped.

[Set of angles (5) recorded.]

The termination of the land near the ship appears nearly in one with Thom Island. There is another island like Norman-neuk [?] about  $65^\circ$  to the left of 1st object, distant  $1\frac{1}{2}$  or 2 miles in one with next island.

[Another pair of angles (6).]

An islet at  $\frac{1}{8}$  mile, another 3 m. on the same bearing fills up the channel between last object and 2 islets to the right as far as -44.40 [This figure is not understood. It is not an error of transcription, being unmistakably clear in the original.] There is also a more distant island about 7 or 8 miles seen through the opening.

[Another set of angles (7) and sketch map D.]

Started at 9.30 across a reef, then direct for bluff [Cape Taylor?] passing 2 or 3 islets on the right. Got to the bluff at 11. It is an isthmus with a large lake on it. Passed across it to a bay in direction of bluff. From this the land trends 2 or 3 points more to the right (an islet 4 miles on bearing of bluff). Boat passed round the point among very hummocky ice and got to West point of bay. At midnight stopped to unload the boat. Hazy weather, a.m. 29th June.

[29 June] After passing 2 bays halted on a point 2.10 a.m. for lunch. The boat had sustained so much damage, and the weather becoming foggy with heavy rain obliged us to encamp at this point. I was suffering much pain from a severe fall from a high hummock and soon after lunch the [?] which had been injured by my fall — 2 ribs [?] broken.

[Set of angles (8).]

Soon after the sun came out much clearer and the following observations were taken

[Observations (9).]

— *Potentilla nivea*, *Andromeda* (nearly out), *Dryas octopetala* [*Dryas octopetala* var. *minor*?], *Cardamine bellidifolia*, *Draba androsacea*, *Sax. caespitosa* [*Saxifraga caespitosa*], *Cerastium alpinum*.

Caught a young hare whilst on my excursion along shore on island in mouth of good harbour. Came on heavy rain and snow.

[Long list of angles (10) and a map E of what follows.]

Set out at 9.20 p.m. 29th June on island in harbour. At 9.50 quick walking passed over it, then across a small bay up a cove (saw 2 deer and their fawns). This cove runs up 2 or 3 points to the right of the bearing of L.H. of island in harbour. At 10.40 got on a hill in isthmus and had a fine view of a magnificent inlet running up SSE or SE 10 or 11 miles. Steered East till 11.20 on island in inlet. At 11.35 on land again — cross strait 10 yards wide. Inlet runs up SSE 8 or 10 miles — all the [?] rest may be islands. Ascended a hill which commanded an extensive view of the inlet at 1 a.m. 30th June.

[30 June] It soon after came on a dense fog followed by a heavy snow storm — obscured every object before I could get angles or a view. We waited above an hour on the top of the hill hoping it would clear — hoisted flag and took possession. Eggs of plover and grouse. Commenced our descent at 1.45. Got to Peculiar Peninsula at 3 a.m., cove at 3.15. After this an hour or two shooting — 2 prs. of dovekies [*Plautus alle*], 2 grouse, and a red-throated diver [*Gavia stellata*].

Got back to the boat at 6.30 much fatigued and the pain in my side greatly increased by the exertion of travelling over rugged land. Continued foggy with snow all the forenoon 30th June.

At noon 30th June 11.52.45 — 89.37 $\odot$  R of L.H. of island in harbour and R.H. of an island beyond it on this side of the high land that we were upon. The high land appeared continuous down to the island of the angles, but its point is hid by an island and rock on this side of it.

Set out at 9.30 p.m. 30th June (snow and thick weather) direct for R.H. of 2 islets off the large island, where we arrived after 3 hours hard labour through the hummocks. Continued then along the South side of the large island until we halted at 6.30 a.m. 1st July.

[1 July] The road hummocky all the way. A bear seen but dogs feet too sore to overtake him. It was a very small one. Shot 3 Silvery [probably *Larus glaucooides thayeri*] and 1 Glaucoides Gull [*Larus hyperboreus*]. Whilst the party were encamping, I walked across the cove to the next point. On my return got the following observations: —

[Angles (11) recorded.]

When we started to-day the wind was fresh from the northward and NE with snow and rain. Soon after midt. the weather cleared but the wind increased and blew from the NW along this shore.

Set out again at 10.15 p.m. 1st July. Came to a separation at  $\frac{1}{2}$  a mile — next point (an islet in open)  $\frac{1}{3}$  mile, and after having gone  $1\frac{1}{4}$  m. saw a bear and 2 cubs eating a seal they had just taken. Unable to overtake her though wounded. Took possession of her victim for the dogs — found it by the gulls about it. At  $1\frac{1}{2}$  m. point in bay — this I believe to be an islet in bay with a rock off it. Next point at  $\frac{1}{4}$  m. with 2 islets off it and the low islet of angles beyond them at 1 mile from the point. This low islet has a rock off its SW end. Saw a grouse.

At  $\frac{1}{4}$  of a mile further came to another separation with many islets in it. Passed across about  $1\frac{1}{2}$  or 2 miles till 3.15 a.m. on 2nd July then halted for lunch.

[2 July] A confused mass of islands to the right, no through sight. The point of the main island at  $\frac{1}{4}$  m. beyond this. After travelling 2 hours we arrived at the SW Clump Islet which I ascended, with one hand directing the party to proceed to the next islet and encamp. From the top of this islet, I had the most commanding view of the extensive bay we had traversed, and the numberless islands which lie off its shores. 2 hours building a monument  $7\frac{1}{2}$  feet high on its highest point.

[Set of angles (12) recorded.]

Arrived at the encampment at 7 a.m. 2nd July. Supper off the seal — beautiful day, spiders, butterflies etc. — andromeda in flower (a perfect [?] on Clump Island and an Eskimaux store — also fern found there and on this island). Spotted eggs of A. Glacialis [probably *Clangula hyemalis*].

Set out at 11 p.m. 2nd July over an extremely hummocky road. Came on thick snow and rain soon after midnight.

[3 July] Got out of the hummocks at 4 when we halted for lunch. Cross bay on smooth ice with water nearly knee deep, then on to drier ice. Seal away from its hole. Arrived on board at 7 just as Capt. Ross had been observed coming from the North. Both parties, arriving within  $\frac{1}{2}$  an hour of each other, exchanged 3 cheers with our colours flying. 3 Eskimaux with them and a great many salmon.

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OBSERVATIONS AND ANGLES

1. 24 June

At 6.28 Cape Tad-le-achua	-79° 48'0 L	
6.33.25	51. 6.40	Mark 87.58.50
34.12	15.20	<u>2.50</u>
<u>35. 6</u>	<u>24.40</u>	<u>87.56</u>
<u>43</u>	<u>46.40</u>	43.58. 0
6.34.14.3	51.15.33	- 53
8.46	-2.50	43.57. 7
6.43.00.3	51.12.43	-15.46
	25.36.21	<u>43.41.21</u>
	-2. 1	<u>46.18.39</u>
	25.34.20	
	- 15.46	
	<u>25.18.34</u>	

1st Object to R.H. of chain of low islands (R) about 15	4 m
L.H. of do.	45.40 6
Islet off them	50.10 5
Do.	54.5 6
L.H. pt.of Dist. land	67.10 15
Island off it	69.15
Islet to R.H. of Thom Is.	76.10 4
1st Object to R.H. of Normasseuk[?]Id.	79.30 2½ or 3
Hill on Thom I	82.30
L.H. of Normasseuk[?]	96.30 3 or 3½
Last object to outermost of 4 rocks off it	5.30
to L.H. of Thom I	9.40
3 islets off it	12.38
a rock	13.50
another	17.30
East of Innuk-look-took[?]	25.35
rock between or beyond ten islands	28.45
West of Innuk-look-took[?]	32. 5
Andrew Island	33.42
Oom-mum-mick[?]	37.10
L.H. of an island in deep bay	94.10
Last object to L.H. of main forming...?	47.48
R.H. of 17 mile Id & Cliff	68.50
L.H. of do & Too-nood-lead	95.33

Shug-loo islands to the right of 1st object 15.40 to 28.10

2. 26 June

	⊙ Alt 16°9'	
to Black Id & Cape in one	55.10	
1st object to apparent separation		
on distant land	8.42	
R.H. of group of islands along this shore	34.30	2
	46	2½
	51.10	1½
	58.40	3
L.H. of another		
Islet East of Thom Id. in one with the last		
R.H. of Thom Island	61. 5	
— R.H. of an island	65.30	1½
L of an island	92.15	
R.H. of island to isthmus	96	
— Small islets ¾ m on this side in one with it		

— R.H. of Thom Id. to L.H. of dist. land	14.35
5.12.5	37°17'30" ⊙
12.59	25 30
13.38	32 20

Mon 26th good obs for ?

5.31.45	48° 7'40" ⊙
32.47	47 57 10

3. 27 June

6.58.32	55° 47'50" ⊙ 27 June
59.42	59 50
7. 0.47	56 11 10
1.15	16 -
1.46	21 20
2.55	Mark 97°28'

Direction of inlet to the left of mark	106.30
End of inlet right of mark	56.50
Apparent opening of yesterday	73. 5

4. 28 June

At 3.42 @ to L.H. of Thom Id.	68° 30' (⊙R)
⊙ Alt	11 7
1st object to high land of Thom Id. }	
Cape of this morning }	11.30 R
west point of main	R 40.50
general direction of group of islands	L 104.0
apparent bay in main	R 81.0

5. 28 June

7. 2.45	56.30.30 ⊙
3.30	108.24 mark ⊙R
8.30	57.30.20 ⊙

Very good observations — 1st object is an island

1st object to its L.H. point	13°24'	½ m
Rock off do. & Clump Islet }		
off Thom Id. in one	16. 5	
R.H. of next island	38. 25	¼
L.H. of do.	94. 5	¼

last object to L.H. of west islet,	}	23.50	½
its R.H. point nearly in one with			
last object			

" Round Islet and Cape (East) }	}	33. 0	½ and ¾
of 3 Hill Island			

6. 28 June

Ls to the right of 1st object	
to its R.H. point	24 14' ¾
R.H. of large islands	34 20
L of large island	42° (L.H is Cape)

7. 28 June

4th islet on East extreme	55.45	2 ½ m
Bluff on do.	62.52	
11.49	87.56.20 ⊙	
50.55	56.20	
52	56.10	
53 ⊙ to R.H. of next island	116.47	
R.H. of next pt. to 1st object	<u>38.25 R</u>	
	<u>155.12</u>	

1st object	N 44.48 W
	16. 5
Clump Island	N 28.43 W
	62.52
Bluff on west pt.	N 18. 4 E

8. 29 June

	With small sext	⊙ Alt. 6°	
At 2.13 ⊙ to next pt (LH of Id)		59°	1 mile
L.H. pt. of apprt Id (on main)	L	20	5 miles
R.H. of do. Apprt. Sepn.	R	8	
Chain of islands to L		65	3 m
nearest of the group		45	1½ m
R.H. of 2 islets off large Is.		88.30	
L.H. of do. from last object		18	
R.H. of large island		23.30	
L.H. of do.		48.30	
point last left		61.5	

9. 29 June

	a.m. 29 June		
6.13.18		47.56.50	⊖
13.56		48 2 50	
14.40		10 50	
15.31		19 30	
16. 4		25 10	
16.44		32 20	
18.25		-85.31 ⊙ R.	1st object is
R.H. of 2 islets off the large island.			
1st object to L.H. of Id. (1 obj. of a.m.)	R.	88.15	1½ m
at 7.25 compass bearing		240.30	
		⊙ 250	
next pt. of main R		98.23.	

10. 29 June

	Angles a.m. 29 June		
6w 18w 25s - 85.31 ⊙ R to RH of 2 islands off large island			
1st object to L.H. island in harbour	88.15R	1½ m	
from this last object to L.H. of next island	15.42	10 or 12	
Islets between at 12 or 14 miles			
R.H. of near group	23. 8	4 m	
L.H. of do.	53.55	2 m	
another islet	65	3½	
R.H. of Dist. Islets *	79.41	10 or 12	
Islet off Lady P. Island	56.10	18 or 20	
R.H. of Lady P. Island	60.30		
R.H. of 3 islands on this side			
of large Id.	88.15	} 6 m	
L.H. of 2 of them appg. joined	106.55		
R.H. of the 3	111.53		
L.H. of this last	25.10		
*R.H. of Dist. islets in clump  }			
to L.H. of large island	57.30	8 or 9 m	
— point of main last left	67.25	½ m	
a hill to the right of L.H. of island in the harbour }			
next pt. of main to the right }	70. 5	8 or 9 m	
it is West pt. of harbour }	9.50	1 m	

Double alt. ⊖

0.32.42	86.57.50
33.30	55.20
1.48.35	81.26.50
49.25	21.50
50.15	17

Compass bearings of	} 29 June am		
L.H. of island in harbour		at 7.25 ⊙ 250 pt.	240.30
		.30 pm	243.10
		2. 0 pm	240.50
		8.25 pm	240.15
	30th noon ⊙ 330		239.40
	7 pm		237.50

11. 1 July

7.18. 6	58° 38' 40"
18.52	46 30
19.24	51 30
20 9	59 40
20.56	59 7 20
21.26	12 10
22.30	-103.28 ⊙ to cliff as mark

Trending of this island & the hill }		
we ascended on the 30th	82.15	L
Owlitterweek [?] Hill	54.10	R
Opening	57.12	R
Islet [?] and the next pt.	88	R 1 m
Trending to next pt.	94.20	R

12. 2 July

At 5h.51m ⊙ to centre of Encampment }		
Pt & an islet in one beyond it & also }	91(⊙R)	¾ or 1 m
the S.E. pt. of bay		
1st object to the R.H. of Owk. Island	11.43	R
Projecting point of Tooa	16.35	R
to notch of Great Lake	9.14	L
Centre of 2 islets in one & }		
apparent bay in main	47.20	½ or ¾
Islet of Innuk-look-took	65. 5	
R.H. pt. of Innuk-look-took Islands	72	
L.H. do.	76.28	
a cape (& an islet ½ m)	81.20	
Capin-noo-achea [?] Hill	97.35	
— Last object to islet	3.25	
Cape Tad	11.35	
— 1st object to Octr. Hill	23.32	L
Capin to islet (at ¼ m)	80	L
Rock off low islet of last angle	96.32	
— last object to RH of low islet	1.25	} 3 m
L.H. of do.	6.25	
Last pt. of main & R.H. of Bear [?] }		
Islands beyond it	14°12	
R.H. of next island	about 22.30	
— 1st object to a conspicuous bluff	88.15	L
a rock close to 1st object	7.40	L
next point of main (of 1st object)	6.10	R
hardly [?] ¾ of a mile		

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DISCUSSION

The sketch maps identify closely with modern topographic maps of the area, and his route as noted on John Ross's chart fits in well with the description in his journal.

The only doubt arises at his farthest point on 29/30 June. It is not clear where he "took possession" on top of a hill, and he seems to have seen the estuary filled with islands extending about 16 km to the southeastward, but not Franklin Inlet running south-westward. He states that, because of the weather, he could not get angles or a view from the top of the hill, and it would be interesting to know how he placed Capes Kjer and Kull. Their positions are recorded in the Table of Latitudes and Longitudes in the appendix to John Ross's published narrative and are correct within 15' of longitude. These observations must have come from James Clark Ross. John Ross identified these two points with two Inuktitut names taken from the map printed opposite p.260 — C. Kjer (Tikipoke R.) and C. Kall (*sic.*) (Ornatioke R.) — though there is no evident reason for the "R", for there is no river shown on the map at either place.

John Ross was guilty on several occasions of using his imagination on maps and changed names given by James Clark Ross of places that he, John, had never seen. It is very likely that the land of New Holsteinburg, shown on John Ross's published chart as lying between Capes Kjer and Kull, was added by him. It is a name that would have come much more probably from him than from James Clark Ross.

#### CONFIRMATION OF ROSS'S DISCOVERIES

As the years passed with no word from John Ross, their safety became a major concern. In 1833 George Back set out on an overland expedition north along the Back River in an attempt to locate Ross (Back, 1836). Although he soon received word of Ross's safe return to England, he nevertheless proceeded down the river. Back was prevented from exploring much of the coastline at the river's outlet, but he saw enough to be convinced that the mainland coast ran northeast to connect with Committee Bay. That is, he was suggesting that Ross had erred, and that somewhere south of Lord Mayor Bay lay a passage (see Fig. 12).

Shortly after, in 1837, Dease and Simpson explored the coastline to the east of the mouth of the Back River. As with Back, however, they too were prevented from travelling very far to the east of the river, but they nevertheless concurred with Back's conclusion (Simpson, 1843).

It was 17 years after James Clark Ross's journey, however, that the next European actually visited Lord Mayor Bay. Dr. John Rae, of the Hudson's Bay Company, travelled up the west coast of Committee Bay and crossed Simpson Peninsula into Pelly Bay. He remarked on 16 April that "I prepared for an early start the next morning . . . for the purpose if possible of reaching Sir John Ross's most southerly discoveries, which could not now be distant more than two days journey" (Rae, 1850:113). On 18 April he wrote:

As there could be no doubt that if my longitude was correct, I must now be near the Lord Mayor's Bay of Sir John Ross, I decided on striking across land, as nearly north as possible, instead of following the coast. . . . I then directed my steps to some rising ground which I found to be close to the sea shore. From the spot on which I now stood, as far as the eye could reach to the north-westward, lay a large extent of ice covered sea, studded with innumerable islands. Lord Mayor's Bay was before me, and the islands were those named by Sir John Ross the Sons of the Clergy Islands of the Church of Scotland. . . . The isthmus which connects the land to the north with the continent

is only one mile broad, and even in this space there are three small ponds. From the great number of stone marks set up (the only ones I saw on this part of the coast) I am led to infer that this is a deer pass in the autumn, and consequently a favourite resort of the natives. Its latitude is 69°31'N, longitude by account 91°29'30". This differs only a mile or two from that of the same place as laid down by Sir James C. Ross, with whose name I distinguished the isthmus, calling the land to the northward Sir John Ross's Peninsula. [Rae, 1850:116-117; see also Rich, 1953:35-43.]

The map illustrating Rae's narrative was drawn by John Arrowsmith and has the following note on it:

Extract of a letter to Mr. Arrowsmith  
by Capt. Sir Jas C. Ross, R.N.

Mr. Rae's description of the inlet he crossed over to, in the S.E. corner of Lord Mayor's Bay, accords so exactly with what I observed whilst surveying its shores, that I have no doubt of his having reached that inlet, on which I found the Eskimaux marks so numerous, but of which no account was published in Sir John Ross's narrative.

On his return from this expedition, Rae wrote to Donald Ross (no relation to John or James) at Norway House: "I found that Back, Dease and Simpson were incorrect in their surmise and that the veteran Sir. J. Ross was right. Boothia Felix [Boothia Peninsula] is a portion of the American continent, this I am certain of" (cited in Richards, 1985:50). And to Sir George Simpson he wrote, "Boothia Felix is part of the American continent" (cited in Richards, 1985:50).

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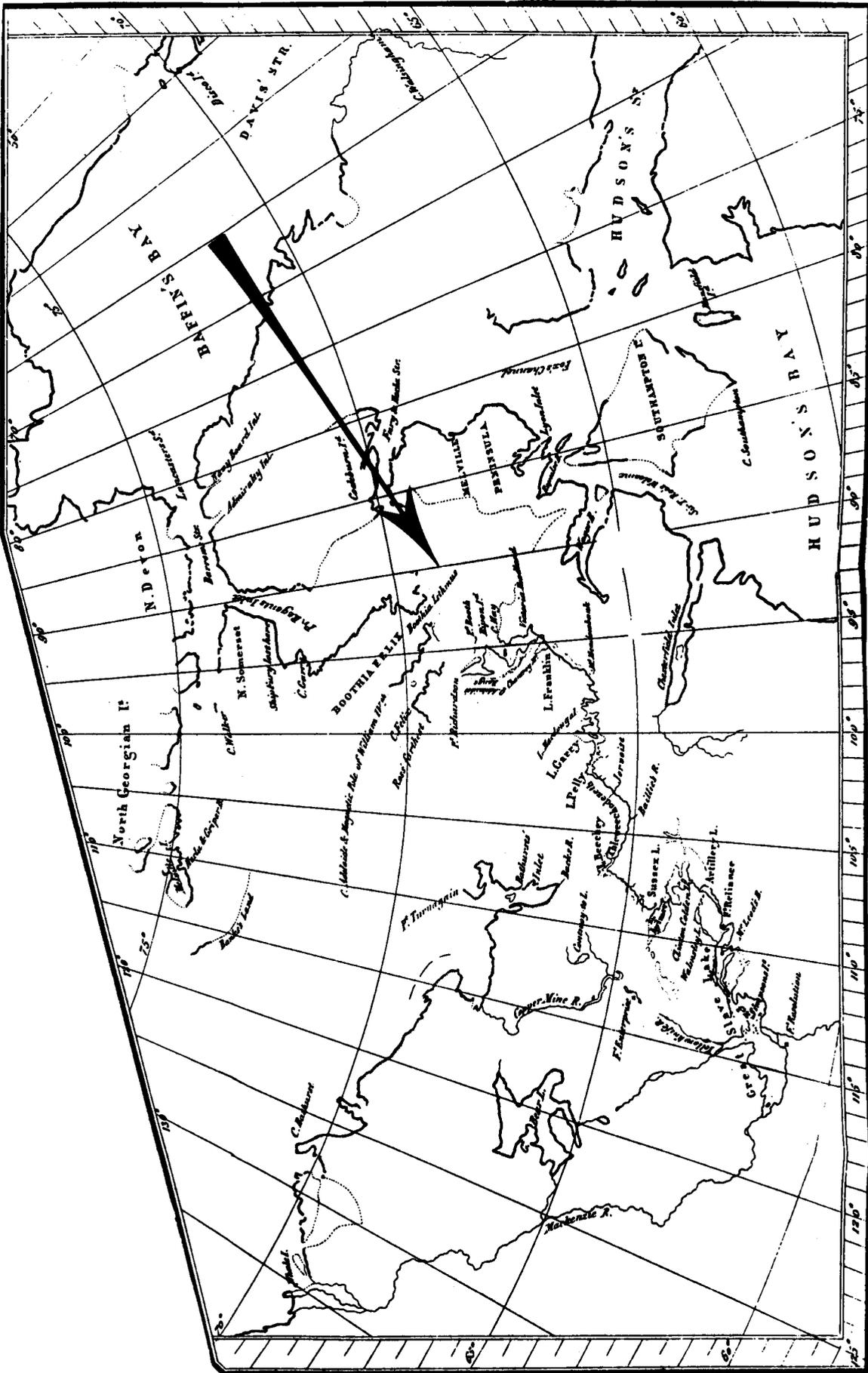


FIG. 12. Map of the central Canadian Arctic accompanying Back's 1836 narrative. Arrow indicates suspected passage immediately south of Lord Mayor Bay and Boothia Isthmus.

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