

will be permitted under any circumstances whatever. The effects of all persons deceased shall be given up to the consul of the nation to which they may have belonged.

4th. Any person guilty of the crime of murder upon any foreigner, shall be given up without delay to the commander of any public vessel of the nation to which the deceased may belong, upon his demanding the same.

5th. Every vessel shall pay a port-charge of five dollars for anchorage and water, before she will be allowed to receive refreshments on board, and shall pay for pilotage in and out, the sum of seven dollars, before she leaves the harbour; and pilots shall be appointed, subject to the approval of the consuls.

6th. No work shall be done on shore, nor shall any natives be employed on board vessels on the Sabbath day, under a penalty of ten dollars, unless under circumstances of absolute necessity.

7th. All trading in spirituous liquors or landing the same is strictly forbidden; any person offending shall pay a fine of twenty-five dollars, and the vessel to which he belongs shall receive no more refreshments. Any spirituous liquors found on shore shall be seized and destroyed.

8th. All deserters from vessels will be apprehended, and a reward paid of eight dollars, viz., five dollars to the person who apprehends him, and three dollars to the chief of the district in which he may be apprehended, on his delivery to the proper officer of the vessel. No master shall refuse to receive such deserter, under a penalty of twenty-five dollars. Deserters taken after the vessel has sailed shall be delivered up to the consul, to be dealt with as he may think fit. Any person who entices another to desert, secretes a deserter, or in any way assists him, shall be subject to a penalty of five dollars or one month's hard labour on the public roads.

9th. No master shall land a passenger without permission of the government, under a penalty of twenty-five dollars, and no individual shall be permitted to land or reside in Samoa, without special permission of the government. Any one so landing shall be compelled to leave by the first opportunity.

10th. If a sick person be left on shore from any vessel for the recovery of his health, he shall be placed under charge of the consul, who shall be responsible for his sick expenses, and will send him away by the first opportunity after his recovery.

11th. Any seaman remaining on shore after nine o'clock at night, shall be made a prisoner of, until the next morning, when he shall be sent on board, and shall pay a fine of five dollars.

12th. All fines to be paid in specie or its equivalent; or be com-

mutated by the government, at the rate of one month's hard labour on the public roads for five dollars.

13th. Should the master of any vessel refuse to comply with any of these regulations, a statement of the case shall be furnished to the consul of the nation to which he belongs, and redress sought from thence.

14th. All magistrates or chiefs of districts, where vessels or boats may visit, shall enforce the rules and regulations relative to the landing of foreigners, and apprehension of deserters, or pay such a fine as the Malo shall impose.

15th. For carrying into effect the foregoing rules and regulations, the chiefs and governors of the respective districts shall be accountable, and elect one of their number to act as a magistrate or judge, to execute the laws.

16th. These regulations shall be printed, promulgated, and a copy furnished to the master of each vessel visiting these islands.

Done in council at the port of Apia, in the island of Upolu, this 5th day of November, A. D. 1839.

MALIETOA,	his × mark.
TAI-MA-LE-LAGI,	“ × “
MALETAU,	“ × “
PEA,	“ × “
TOOA,	“ × “
MOLE,	“ × “
SANGA,	“ × “

Witnesses.

CHARLES WILKES,
Commanding Exploring Expedition.

J. C. WILLIAMS,
U. S. Consul.

W. C. CUNNINGHAM,
H. B. M. Consul.

November 5th, 1839.

The foregoing commercial rules and regulations, having been signed by the chiefs in my presence, and submitted to me, I consider them just and proper, and shall forward to the American government a copy of the same, for the information of all masters of vessels visiting the Samoan or Navigator Group of Islands.

(Signed) CHARLES WILKES,
Commanding Exploring Expedition,
United States of America.

U. S. Ship Vincennes,
Harbour of Apia, Island of Upolu,
Samoan, or Navigator Group,
November 6th, 1839.

X.

NUMBER OF PERSONS COMMITTED FOR TRIAL FROM 1831 TO 1837.

CRIMES.	1831.		1832.		1833.		1834.		1835.		1836.		1837.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Murder,	18	—	15	1	18	3	31	5	36	4	29	1	27	—
Attempt to murder, shooting at, stabbing, cutting and maiming, with intent,	12	—	15	1	18	3	31	5	18	—	30	2	26	4
Manslaughter,	2	—	4	—	2	—	5	—	5	—	13	—	4	—
Rape,	5	—	3	—	10	—	9	—	24	—	15	—	9	—
Arson,	5	—	6	—	1	—	1	—	7	—	—	—	11	2
Forgery,	4	—	6	—	9	—	16	—	21	—	1	15	1	22
Highway robbery, bush-ranging at large, with fire-arms,	37	—	46	—	82	—	158	3	111	5	78	1	77	2
Cattle, horse, and sheep-stealing,	54	2	42	—	25	—	114	1	118	1	114	2	134	—
Burglary,	37	—	21	—	30	—	41	—	33	—	42	3	50	—
Perjury,	7	—	10	—	12	2	19	3	8	2	12	3	16	5
Piracy and revolt,	—	—	34	—	—	—	6	—	—	—	4	—	11	—
Larceny, knowingly receiving stolen property,	271	34	269	54	253	44	367	58	484	89	562	115	450	89
Misdemeanour and assault,	69	9	84	11	94	19	95	23	91	20	106	11	112	10

	1836.		1837.	
	MALES.	FEM.	MALES.	FEM.
Sentence of death passed on prisoners	32	—	23	—
Transportation,	254	42	164	16
Labour and imprisonment,	299	22	315	35
Executed,	26	—	12	—

X.—CONTINUED.

ISSUES TRIED BEFORE COURTS OF QUARTER SESSIONS.

Abstract of Returns of the number of Criminal Issues and Prisoners tried before the several Courts of Quarter Sessions throughout the Colony, distinguishing those tried by Civil, and by Military Juries—laid before the Legislative Council on the 11th September, 1839.

WHEN AND WHERE TRIED.	BY CIVIL JURIES.			BY MILITARY JURIES.		
	CASES TRIED.	PERSONS TRIED.	CON- VICTED.	CASES TRIED.	PERSONS TRIED.	CON- VICTED.
1838.						
COUNTY OF CUMBERLAND:—						
Sydney	100	119	68	143	158	114
Campbelltown	11	18	12	7	9	5
Paramatta	12	15	12	14	18	14
Windsor	42	55	24	15	20	8
1st. Jan. 1837, to 15th Aug. 1839.						
Bathurst	—	16	12	—	48	29
1st. Jan. 1837, to 15th Aug. 1839.						
Maitland	38	—	—	41	—	—

CRIMINAL ISSUES TRIED BEFORE THE SUPREME COURT.

A Return of the number of Criminal Issues and Prisoners tried before the Supreme Court of New South Wales, from the 1st day of January, 1837, to the 15th day of August, 1839; distinguishing those tried by Civil, and by Military Juries.

YEAR.	NO. OF CASES TRIED.		NO. OF PRISONERS TRIED.		NO. OF PRISONERS CONVICTED.	
	BY A CIVIL JURY.	BY A MILITARY JURY.	BY A CIVIL JURY.	BY A MILITARY JURY.	BY A CIVIL JURY.	BY A MILITARY JURY.
1837	136	130	223	175	99	97
1838	108	136	168	181	96	118
1839	57	46	83	76	46	60
TOTALS	301	312	474	432	241	275

XI.

U. S. Ship Vincennes,
Sydney Cove, Dec. 11th, 1839.

GENTLEMEN,—

To prevent any misunderstanding relative to the conversation with you on the 30th ultimo, I would state that it was not my intention to make any proposition to you to leave the squadron, during our cruise south, but to receive any suggestions that you might offer, after being informed of our cruise, that might be considered more advantageous to your departments than accompanying the squadron in the Antarctic cruise.

It is my intention to sail from this harbour on the 18th instant, with all the vessels of the squadron for the Antarctic Ocean.

The vessels will be ordered to call at New Zealand in the spring, and may be expected there in March or April, if they are not detained by ice.

I request that such of you as may wish orders to join the squadron at New Zealand under these circumstances, will inform me by letter.

I am, respectfully, your obedient servant,

(Signed) CHARLES WILKES,
Commanding Exploring Expedition.

To the Gentlemen of the Scientific Corps.

U. S. Ship Vincennes,
December 19th, 1839.

GENTLEMEN,—

Agreeably to your application, you will remain on shore, and join the squadron on the return of the Expedition, from the Antarctic Ocean, at the Bay of Islands, by the 1st of March next.

You will, of course, employ yourselves as may be most conducive to the interest of the Expedition, in New South Wales and New Zealand, and will keep a minute journal, making all possible collections, and a full report to me in writing, of your observations and duties.

Vouchers for passages and expenses on scientific excursions, on public duty, will be taken when practicable for my approval.

I am, very respectfully, your obedient servant,

(Signed) CHARLES WILKES,
Commanding Exploring Expedition.

TO MESSRS. PEALE,
RICH,
PICKERING,
HAYE,
DANA,
ABATE,
DRAYTON,

Scientific Corps.

Sydney, December 2d, 1839.

SIR,—

The undersigned, naval officers and naturalists, attached to the Expedition under your command, are prompted by sincere zeal in the public service, and a most disinterested desire to promote the important objects of the cruise, to submit to your indulgent consideration the following proposition :

We are induced to think that an English brig lately arrived in this harbour, and, in our judgment, very well adapted for such a service, may be purchased at a reasonable rate ; and that, while the rest of the squadron proceeds on the southern tour, we may be advantageously employed in the survey and examination of many interesting and important islands. We, therefore, respectfully suggest the employment of this or a similar vessel, and volunteer our best endeavours to perform to the spirit such duties as you may conclude to assign to us during your absence in the south ; and we beg you to accept our assurance, that, in case of your consent, no exertion shall be spared to justify this proposal, and recommend our temporary service to your highest consideration. Very respectfully.

WM. M. WALKER,*

JAMES ALDEN,

Lieutenants.

J. C. PALMER,

Acting-Surgeon.

WM. REYNOLDS†

SIMON F. BUNT,

Passed Midshipmen.

T. R. PEALE,

WM. RICH,

JAMES D. DANA,

H. HALE,

ALFRED T. AGATE,

Scientific Corps.

NOTE.—No notice was taken of this letter : it being one of the official communications of the cruise, has caused me to insert it.

CHARLES WILKES.

U. S. Ship Vincennes,

December 2d, 1839.

In declining to sign the accompanying paper I do not wish to have it understood that I disapprove of the proposition in the main. If the commander of the Expedition should find that it better suited his convenience to charter a vessel to convey us to a rendezvous, and for other purposes, I should not conceive that I had a voice in the matter ; but a direct proposition having already been made (with which I have

* Mr. Walker begs leave to disavow any thought of promotion on the projected service, and, in anticipation, begs respectfully, but most earnestly, to decline any acting appointment.

every reason to be satisfied), perhaps some expression of opinion may be looked for on my part.

I confess then freely that I have been actuated somewhat by selfish considerations. A visit to New Zealand is a point which I have more at heart than any other in these seas, and I conceive the time allotted by no means too much to be employed between Australia, New Zealand, and the Tonga Islands. Perhaps, if I had every thing at my disposal, I should feel tempted to touch at some southern point of New Zealand, before proceeding to the Bay of Islands; but there would be danger in this, both by land and water, besides the risk of losing the main points of observation. Farther than this, I should not think of attempting. I should therefore deprecate any change of plan, which would lead to a change of destination, but of course should not expect my individual voice to weigh against the general good of the Expedition.

CHARLES PICKERING.

To CHARLES WILKES, ESQ.,
Commanding Exploring Expedition.

U. S. Ship Vincennes,
Sydney Cove, Dec. 23d, 1839.

SIR,—

You will proceed to New Zealand by the first opportunity, and attend to the following duties.

1st. You will make hourly observations of the tides.

2d. Observations of the temperature, at eight, twelve, and six; winds, weather, &c.

3d. Collect all specimens possible for the scientific corps, and other departments of the Expedition.

4th. Keep a journal, and note all the information you can obtain relative to New Zealand, and make a report in writing to me.

You will take with you a tide-staff, three thermometers, watch, stationary, &c.

I am, respectfully, your obedient servant,

(Signed) CHARLES WILKES,
Commanding Exploring Expedition.

MR. J. W. WALDRON,
U. S. Brig Porpoise.

XII.

RETURN OF THE SCHOOLS IN NEW SOUTH WALES IN THE YEAR 1838.

DESCRIPTION.	WHERE SITUATED.	NO. OF SCHOOLS.	NO. OF SCHOLARS ATTENDING.			EXPENSE PAID BY THE GOVERNMENT IN 1838.	REMARKS.	
			MALE.	FEM.	TOTAL.			
I. INSTITUTIONS AND SCHOOLS, SUPPORTED WHOLLY, OR IN PART, BY GOVERNMENT.								
Church of England.								
Male Orphan Institution..	Liverpool.....	1	147	—	147	3,090 15 8½	Supported wholly by Government. Supported chiefly by Government; some slight portion of the expense is paid by the parents of the children.	
Female Orphan Institution	Paramatta.....	1	—	141	141	3,708 5 5		
Primary and Infant Schools	Sydney	6	567	383	950	2,580 0 3½		
	Country Districts	29	682	548	1,230			
		37	1,396	1,072	2,468	9,379 1 5		
Roman Catholic.								
Orphan Institution....	Waverly Crescent, near Sydney ..	1	40	22	62	800 0 6	Supported wholly by Government. Supported chiefly by Government; some slight portion of the expense is paid by the parents of the children.	
Primary and Infant.....	Sydney	5	239	225	464	769 13 11		
	Country Districts	5	234	157	391			
Primary and Infant.....	Sydney	1	—	—	—			
	Country Districts	4	50	70	120	126 7 7½		
		16	563	474	1,037	1,696 1 6½		
Presbyterian.								
Primary and Infant.....	Sydney	10	200	150	350	1,121 6 6	These schools are supported by Government, and by voluntary contributions; the principle being, that in aid of each school, sums are paid from the Colonial Treasury, equal to those raised by private subscriptions.	
	Country Districts	7	Estimated Nos.					
Australian School Society.								
Primary and Infant.....	Sydney	2	46	30	76	178 0 11		
Wesleyan.								
Sunday Schools	Sydney	4	*	—	—	50 15 8		
II. INSTITUTIONS AND SCHOOLS, SUPPORTED WHOLLY BY PRIVATE INDIVIDUALS.								
Colleges.								
King's School	Paramatta.....	1	105	—	105	—	The expenses are defrayed by the subscribers to these institutions, and by the fees paid by the parents or guardians of the students.	
Sydney College.....	Sydney	1	125	—	125	—		
Australian College.....	Sydney	1	70	—	70	—		
		3	300	—	300	—		
Private Schools.								
Classical, Elementary, &c.	Sydney	30	390	530	920	—		
	Country Districts	37	442	444	886	—		
			67	832	974	1,806		—
TOTALS		142	3,337	2,706	6,037	£12,425 6 0½		

* Number of Children attending these Schools, 312, of which 157 are Males, and 155 Females.

NEW SOUTH WALES—CENSUS OF THE YEAR 1841

ABSTRACT OF THE RETURNS OF THE POPULATION IN THE DIFFERENT POLICE DISTRICTS, AS DEFINED IN THE GOVERNMENT NOTICE OF 12TH AUGUST, 1840; COMMISSIONERS' DISTRICTS BEYOND THE BOUNDARIES OF LOCATION, PENAL SETTLEMENTS, AND EMPLOYED IN THE COLONIAL VESSELS, TAKEN ON THE 2D MARCH, 1841.

DISTRICT.	NUMBER OF EACH AGE.												MARRIED OR SINGLE.				CIVIL CONDITION.										TOTALS.					
	MALES.						FEMALES.						MALES.		FEMALES.		MALES.					FEMALES.										
																	FREE.		BOND.			FREE.		BOND.								
	Under Two.	Two and under Seven.	Seven and under Fourteen.	Fourteen and under Twenty-one.	Twenty-one and under Forty-five.	Forty-five and under Sixty.	Sixty and upwards.	Under Two.	Two and under Seven.	Seven and under Fourteen.	Fourteen and under Twenty-one.	Twenty-one and under Forty-five.	Forty-five and under Sixty.	Sixty and upwards.	Married.	Single.	Married.	Single.	Born in the Colony.	Arrived Free.	Other Free Persons.	Holding Tickets of Leave.	In Government Employment.	In Private Assignment.	Born in the Colony.	Arrived Free.	Other Free Persons.	Holding Tickets of Leave.	In Government Employment.	In Private Assignment.	Males.	Females.
Police District of Sydney	1106	1977	1882	1849	11782	1626	511	1161	1998	1916	1861	6914	717	207	6082	14651	5891	8883	4001	10731	3022	240	1852	887	4240	8836	1023	48	621	20733	14774	
" Paramatta	284	515	642	488	2727	528	221	301	616	721	486	2082	331	110	1332	4073	1338	3309	1450	1722	1020	285	544	384	1668	1386	473	30	869	221	5405	4647
" Liverpool	52	139	220	83	588	137	48	70	112	102	79	314	49	15	281	986	285	456	366	341	270	79	57	154	319	271	79	12	1	59	1267	741
" Campbelltown	108	179	214	145	952	176	66	110	184	200	164	472	73	29	469	1371	467	765	513	494	429	151	21	232	593	424	141	12	2	60	1840	1232
" Stonequarry	42	77	76	54	466	66	19	47	72	62	36	189	16	4	187	613	184	242	143	240	215	63	3	136	149	209	33	6	—	29	800	426
" Illawarra	155	257	213	190	1539	240	49	144	233	222	165	547	88	12	609	2024	590	821	456	923	418	231	221	384	460	801	88	6	—	56	2633	1411
" Berrima	37	81	63	61	613	99	26	37	67	70	53	173	31	4	207	773	198	237	201	217	239	108	36	179	193	172	53	2	—	15	980	435
" Goulburn	109	206	150	134	1835	227	48	133	187	132	92	464	43	10	465	2244	448	613	427	622	580	339	152	589	414	461	120	20	—	46	2709	1061
" Braidwood	15	42	52	61	540	89	15	28	48	52	33	110	11	4	132	682	115	171	90	170	128	107	14	305	97	148	28	1	—	12	814	286
" Broulee	27	36	37	56	363	37	7	27	32	33	16	84	9	—	91	472	84	117	67	176	83	73	15	149	63	121	11	—	—	6	563	201
" Queanbeyan	21	31	31	44	524	63	3	22	35	31	18	87	10	2	105	612	94	111	82	165	143	91	24	212	76	107	18	3	—	1	717	205
" Yass	36	53	56	50	621	76	14	41	69	36	42	164	20	3	149	757	155	220	155	147	267	122	3	212	165	120	54	11	—	24	906	375
" Windsor	238	449	504	308	1626	512	285	212	476	415	330	841	177	92	924	2998	942	1601	1625	494	1084	385	48	286	1603	514	318	31	4	73	3922	2543
" Penrith	125	260	232	176	1063	283	74	131	228	198	128	550	87	12	579	1634	559	776	616	556	520	163	128	224	598	486	128	23	1	99	2213	1335
" Hartley	23	39	41	44	327	48	12	25	45	39	32	109	11	3	117	417	111	153	115	136	128	57	28	70	112	124	22	—	—	6	534	264
" Bathurst	132	224	159	178	1604	244	26	97	208	133	105	504	48	5	454	2113	461	639	507	598	596	355	44	467	455	449	113	15	20	48	2567	1100
" Carcoar	22	46	18	30	606	66	20	19	50	27	19	89	6	—	96	712	94	116	69	160	197	118	4	260	70	112	22	3	—	3	808	210
" Wellington	7	13	5	22	257	41	7	13	21	7	8	44	6	—	44	308	44	55	26	94	93	42	—	97	44	39	8	1	—	7	352	99
" Mudgee	11	29	18	25	397	75	7	24	26	14	13	67	4	—	71	491	64	84	100	141	69	9	169	65	57	21	1	—	4	562	148	
" Brisbane Water	39	59	57	53	441	60	12	56	55	37	36	164	19	2	203	518	182	187	186	206	78	6	85	171	118	51	6	—	23	721	369	
" Newcastle and Raymond Terrace	59	102	72	107	1221	135	17	51	96	81	86	295	28	10	277	1436	254	393	166	464	155	119	367	442	170	335	37	11	36	58	1713	647
" Dungog	50	71	56	110	771	99	11	39	69	55	42	153	28	—	182	986	162	224	118	351	155	116	1	427	120	220	23	2	—	21	1168	386
" Maitland	202	365	351	237	2324	277	52	233	371	308	220	947	91	14	926	2882	920	1264	679	1343	630	385	242	529	704	1164	200	25	3	88	3808	2184
" Wollombi and McDonald River	37	63	65	52	429	97	15	41	78	58	64	156	22	8	180	578	174	223	216	100	238	81	2	121	233	84	57	2	—	21	758	397
" Paterson	89	137	119	117	1246	120	15	123	143	113	86	406	31	1	407	1436	398	505	220	659	320	145	14	485	250	552	55	2	1	43	1843	903
" Patrick's Plains	77	165	160	105	1110	152	29	101	152	115	80	373	30	10	384	1414	357	504	390	442	432	194	12	328	353	355	95	14	2	42	1798	861
" Merton and Muswellbrook	33	51	46	55	515	59	10	34	41	38	18	141	10	1	144	625	132	151	86	224	135	115	1	208	78	160	21	3	2	19	769	283
" Scotch and Murrumbidgee	35	52	39	33	642	63	5	38	54	27	22	132	8	—	138	731	131	150	84	213	138	138	2	294	84	163	22	3	—	9	869	281
" Cassilis	7	15	16	29	430	50	10	13	10	12	3	39	2	—	53	504	38	41	23	93	110	106	2	229	18	55	6	—	—	—	557	79
" Macquarie	44	68	58	90	337	240	92	54	68	44	61	231	25	—	498	1421	200	290	437	261	139	100	591	341	148	205	28	10	28	71	1919	490
" Wellington	10	18	14	37	665	87	6	12	19	8	2	53	4	—	79	758	50	43	35	138	293	128	9	234	25	54	16	—	—	3	837	98
" Bligh	14	27	3	20	467	45	1	11	21	10	4	47	4	—	54	523	50	45	33	106	200	71	5	162	28	59	7	—	—	1	944	25
" Lachlan	25	42	35	60	732	41	9	29	39	27	22	125	9	—	124	870	125	125	125	162	362	21	9	215	94	111	39	2	—	5	994	251
" Monaro	36	90	65	96	1080	118	24	52	68	30	41	162	20	—	183	1326	183	191	194	365	452	198	6	254	141	191	38	—	—	4	1509	374
" Murrumbidgee	42	47	35	63	958	97	16	34	55	29	21	133	8	—	144	1114	129	122	147	281	354	164	35	247	110	130	32	2	—	7	1258	281
" Peel's River	—	52	33	—	1258	75	6	2	43	23	—	95	4	—	90	1334	86	81	92	258	445	178	17	434	44							

XIII.

RETURN OF IMMIGRANTS AND CONVICTS ARRIVED, AND OF BIRTHS AND DEATHS, IN THE COLONY OF NEW SOUTH WALES, FROM THE YEAR 1837 TO 1840, INCLUSIVELY.

YEAR.	IMMIGRANTS.				CONVICTS.			BIRTHS.			GENERAL TOTAL.	DEATHS.				
	Men.	Women.	Children.	Total.	Male.	Female.	Total.	Male.	Female.	Total.		Male.		Female.		Total.
												Men.	Children.	Women.	Children.	
1837	1,769	1,138	1,368	4,275	2,892	533	3,425	1,159	1,111	2,270	9,970	937	280	303	279	1,799
1838	3,631	2,132	3,077	8,840	2,740	333	3,073	1,450	1,386	2,836	14,749	985	407	383	329	2,104
1839	5,843	3,719	3,796	13,358	1,565	728	2,293	1,678	1,626	3,304	18,955	1,109	500	449	423	2,481
1840	5,159	3,457	2,036	10,652	2,113	461	2,574	2,119	2,114	4,233	17,459	1,035	482	440	425	2,382
TOTALS	16,402	10,446	10,277	37,125	9,310	2,055	11,365	6,406	6,237	12,643	61,133	4,066	1,669	1,575	1,456	8,766

RECAPITULATION.

	Men.	Women.	Children.	Total.
INCREASE BY				
Immigrants	16,402	10,446	10,277	37,125
Convicts	9,310	2,055	—	11,365
Births	—	—	12,643	12,643
	25,712	12,501	22,920	61,133
DECREASE BY				
Deaths	4,066	1,575	3,125	8,766
	21,646	10,926	19,795	52,367
ADD				
Population of 1836 .	48,375	14,550	14,171	77,096
Population of 1840 .	70,021	25,476	33,966	129,463

XIV.

ABSTRACT OF THE AVERAGE ASSETS AND LIABILITIES, AND OF THE CAPITAL AND PROFITS, OF THE SEVERAL BANKS OF THE COLONY OF NEW SOUTH WALES, FOR THE QUARTERS ENDING 31ST MARCH, 30TH JUNE, 30TH SEPTEMBER, AND 31ST DECEMBER, 1841.

PERIOD.	LIABILITIES.					ASSETS.						CAPITAL AND PROFITS.			
	Notes in Circulation.	Bills in Circulation.	Balances due to other Banks.	Deposits.	Total Liabilities.	Coin.	Landed Property.	Notes and Bills of other Banks.	Balances due from other Banks.	Notes and Bills discounted, and all other debts due to the Bank.	Total Assets.	Capital paid up.	Rate per Annum of last Dividend.	Amount of Dividend.	Amount of reserved Profits after paying Dividend.
Quarters ending	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.
31st March, 1841	222,802 1 8	49,278 8 2	9,654 3 7	1,123,636 14 1	1,405,371 7 6	342,137 11 5	24,388 1 7	9,709 1 5	9,789 17 9	2,615,299 5 3	3,061,323 17 5	1,790,156 0 0	11½ per cent.	86,749 12 4	86,252 1 3
30th June, 1841	223,608 2 3	53,510 4 2	15,268 3 1	1,106,737 14 2	1,393,124 3 8	384,087 19 0	25,534 9 2	7,196 0 4	10,881 18 10	2,616,488 10 9	3,050,208 18 1	1,876,322 10 0	11½ per cent.	93,211 15 6	94,594 5 3
30th Sept., 1841	213,061 12 3	50,356 9 8	3,990 3 2½	1,069,498 3 9½	1,336,906 8 11	388,570 1 8½	27,655 2 2½	7,503 17 9½	14,174 16 3	2,588,629 10 10½	3,026,533 8 10½	1,893,538 10 0	11½ per cent.	95,217 15 1	109,528 4 17
31st Dec. 1841	200,228 8 11	64,508 7 11	1,660 1 5	947,350 11 8	1,213,847 9 11	404,050 4 0	29,179 9 5	6,683 5 1	12,080 11 7	2,508,397 7 6	2,960,399 17 7	1,995,094 0 0	11½ per cent.	94,392 18 5	178,629 12 9
General Average for 1841	214,950 1 2½	54,413 7 5½	7,643 2 9½	1,060,305 15 11	1,337,312 7 6	379,713 14 0½	26,694 5 7	7,773 1 2	13,231 16 1½	2,582,203 13 8	3,009,616 10 6	1,888,777 15 0	11½ per cent.	92,393 0 4	102,251 3 6½

X V.

RETURN OF THE VALUE OF IMPORTS, FROM THE YEAR 1826 TO 1840,
INCLUSIVELY.

YEAR.	From Great Britain.	From British Colonies.	From South Sea Islands.	From New Zealand.	From Fisheries.	From United States.	From Foreign States.	Total.	VALUE, After deducting Imports from New Zealand and the Fisheries.
	£	£	£	£	£	£	£	£	£
1826	280,000	30,000	—	—	—	—	50,000	360,000	—
1827	253,975	63,220	—	—	—	—	45,129	362,324	—
1828	399,892	125,862	—	—	—	—	44,246	570,000	—
1829	423,463	135,486	—	—	—	—	42,055	601,004	—
1830	268,935	60,356	—	—	—	—	91,189	420,480	—
1831	241,989	68,804	—	—	—	—	179,359	490,152	—
1832	409,344	47,895	—	—	—	—	147,381	604,620	—
1833	434,220	61,662	—	—	—	—	218,090	713,972	—
1834	669,663	124,570	—	—	—	—	197,757	991,990	—
1835	707,133	144,824	1,420	35,542	141,823	13,902	70,161	1,114,805	937,400
1836	794,422	220,254	1,972	32,155	103,575	22,739	62,289	1,237,406	1,101,676
1837	807,264	257,427	1,764	42,886	80,441	9,777	97,932	1,297,491	1,174,164
1838	1,102,127	255,975	5,548	53,943	71,506	8,066	82,112	1,579,277	1,453,828
1839	1,251,969	504,828	3,863	71,709	186,212	23,093	194,697	2,236,371	1,978,450
1840	2,200,305	376,954	1,348	54,192	104,895	24,364	252,331	3,014,189	2,855,102

RETURN OF THE VALUE OF EXPORTS, FROM THE YEAR 1826 TO 1840,
INCLUSIVELY.

YEAR.	To Great Britain.	To British Colonies.	To South Sea Islands.	To New Zealand.	To Fisheries.	To United States.	To Foreign States.	TOTAL VALUE.
	£	£	£	£	£	£	£	£
1826	101,314	1,735	—	—	—	—	3,551	106,600
1827	70,507	4,926	—	—	—	—	881	76,314
1828	84,008	4,845	—	—	—	—	1,197	90,050
1829	146,283	12,692	—	—	—	—	2,741	161,716
1830	120,559	15,597	—	—	—	—	23,503	159,659
1831	211,138	60,354	—	—	—	—	52,676	324,168
1832	252,106	63,934	—	—	—	—	68,304	384,344
1833	269,508	67,344	—	—	—	—	57,949	394,801
1834	400,738	122,211	—	—	—	—	58,691	587,640
1835	496,345	83,108	2,696	39,984	38,445	18,594	3,011	682,193
1836	513,976	136,596	9,628	36,184	35,918	13,697	2,625	748,624
1837	518,951	118,447	485	39,528	54,134	10,617	17,592	760,054
1838	583,154	113,716	7,137	46,924	33,988	11,324	6,525	802,768
1839	597,100	194,684	1,347	95,173	34,729	18,568	7,175	948,776
1840	792,494	304,724	6,621	215,486	27,864	27,885	24,618	1,399,692

XVI.

RETURN OF LIVE-STOCK IMPORTED INTO NEW SOUTH WALES, IN EACH YEAR, FROM
1828 TO 1840.

YEAR.	DESCRIPTION OF STOCK.					
	Horses.	Horses and Mules.	Horned Cattle.	Sheep and Goats.	Sheep and Hogs.	Sheep.
	Number.	Number.	Number.	Number.	Number.	Number.
1828	—	132	—	—	—	3,443
1829	—	16	—	—	—	2,215
1830	—	12	—	—	—	10
1831	—	Not stated	—	—	—	66
1832	—	—	—	36	—	—
1833	—	—	—	—	—	—
1834	6	—	—	—	62	—
1835	11	—	—	—	137	—
1836	8	—	4	—	449	—
1837	92	—	97	—	307	55,208
1838	185	—	74	—	192	9,822
1839	652	—	135	—	359	17,567
1840	1,008	—	244	—	252 } Hogs. {	19,958

RETURN OF VESSELS BUILT AND REGISTERED IN THE COLONY OF NEW SOUTH
WALES, FROM THE YEAR 1822 TO 1840, INCLUSIVELY.

YEAR.	VESSELS BUILT.		VESSELS REGISTERED.	
	Number.	Tons.	Number.	Tons.
1822	3	163	3	163
1823	3	182	3	182
1824	5	157	5	157
1825	2	119	2	119
1826	12	654	19	1,634
1827	9	434	19	1,732
1828	6	162	13	478
1829	7	462	5	428
1830	3	78	25	1,777
1831	5	112	38	3,234
1832	5	220	21	2,143
1833	6	393	29	2,655
1834	9	376	19	1,852
1835	7	303	21	2,267
1836	9	301	39	4,566
1837	17	760	36	3,602
1838	20	808	41	6,229
1839	11	763	75	10,668
1840	17	1196	94	12,153

XVII.

RETURN OF THE NUMBER AND TONNAGE OF VESSELS ENTERED INWARDS, FROM THE YEAR 1826 TO 1840, INCLUSIVELY.

YEAR.	From Great Britain.		From British Colonies.		From South Sea Islands.		From New Zealand.		From Fisheries.		From United States.		From Foreign States.		TOTALS.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1826	33	11,848	23	3,969	—	—	—	—	—	—	—	—	6	1,361	62	17,178
1827	50	19,097	42	5,376	—	—	—	—	—	—	—	—	11	2,035	103	26,508
1828	59	20,585	65	8,189	—	—	—	—	—	—	—	—	13	3,185	137	32,559
1829	62	21,963	46	7,078	—	—	—	—	—	—	—	—	50	8,301	158	37,342
1830	41	14,400	45	7,221	—	—	—	—	—	—	—	—	71	9,604	157	31,225
1831	39	13,778	49	10,043	—	—	—	—	—	—	—	—	67	10,179	155	34,000
1832	56	18,588	76	13,122	—	—	—	—	—	—	—	—	57	9,640	189	41,350
1833	53	19,352	99	19,149	—	—	—	—	—	—	—	—	58	11,663	210	50,164
1834	58	20,906	112	23,730	—	—	—	—	—	—	—	—	75	13,896	245	58,532
1835	47	17,530	132	28,507	12	2,282	—	—	23	5,899	6	1,400	40	7,401	260	63,019
1836	60	23,610	124	25,861	4	546	41	5,430	25	6,031	3	975	12	2,962	269	65,415
1837	56	21,816	233	33,751	5	581	36	5,480	48	13,004	5	1,220	17	4,262	400	80,112
1838	102	41,848	241	34,469	6	616	38	4,291	31	7,928	1	274	9	2,351	428	91,777
1839	137	58,123	290	45,928	7	836	51	8,368	36	9,321	4	1,177	38	11,721	563	135,474
1840	190	80,806	347	52,625	6	750	68	13,123	27	8,087	8	2,520	63	20,047	709	178,958

XVII.—CONTINUED.

RETURN OF THE NUMBER AND TONNAGE OF VESSELS ENTERED OUTWARDS, FROM THE YEAR 1826 TO 1840, INCLUSIVELY.

YEAR.	To Great Britain.		To British Colonies.		To South Sea Islands.		To New Zealand.		To Fisheries.		To United States.		To Foreign States.		TOTALS.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1826	26	7,063	23	6,198	—	—	—	—	—	—	—	—	11	3,759	60	17,020
1827	12	4,021	40	6,678	—	—	—	—	—	—	—	—	11	3,802	63	14,501
1828	15	4,565	38	8,913	—	—	—	—	—	—	—	—	16	6,708	69	20,186
1829	21	6,243	75	15,522	—	—	—	—	—	—	—	—	72	15,821	168	37,586
1830	12	4,551	55	12,263	—	—	—	—	—	—	—	—	80	12,008	247	28,822
1831	18	5,863	57	12,440	—	—	—	—	—	—	—	—	90	16,949	165	35,252
1832	25	8,190	81	15,122	—	—	—	—	—	—	—	—	88	19,545	194	42,857
1833	23	7,739	99	21,006	—	—	—	—	—	—	—	—	91	20,957	213	49,702
1834	27	8,639	88	16,005	—	—	—	—	—	—	—	—	105	28,729	220	53,373
1835	31	11,261	90	15,821	—	—	—	—	—	—	—	—	148	39,882	269	66,964
1836	32	9,759	106	22,895	—	—	36	4,709	36	8,484	—	—	54	16,987	264	62,834
1837	43	13,398	230	34,295	—	—	45	6,721	42	10,344	—	—	42	13,262	402	78,020
1838	35	12,367	256	28,494	5	362	39	5,358	40	10,385	1	289	73	35,749	409	93,004
1839	39	13,886	303	52,749	7	1,216	81	13,581	28	7,718	2	621	88	35,005	548	124,776
1840	54	18,774	350	66,131	6	737	83	17,111	22	6,199	4	950	146	53,802	665	163,704

XVIII.

RETURN OF WOOL EXPORTED FROM THE COLONY OF NEW SOUTH WALES, FROM
1822 TO 1840.

YEAR.	QUANTITY.	VALUE, As entered in the Returns of Exports.	YEAR.	QUANTITY.	VALUE, As entered in the Returns of Exports.
	lbs.	£		lbs.	£
1822	172,880	Not known	1832	1,515,156	73,559
1823	198,240	—	1833	1,734,203	103,692
1824	275,560	—	1834	2,246,933	213,628
1825	411,600	—	1835	3,893,927	299,587
1826	552,960	48,384	1836	3,693,241	369,324
1827	407,116	24,306	1837	4,448,796	332,166
1828	834,343	40,851	1838	5,749,376	405,977
1829	1,005,333	63,555	1839	7,213,584	442,504
1830	899,750	34,907	1840	8,610,775	566,112
1831	1,401,284	75,979			

RETURN OF AMOUNT OF AUCTION DUTY, AT $1\frac{1}{2}$ PER CENT., PAID INTO THE COLONIAL TREASURY, FROM 1824 TO 1840, INCLUSIVELY.

YEAR.	AMOUNT OF DUTY.			YEAR.	AMOUNT OF DUTY.		
	£	s.	d.		£	s.	d.
1824	328	3	11	1833	1,540	2	8
1825	555	3	1	1834	2,327	6	10
1826	576	7	$1\frac{1}{2}$	1835	3,135	16	2
1827	682	18	$11\frac{1}{4}$	1836	4,697	11	5
1828	1,325	10	$7\frac{1}{2}$	1837	4,820	3	11
1829	1,228	7	$1\frac{1}{4}$	1838	6,137	10	1
1830	1,423	18	$3\frac{1}{4}$	1839	7,700	16	5
1831	1,353	7	$4\frac{1}{4}$	1840	18,701	2	10
1832	1,415	15	$10\frac{1}{4}$				
TOTAL	26,889	12	$4\frac{1}{4}$	TOTAL	£49,060	10	4

XIX.

RETURN OF THE AMOUNTS RECEIVED FROM THE SALE OF CROWN LANDS, FROM
1824 TO 1840, INCLUSIVE.

YEAR.	AMOUNT.			YEAR.	AMOUNT.		
	£	s.	d.		£	s.	d.
1824	279	17	9½	1833	24,956	1	1
1825	5,548	14	10	1834	41,844	9	1
1826	2,596	2	6	1835	80,784	14	6
1827	2,274	11	7	1836	126,458	16	0
1828	5,004	19	2	1837	120,427	0	5
1829	2,710	15	0	1838	116,324	18	11
1830	943	5	10	1839	152,962	16	4
1831	2,597	1	10	1840	316,626	7	5
1832	12,509	13	10				
TOTAL	34,465	2	4½	TOTAL	980,385	3	9

XX.

ESTIMATED QUANTITY OF LAND IN CULTIVATION, EXCLUSIVE OF GARDENS AND
ORCHARDS, ON 31ST DECEMBER, 1840.

CROPS.								
WHEAT.	MAIZE.	BARLEY.	OATS.	RYE.	MILLET.	POTATOES.	TOBACCO.	SOWN GRASSES.
Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.
74,133	24,966	5,144	5,453	609	115	2,594	381	12,721
PRODUCE.								
WHEAT.	MAIZE.	BARLEY.	OATS.	RYE.	MILLET.	POTATOES.	TOBACCO.	SOWN GRASSES (HAY.)
Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Tons. Cwt.	Tons. Cwt.	Tons.
1,116,814	777,940	105,389	66,020	8,863	3,338	11,050 15	215 —	21,329

XXI.

U. S. Ship Peacock,
Sydney Cove, New South Wales,
December 21st, 1839.

SIR,—

Having thoroughly examined this ship at different times, and particularly at this place, I would respectfully submit the following report of her condition. First, that the sheer-streak is quite rotten in many places, as well as the gun and berth-deck water-ways, and from the frequent calking the gun and spar-decks have undergone, they have become much worn, and quite leaky, particularly the spar-deck; also, the stanchions supporting the bulwark on the spar-deck are very much decayed, and with the exception of three or four of them, are unsafe, and not able to support the rail and boats attached to it, under any thing more than ordinary circumstances.

I am, sir, yours respectfully,

(Signed) JONAS DIBBLE,
Carpenter.

WILLIAM L. HUDSON, Esq.,
Commanding U. S. Ship Peacock.

U. S. Ship Peacock,
Sydney, New South Wales,
December 22d, 1839.

SIR,—

I have delayed reporting in writing the defective state of the Peacock until the present time, with a full knowledge it would have been utterly impossible to have completed the necessary repairs at this port in sufficient time for our Antarctic cruise. I feel, too, that the government and the whole country are anticipating results from that quarter, and are under the full belief that all the ships composing this squadron were thoroughly overhauled, and amply prepared to encounter every kind of weather. I have no wish at present to undeceive them, but feel it my duty to state to you on the present occasion, that the Peacock's sheer-streak, to which the channels are bolted and ports hung, is perfectly decayed, fore and aft, and that all the stanchions of the upper-deck bulwarks, are either rotten, or in an advanced state of decay. Against these defects, however, I feel it my duty to contend, without anticipating any thing but favourable results, but at the same time prepared for the worst that may occur.

Yours, respectfully,

(Signed) W. L. HUDSON.

CAPTAIN CHARLES WILKES,
Commanding Exploring Expedition.

XXII.

RETURN OF TIMBER EXPORTED, FROM THE YEAR 1830 TO 1840,
INCLUSIVELY.

YEAR.	Cedar.	Blue Gum, Pine, and other Timber.	Treenails.	VALUE. £
	Quantity.	Quantity.	Number.	
1830	368,830	179,403	23,959	5,218
1831	580,393	416,857	24,316	8,401
1832	418,930	233,653	186,831	6,132
1833	1,086,437	147,170	328,503	13,153
1834	399,492	30,065	212,467	7,941
1835	907,921	145,628	178,969	10,489
1836	1,409,467	106 Logs 3,778	35,094	14,611
1837	116,828	18,828	62,989	14,463
1838	699,066	9,000	73,452	6,382
1839	729,001	823 Deals, 15 Logs	40,588	8,815
1840	1,250,786	151,500 } Superficial Feet.	4,350	20,971

RETURN OF OIL, ETC., EXPORTED, FROM THE YEAR 1830 TO 1840,
INCLUSIVELY.

YEAR.	Sperm Whale.	Black Whale.	Whalebone.		Seal Skins.	VALUE. £
	Tuns.	Tuns.	Tons.	Cwt.	No.	
1830	983	98	9	16	9,720	59,471
1831	1,571	505	28	5	4,424	95,969
1832	2,491	695	43	6	1,415	147,409
1833	3,048	418	—	—	1,090	146,855
1834	2,760	975	43	15	890	157,334
1835	2,898	1,159	112	—	641	180,349
1836	1,682	1,149	79	—	386	140,220
1837	2,559	1,565	77	8	107	183,122
1838	1,891	3,055	174	—	3 Cases	197,644
1839	1,578	1,229	134	14	7 Cases	172,513
1840	1,854	4,297	250	—	474	224,144

XXIII.

STATEMENT OF THE INTRODUCTION AND PROGRESS OF THE BREED OF FINE-WOOLLED SHEEP IN NEW SOUTH WALES, DELIVERED AT THE RIGHT HON. LORD HOBART'S OFFICE, 26TH JULY, 1803.

THE samples of wool brought from New South Wales having excited the particular attention of the merchants and principal English manufacturers, Captain M'Arthur considers it his duty respectfully to represent to His Majesty's ministers, that he has found, from an experience of many years, the climate of New South Wales is peculiarly adapted to the increase of fine-woolled sheep; and that, from the unlimited extent of luxuriant pastures with which that country abounds, millions of those valuable animals may be raised in a few years, with but little other expense than the hire of a few shepherds.

The specimens of wool that Captain M'Arthur has with him, have been inspected by the best judges of wool in this kingdom; and they are of opinion that it possesses a softness superior to many of the wools of Spain; and that it certainly is equal, in every valuable property, to the very best that is to be obtained from thence.

The sheep producing this fine wool are of the Spanish kind, sent originally from Holland to the Cape of Good Hope, and taken from thence to Port Jackson.

Captain M'Arthur being persuaded that the propagation of those animals would be of the utmost consequence to this country, procured, in 1797, three rams and five ewes; and he has since had the satisfaction to see them rapidly increase, their fleeces augment in weight, and the wool very visibly improve in quality. When Captain M'Arthur left Port Jackson in 1801, the heaviest fleece that had then been shorn weighed only three pounds and a half; but he has received reports of 1802, from which he learns that the fleeces of his sheep were increased to five pounds each;* and that the wool is finer and softer than the wool of the preceding year. The fleece of one of the sheep originally imported from the Cape of Good Hope, has been valued here at four shillings and sixpence per pound; and a fleece of the same kind bred in New South Wales is estimated at six shillings a pound.

Being once in possession of this valuable breed, and having ascertained that they improved in that climate, he became anxious to ex-

* In the grease. The average weight of the fleeces of fine-woolled sheep in New South Wales, washed, is two and a half pounds.

send them as much as possible; he therefore crossed all the mixed-breed ewes of which his flocks were composed, with Spanish rams. The lambs produced from this cross were much improved; but when they were again crossed, the change far exceeded his most sanguine expectations. In four crosses, he is of opinion, no distinction will be perceptible between the pure and the mixed breed. As a proof of the extraordinary and rapid improvement of his flocks, Captain M'Arthur has exhibited the fleece of a coarse-woolled ewe, that has been valued at ninepence a pound; and the fleece of her lamb, begotten by a Spanish ram, which is allowed to be worth three shillings a pound.

Captain M'Arthur has now about four thousand sheep, amongst which there are no rams but of the Spanish breed. He calculates that they will, with proper care, double themselves every two years and a half; and that in twenty years they will be so increased as to produce as much fine wool as is now imported from Spain and other countries, at an annual expense of £1,800,000 sterling. To make the principle perfectly plain upon which Captain M'Arthur founds this expectation, he begs to state, that half his flock has been raised from thirty ewes purchased in 1793, out of a ship from India, and from about eight or ten Spanish and Irish sheep purchased since. The other half of his flock were obtained in 1801, by purchases from an officer who had raised them in the same time, and from about the same number of ewes that Captain M'Arthur commenced with. This statement proves that the sheep have hitherto multiplied more rapidly than it is calculated they will do in future; but this is attributed to the first ewes being of a more prolific kind than the Spanish sheep are found to be; for since Captain M'Arthur has directed his attention to that breed he has observed the ewes do not so often produce double lambs.

As a further confirmation of the principle of increase that Captain M'Arthur has endeavoured to establish, and which he is positive time will prove to be correct, he would refer to the general returns transmitted from New South Wales. In 1796, (since when not one hundred sheep have been imported,) one thousand five hundred and thirty-one were returned as the public and private stock of the colony. In 1801, six thousand seven hundred and fifty-seven were returned; and although between those periods all the males have been killed as soon as they became fit, yet there is a surplus over the calculation of six hundred and thirty-three.

Captain M'Arthur is so convinced of the practicability of supplying this country with any quantity of fine wool it may require, that he is earnestly solicitous to prosecute this, as it appears to him, important object; and on his return to New South Wales, to devote his whole

attention to accelerate its complete attainment. All the risk attendant on the undertaking he will cheerfully bear; he will require no pecuniary aid, and all the encouragement he humbly solicits, is the protection of government, permission to occupy a sufficient tract of unoccupied lands to feed his flocks, and the indulgence of selecting from amongst the convicts, such men for shepherds, as may, from their previous occupations, know something of the business.

(Signed) JOHN M'ARTHUR.

London, 26th July, 1803.

XXIV.

U. S. Flag-Ship Vincennes,
New Zealand, Bay of Islands, April 5th, 1840.

MY DEAR SIR,—

I need not tell you how much I feel interested in your cruise. From the interest you took in the outfit of our expedition, I am sure you well know the interest it excites, and how much this feeling is heightened by a knowledge on my part of what you have undertaken, and have to go through. This prompts me to a desire to be useful to you if possible, and to give you my experience of the last season among the ice, whither you are bound.

Your cruise will be an arduous one, no matter how you may be enlightened on your course; but you have so much knowledge of the ice, and the manner of treating it, that it appears almost presumptuous in me to sit down to give you any hints relative to it. But, believing as I do, that the ice of the Antarctic is of a totally different character from that of the Arctic, I venture to offer you a few hints that may be useful to you in your undertaking; and although my instructions are binding upon me relative to discoveries, I am nevertheless aware that I am acting as my government would order, if they could have anticipated the case, knowing how deeply it feels the liberal assistance and great interest evinced by all the societies and distinguished men of Great Britain, to promote and aid this, our first undertaking in the great cause of science and usefulness; and I must add the pleasure it gives to me personally, to be able to return, though in a small degree, the great obligation I myself feel under to you, and many others, the promoters of your undertaking.

WINDS.—The winds for the first fortnight of our time, to the eastward of longitude 140° E., were from the northward and westward, light generally, accompanied occasionally with clear weather for hours, and again with dense fogs of short duration, with a long swell from the same quarter.

After passing longitude 140° E., or to the westward of it, we experienced fine weather, with southeast winds and occasional snowsqualls, lasting but ten or fifteen minutes, and a dry healthy atmosphere.

The barometer, during our stay on the coast, was always indicative of wind by its depression, and was a true guide. Its mean standing was 28 in. The temperature surprised me: we seldom, if ever, had it above 30° , even in the sun at mid-day, and I do not think that three times it was found above 35° .

Gales come on very suddenly, and are always attended with snow, sleet, and thick fogs, rendering it extremely hazardous; for one must be found, when they do come, more or less surrounded with ice-islands. They sometimes last for thirty-six hours. After they set in, you may calculate that they will blow strong for at least half that time. The nearer you are to the land, the more violent they are, though not of such long duration. Fine weather usually precedes them, and we found them to happen and the weather to be more changeable near the full and change, although I am no believer in the lunar influences upon the weather.

CURRENTS.—During the whole of our stay along the icy coast, we found no perceptible current by the reckoning and current log. During a gale of wind I was induced to believe that some existed, from the short sea that was formed, thinking there was more than was to be expected. Tides on such an extent of coast there undoubtedly must be, but of little strength, or we should have perceived them.

In many of the icy bays we were stationary for a sufficient time to perceive them if they had been of any magnitude, and where the current was repeatedly tried.

The winds have their effect upon the loose drift-ice, or that which is detached from the icy barrier. Owing to a change of wind from southeast to north, with a fresh breeze, the Peacock became embayed, and the ice forced in upon her, which brought about the accident. The northerly winds are always accompanied with a heavy swell, and her escape is attributable to a rare exercise of good seamanship and perseverance. If Captain Hudson's ship had been as strong as adamant itself, he is of opinion she would have been ground to atoms by a longer exposure; her stem was abraded to within an inch and a half of the wood-ends.

There are places in which the barrier is within the floe-ice several miles. I enclose you the mean temperature during the summer months.

You will see there is but little chance of the ice melting or disap-

pearing, as from accounts frequently takes place in the Arctic Ocean. Your time, being unlimited, will allow you to wait some days in a situation to make experiments.

I frequently found myself so closely beset that I thought it next to impossible to escape, and if the wind had not been extremely constant in its direction, I should have been shut up or much injured; as it was, I escaped with scarcely a scratch, although we took some heavy thumps.

The charts will show you the tracks and state of the ice. It was constructed as I went on, and the ice-islands laid down by carefully-kept diagrams by the officer of the deck during his watch. This I found gave me more confidence in proceeding, and facilities in case of having to return.

MAGNETIC POLE.—I consider we have approached very near to the pole. Our dip was $87^{\circ} 30'$ S., and the compasses on the ice very sluggish; this was in longitude $147^{\circ} 30'$ E., and latitude $67^{\circ} 04'$ S. Our variation, as accurately as it could be observed on the ice, we made $12^{\circ} 30'$ E. It was difficult to get a good observation, on account of the sluggishness of our compasses. About one hundred miles to the westward, we crossed the magnetic meridian.

The pole, without giving you accurate deductions, I think my observations will place in about latitude 70° S., and longitude 140° E.

On the meridian of 140° E., you will find a small bay, partly formed by ice-islands and rocks, which I have named Piner's Bay, and I think among the rocks you may find a snug little harbour. I was driven out of the bay by a gale of wind; sounding about one and a half miles from the shore in thirty fathoms. The icebergs being aground, form good shelters; but I was too much exposed to venture to remain, and my object was to trace the land and the icy barrier, which I have done, as you will see it laid down on my chart.

We had delightful and clear weather ten days or a fortnight along the coast, with the wind at from southeast to south-southwest; the two latter points particularly. The drift-ice is in large pieces, so large as to give a ship an awkward thump; but when I found it tolerably open I have run through it to get to clear water, and in hopes of making the land, but our progress was soon stopped by the firm barrier, impenetrable, through which there is no passing.

I am of opinion that there is little movement of the ice during the season. Strong gales may change its position a trifle, but I think not materially.

The only prospect of nearing the land is through a sea well studded with large icebergs, nearly thirty or forty miles in width; and I

generally found that we got nearer to the shore in those places than elsewhere. One thing I must tell you, as respects filling your water, you will sometimes find a pond of delicious water on the top of an old iceberg, frozen over, but on cutting through it you will see a supply sufficient for a navy. It will save you fuel, and discomfort and cold to you, your vessels, and their crews.

I was very fortunate in the weather the latter part of the time; and indeed altogether I was scarcely a day without some observation, (except during the gales, of which we had three, occupying about eight days,) and generally half a dozen.

My time for six weeks was passed on deck, and having all daylight, I of course had constant employment, and with the many assistants, I could make rapid progress; and you will find that no opportunity ought to be lost in this navigation, if one is to do any thing. One's ship is in constant danger, and the Vincennes, a first-class sloop of seven hundred and eighty tons, it requires all the foresight and activity one is possessed of to look-out for her.

I consider that I have had a most providential escape; and if this ship had not been enabled to "do every thing but talk," I should not have been where I now am; but she had inspired me with so much confidence, among the coral reefs last summer, that I could put full faith in her doing her duty. I must refer you to the chart, on which I have noted remarks, variations, &c.

I should have mentioned, that in 1838 and 1839 I went south in the brig Porpoise, in order to trace Palmer's Land on its eastern side, (but too late for any trial to reach high latitudes,) and hoping that the lateness of the season would enable me to run some distance along it. I got within three miles of the coast, and saw it trending to the south-southeast about thirty miles; but it was so blocked up with ice as to render it impossible to get through. I have little doubt myself, in favourable seasons, Weddell's track may be followed, notwithstanding what the Frenchman may say, there being no land to which the ice is attached; and that the ice in those parts changes very much, the currents being exceedingly strong, as I myself witnessed. I could not afford the time to be frozen up, as my other duties were and are paramount to passing the winter in such a situation. But you are differently situated, and I should advise you, by all means, to try to penetrate between longitude 35° and 45° W.

I am, &c.,

CHARLES WILKES,

Commanding Exploring Expedition

To CAPTAIN JAMES C. ROSS,

Commanding H. B. M. Ships Erebus and Terror.

XXV.

U. S. Ship Vincennes,

Sydney Cove, Dec. 23d, 1839.

SIR,—

The following instructions will claim your particular attention during our contemplated Antarctic cruise.

1st. It cannot be too strongly impressed upon you the necessity to use every means in your power to avoid a separation, as the lives of those entrusted to your particular care, and those comprising the squadron, may be jeopardized by it.

2d. The most careful attention must be given by you to the health and comfort of your crew, and the most economical care and expenditure of your stores and provisions. The greatest attention to the cleanliness and airing of the vessels, and the drying of the clothes and bedding to avoid all dampness and foul air, are likewise essential.

In the event of your being frozen up or detained by the ice, your responsibilities will be great, and every precaution must be taken to insure your safety. You may rest assured that every exertion will be made to relieve you at the earliest possible day.

I now give you a short sketch of what I deem to be the principal object of our cruise towards the Antarctic Circle: first, to reach as high a southern latitude as can be attained, without hazarding the safety of your vessel and crew; and last, to make all the observations that my former instructions have pointed out, including the dip and intensity.

In the event of parting company, you will rendezvous, first, at Macquarie Island, if it should occur before reaching its latitude, where you will remain forty-eight hours, off and on; thence proceed to the Emerald Isle, waiting on and off thirty-six hours, and from thence to the south as far as the ice will permit, and continue cruising along its borders, between the longitude of 160° E. and 105° E., until the 1st of March, at which period it is deemed the season will become too far advanced to proceed south with any chance of success.

On your return, you will proceed to the Bay of Islands, New Zealand, where you will await my arrival, or find orders with the American consul, resident there.

If the Lord Auckland Group should lay in your path on your return, you will find a secure harbour in that of Sarah's Bosom, in latitude $50^{\circ} 38'$ S., longitude $166^{\circ} 16'$ E.

On your return, you will vary your route as much as possible, or as the weather and state of your vessel will permit.

In case you should not be able to reach the Bay of Islands, prior to the 25th of March, you will thence make for the island of Tongataboo, Friendly Group, where you will find me or orders directing your further movements. (If no intelligence before the 15th of April, you will then proceed to the Feejee Group of Islands, Harbour of Takanova, or Sandalwood Bay, and there continue to employ yourself making the various surveys directed in the copy of the instructions.)

Leave letters where you may stop, and place signal No. 2 on a conspicuous spot; No. 1 will represent the Vincennes, No. 3 the Porpoise, and No. 4 the Flying-Fish.

In the event of your penetrating the ice, with the prospect of a clear sea before you, you will steer to the westward, bearing in mind that the only prospect of again clearing it is on the route you first followed, or that supposed to have been taken by Weddell, between the longitude of 35° and 49° W.

On clearing it, you will proceed to carry out the foregoing instructions, to make the appointed rendezvous with the least possible delay.

(It is my intention, if I am not detained by ice, to reach the harbour of Sandalwood Bay, in the Feejee Group, in April, and after examining those islands, to proceed to the Sandwich Islands for provisions early in July. I state this that you may govern yourself accordingly, in the event of your not being able to meet me or the Peacock at any of the rendezvous pointed out. Should you fail in with the Peacock, Captain Hudson will give you the necessary instructions.)

I am, very respectfully,

Your obedient servant,

(Signed) CHARLES WILKES,
Commanding Exploring Expedition.

The foregoing instructions were sent to Captain Hudson. To Lieutenants-Commandant Ringgold and Pinkney, without the clause in parenthesis.

U. S. Ship Vincennes,
At Sea, December 26th, 1839.

SIR,—

The following observations and duties will be attended to on board the Flying-Fish, under your command, during her present cruise to the Antarctic Ocean:

- 1st. You will keep a daily journal of every occurrence of interest.
- 2d. Your route will be daily laid down upon the skeleton chart;

also, the position of all land, islands of ice, &c., which you may fall in with. Astronomical bearings will be taken when the weather will permit.

3d. You will note in your journal the variation of the compass, daily, sketches of refractions, and appearances of ice-islands and formations.

4th. You will obtain, if possible, and preserve any stones, specimens of earth, &c., from the ice, and note the appearances of any halos, aurora australis, &c.

5th. The observations, &c., required in the General Order of the 25th August, 1838, will be attended to, when practicable, excepting those of the barometer and hygrometer, and the observations of the masthead.

I am, very respectfully,

Your obedient servant,

(Signed) CHARLES WILKES,

Commanding Exploring Expedition.

To LIEUT. COM. PINKNEY,

U. S. Schooner Flying-Fish.

XXVI.

BAROMETRICAL OBSERVATIONS DURING THE GALES OF WIND EXPERIENCED BY
U. S. SHIP VINCENNES, JAN. 28TH, 29TH, 30TH, 31ST, AND FEB. 1ST AND 2D.

DATE.	HOUR.		BAROMETER.	REMARKS.
	A. M.	P. M.		
1840.				
JAN. 28TH,	3		29.50 in.	Light snow; S. E. by S. fresh.
"	9		29.40	Wind fresh from S. E. by S., cloudy.
"		3	29.24	Wind quite fresh S. E. by S., light snow.
"			29.10	Wind blowing a gale from S. E., snow.
"		10 30	28.90	
29TH,	1 30		28.79	
"	2 30		28.68	
"	3		28.68	
"	4		28.59	
"	4 45		28.57	
"	6		28.57	Weather was pleasant the remainder of
"	9		28.68	29th.
"	10		28.67	
"	11		28.78	
30TH,	9		29.16	
"	11		29.10	At 3 A. M. of the 30th, the Barometer rose
"	12		29.04	to 29.16 in., and remained at that point
"			29.00	several hours.
"		1	28.98	
"		2	28.98	
"		3	28.91	
"		4	28.90	
"		5	28.90	
"		6	28.88	
"		7	28.82	
"		8	28.80	
"		9	28.80	
"		10	28.76	
"		11	28.76	
"		12	28.74	

XXVI.—CONTINUED.

DATE.	HOUR.	BAROMETER.	HOUR.	BAROMETER.
1840.	A. M.		P. M.	
JAN. 31ST,	1	28.72 in.	1	28.60 in.
"	2	28.72	2	28.60
"	3	28.73	3	28.60
"	4	28.70	4	28.60
"	5	28.70	5	28.60
"	6		6	28.60
"	7 30	28.68	7	28.60
"	8		8	28.66
"	9	28.62	9	28.70
"	10	28.60	10	28.70
"	11	28.60	11	28.70
"	12	28.60	12	28.70
FEB. 1ST,	2	28.72		
"	3	28.73	3	28.90
"	4	28.73		
"	5	28.73		
"	9	28.76	9	29.00
FEB. 2D,	3	29.12	2	29.31
"	9	29.25	3	29.31
"	11	29.30	7	29.35
"	12	29.32	9	29.37
"			10 30	29.300
"			12	29.210

XXVII.

U. S. Ship Vincennes,

At Sea, January 31st, 1840.

SIR,—

It becomes my duty, in consequence of the report of the assistant-surgeons of this ship (a copy of which is enclosed), relative to the health and condition of the crew of this ship, to restore you to duty for their benefit, and to obtain all the medical advice in my power to enable me to carry out the instructions of the government.

You will, after due examination and consideration, relative to the health and condition of the crew, report to me in writing, your opinion in regard to the same.

I am, very respectfully,

Your obedient servant,

(Signed) CHARLES WILKES,

Commanding Exploring Expedition.

DR. EDWARD G. CHRIST,
Acting Surgeon, Vincennes.

U. S. Ship Vincennes,
At Sea, January 31st, 1840.

SIR,—

I have received your letter of this date, restoring me to duty, enclosing a report of the assistant-surgeons of this ship, and directing me after due examination and consultation relative to the health and condition of the crew, to report to you in writing my opinion in regard to the same.

In obedience to that order, I respectfully report that, in my opinion, the health of the crew is materially affected by the severe fatigue, want of sleep, and exposure to the weather, to which they have lately been subjected; that a continuance of these hardships, even for a very short period, will entirely disqualify a great number of men for their duty; and that the necessary attention to the health of the crew, and their future efficiency and usefulness, demand the immediate return of the ship to a mild climate.

I am, very respectfully,

EDWARD GILCHRIST,
Acting Surgeon.

CHARLES WILKES, Esq.,
Commanding Exploring Expedition.

U. S. Ship Vincennes,
At Sea, January 31st, 1840.

SIR,—

In answer to your letter of this date, enclosing the report of the medical officers on the present state of the health of the crew, and requesting the opinion of the ward-room officers, as to the expediency of pushing farther south under the present circumstances, we would state, that, in our opinion, it would be as well to hold on until tomorrow at meridian, in order, should the weather then prove more favourable, to attempt making the recently discovered land at another point; but that on a material increase of the sick-list, or continuance of the present bad weather beyond the above period, we should run to the northward.

We are, very respectfully,

Your obedient servants,

(Signed) OVERTON CARR,
First Lieutenant.

A. LUDLOW CASE,
JOSEPH A. UNDERWOOD,
Lieutenants.

EDMUND H. DE HAVEN,
SAMUEL R. KNOX,
Acting Masters

To CHARLES WILKES, Esq.,
Commanding Exploring Expedition.

U. S. Ship Vincennes,
At Sea, January 31st, 1840.

SIR,—

In answer to your communication of to-day, addressed to the ward-room officers, calling upon them for their opinion with regard to the practicability of our prosecuting the desirable researches in these latitudes, I am of opinion, with due regard to the report of the medical officers, which you have submitted for our perusal, that it is very desirable to ascertain the extent of the recently discovered land, by another attempt to the westward; provided, of course, this object can be attained without further endangering the health of the crew.

Very respectfully,

Your obedient servant,

(Signed) JAMES ALDEN.

CHARLES WILKES, Esq.,
Commanding Exploring Expedition.

U. S. Ship Vincennes,
At Sea, January 31st, 1840.

SIR,—

In answer to your letter, with the report of the medical officers enclosed, requesting the opinion of the ward-room officers of this ship, as to the expediency under the present circumstances of prosecuting our discoveries south at this time, I beg leave to state, that in my opinion the report of all the medical officers of the ship, as to the reduced condition of the crew, would be a sufficient reason for putting back; and, in addition, I would state other reasons which occur to me.

We have been almost surrounded with drift-ice and ice-islands for the last twenty-three days, and coasting along the barrier of field-ice, which has rendered it impossible to penetrate further south in this vicinity; and, although gratifying it would be to land upon the Antarctic Continent, I am not aware that any advantages to be derived from it would be commensurate for the dangers it would be necessary to incur; and if the discovery of new land in these regions is important, I consider it equally so that every precaution be taken to communicate the same to others.

Farther, in my opinion, the continuance of the severe gale which we have encountered for the last five days, accompanied with sleet, hail, and snow, and the necessity of keeping all hands on the watch, owing to the thick weather, &c., and difficulty of navigating among ice, makes it not only most dangerous, but, if necessary to be continued in, will render the watch officers and crew unfit for the arduous

duties now and hereafter required of them, at a time when the ship and rigging are enveloped in ice.

In fact, I am of opinion, that the future operations should not be hazarded by encountering dangers and risks to be run, under all the circumstances, greater than I have ever encountered in the course of seven years' sea service.

In expressing, however, finally and respectfully, my opinions, I most cheerfully yield to those of more experience and skill, if they do not concur with mine.

I am, sir, very respectfully,

Your obedient servant,

(Signed) R. R. WALDRON,
Purser U. S. Navy.

CHARLES WILKES, Esq.,
Commanding Exploring Expedition.

U. S. Ship Vincennes,
At Sea, January 31st, 1840.

SIR,—

In reply to your communication of this date, addressed to the ward-room officers of this ship, I would state, that I think that it would be advisable to remain in this vicinity at least two days longer, and if possible, get farther information respecting the recently discovered land. At the expiration of the above mentioned time, if the stormy weather we have experienced should continue, or the number of sick be increased, I think it would be expedient to bear up to the northward. In expressing this opinion, I am sensible of the hardship and danger to which the officers and men are exposed, but I am also prepared to share the same with them in any manner you may dictate.

Respectfully, yours,

(Signed) JARED ELLIOTT.

CHARLES WILKES, Esq.,
Commanding Exploring Expedition.

XXVIII.

BAROMETER AND DAILY MEAN OF TEMPERATURE OF AIR AND WATER, DURING
THE CRUISE OF THE U. S. SHIP VINCENNES, NEAR THE ANTARCTIC CIRCLE, IN
JANUARY AND FEBRUARY, 1840.

DATE.	BAROM.	AIR.	WATER.	DATE.	BAROM.	AIR.	WATER.
JAN. 11	29.36 in.	32.45°	31.29°	FEB. 1	28.85 in.	30.75°	29.50°
12	28.97	32.45	30.00	2	29.26	32.45	29.41
13	28.87	32.45	30.45	3	28.74	32.04	31.33
14	29.17	32.37	31.74	4	28.50	32.80	32.75
15	28.87	32.95	31.16	5	29.23	32.58	32.62
16	28.68	33.95	30.50	6	29.21	31.17	32.75
17	28.84	30.95	31.20	7	29.00	31.00	31.90
18	28.87	32.52	31.75	8	29.14	32.16	31.75
19	28.77	32.48	31.26	9	29.19	32.18	31.50
20	28.91	31.70	32.04	10	29.08	31.83	31.75
21	29.02	34.56	31.09	11	29.08	30.12	30.00
22	29.03	25.18	30.63	12	29.15	29.00	30.03
23	29.04	26.16	30.45	13	29.08	27.75	30.20
24	29.15	26.37	30.75	14	29.15	25.29	29.90
25	29.22	23.04	28.45	15	29.28	27.00	30.80
26	29.06	25.69	29.00	16	29.33	26.58	30.20
27	29.29	26.40	28.91	17	29.16	28.79	30.00
28	29.31	25.91	28.87	18	28.91	28.58	30.00
29	28.88	28.75	29.00	19	28.76	30.12	30.75
30	29.00	26.04	28.75	20	28.97	28.00	30.62
31	28.66	29.00	29.00	21	29.06	29.08	31.70
				22	28.89	32.22	32.50
				23		35.25	34.45
				24		36.08	34.82

XXIX.

[Copy.]

U. S. Ship Peacock,
Sydney, New South Wales,
March 3d, 1840.

SIR,—

I have the honour to report the arrival of the Peacock at this port, for the purpose of making such few repairs as have become necessary, preparatory to the further prosecution of the objects of the Expedition, and avail myself of the occasion to say, that in our recent adventures south, we fell in with a barrier of ice in the latitude of 65° S., and longitude 159° E., and had followed its trendings as far as 67° S., longitude 150° E.

On Sunday, January 19th, while standing into a bay of ice, in latitude $66^{\circ} 31'$ S., and longitude $153^{\circ} 40'$ E., we made (what we believed to be) land to the southward and westward.

It was seen towering above and beyond some large icebergs, that were from one hundred to one hundred and fifty feet in height. We endeavoured to work up for this land, which presented the appearance of an immense mass of snow, apparently forming a vast amphitheatre, with two distinct ridges or elevations throughout its extent. After working up until midnight through detached portions of ice, we reached the barrier at the head of the bay, and were compelled to give up any further attempt to near it, (what we believed to be land,) and passed out of the bay again, which was some twenty miles in extent, through drift-ice, into a more open space for pursuing our course to the southward and westward along the barrier.

On the 23d of January we made, beyond the barrier, which was thickly studded with bergs and islands of ice, (what we believed it to be,) high land, at least so far as terra firma can be distinguished where every thing is covered with snow, and worked into a bay for a nearer and more minute examination. The sea-water had been discoloured for some days, but no bottom obtained by soundings; in the bay, however, it changed to a dark dull green, and gave every indication that we were on soundings, and not far from land.

The result confirmed the appearances: we obtained bottom in three hundred and twenty fathoms, of slate-coloured mud, and the lead brought up with it a piece of stone, about an inch in length, of nearly the same colour, while the lower part of the lead showed a fresh and deep indentation, as though it had struck on a rock. Dip observations were made on the ice with Robinson's and Lloyd's needles; the former gave $86^{\circ} 10'$, the latter $86^{\circ} 23'$.

While ascertaining the dip, a large king-penguin was captured on the ice, and brought to the ship; to add to our collections, in his stomach were found thirty-two pebbles of various sizes, which appeared to have been very recently obtained, and afforded additional evidence of our immediate proximity to land.

While further pursuing the object of our search in this vicinity, on the morning of the 24th, and endeavouring to clear some ice ahead of us, the ship made a sternboard, and came in contact with a large piece of ice, which carried away one of the wheel-ropes, wrenched the neck of the rudder, and rendered it useless.

We immediately commenced working ship with the sails and ice-anchors into a more open sea. In this we were successful for a time, until an increase of wind, and a change in its direction, brought in

upon us masses of ice for miles in extent, which completely beset the ship, finished the work of destruction on our rudder, and forced us into the immediate vicinity of an ice-island some seven or eight miles in extent, with an elevation equalling our topgallant-masthead, and its upper portion inclining towards the ship. In this situation we furled all but the fore-and-aft sails, and hung by our ice-anchors. Fortunately, between us and a portion of this island, lay a larger piece of ice, one end of which held us by the counter, until forced beyond it by the pressing masses of ice outside, which started our anchors, and set us stern on to the island, carrying away our spanker-boom and stern-davits, and forcing the starboard quarter-deck bulwarks in end some three or four inches, jamming a signal-gun hard and fast in the gangway, and breaking off all the bulwark stanchions on that side of the quarter-deck. We took this occasion to cant her, with the jib, into a narrow channel alongside the island, and with the help of other sails, passed by a portion of it without further injury to our spars, until an opportunity presented of forcing her into a small opening in the ice, with the head towards the sea.

Our rudder, which we unshipped and got in upon deck while wedged in the ice, came in over the side in two pieces, the head and neck entirely broken off, with the two midship pintles, and we shortly afterwards found the upper and lower braces gone from the stern-post.

Towards midnight the sea was increasing, accompanied with snow, with every indication of a gale from seaward; and the ice, with which we were continually in contact, or actually jammed, more formidable in character, rapidly accumulating outside of us, and forming a compact mass. I found, as we were nearing the open sea, that we had been carried so far to leeward by the ice, as to be in great danger of taking up our last residence in the barrier, amongst bergs and islands of ice. There was, therefore, no choice left but to force her out, or grind and thump the ship to pieces in the attempt.

Aided by a kind Providence, we reached an open space on the morning of the 25th, after having beat off the gripe of the ship, &c., and at meridian the carpenters had so far secured our rudder that it was again shipped, in the two remaining braces left on the stern-post.

We were yet surrounded by ice and icebergs, in a bay some thirty miles in extent, from which no outlet could be seen from the masthead. At midnight, however, we found a passage, about half a mile in width, between some bergs and field ice.

On the morning of the 26th, having reached a partially clear sea, and thoroughly turned over in my mind the state of the ship, with the head of the rudder gone, hanging by two braces only, and in such a

state we could hardly hope to have it answer its purpose, through the boisterous weather with which we should have to contend before reaching the nearest port, and its utter unfitness for further cruising amongst icebergs and near ice, through the foggy, thick weather, and frequent snows to which those latitudes are subject, and when rapid evolutions are often necessary, in which the rudder must perform its part,—with the ship considerably strained, her starboard spar-deck bulwarks gone as far as the gangway, the gripe off and stern mutilated, and the further fact before me, that the other vessels of the squadron were ranging over the same longitude, with directions to leave on the 1st of March for surveying operations in the north; that the ship's bottom would have to be examined, and repairs made before leaving another port, (which would occupy, with all the facilities this quarter of the world affords, at least four weeks,) during which time the services of this ship would be lost in surveying the Feejee, &c., I determined to proceed at once to Sydney, expedite as much as possible the repairs of the ship, and be ready at the earliest moment to co-operate with the rest of the squadron.

The Vincennes was seen by us in the distance on the 19th, and the brig Porpoise on the 23d of January.

On the night of the 7th, and morning of the 8th of February, we had frequent and unusually brilliant displays of the aurora australis, one of which made its first appearance in the southwest portion of the horizon, but soon diffused its beams of light from east to west, throwing them up to a concentrated point in the zenith, where they were attended with continued quick flashes, resembling heat lightning, and extending over about a third part of the heavens. The rays or beams of light composing this magnificent spectacle, varied in colour from a light orange to tints of pale red, assuming in their changes hues I should in vain attempt to describe.

During intervals of the brightest flashes in the zenith, however, they lost their distinctive outlines, and mingled in the glow of bright twilight which nearly overspread the heavens.

This exhibition was to us so perfectly unique and strongly marked in character, as to excite the attention of those on board most indifferent to such phenomena, and called forth from all, exclamations of surprise and pleasure.

The ship's compasses were minutely examined on this occasion, but exhibited no symptoms of being affected by the presence of the aurora. The motion of the ship, however, from the effect of the sea at the time, would have rendered any change imperceptible, if the disturbing cause had not produced an oscillation of the needle beyond four or five degrees.

During the aurora, a single squall of light hail passed over the ship.

After a rough and boisterous passage north, we anchored within the Heads at Sydney, on the night of the 21st of February.

The officers and crew have all enjoyed good health, indeed, we have been for some days past without a man on the sick-list; and it affords me great pleasure again to bear testimony to the zeal and efficiency of the officers and men in the performance of their various duties.

I feel quite confident we shall have completed our repairs, and be ready to leave Sydney, in about three weeks.

I am, sir, most respectfully,

Your obedient servant,

(Signed) W. M. L. HUDSON,
Commander.

To J. K. PAULING, Esq.,
Secretary of the Navy.

U. S. Ship Peacock,
Sydney, New South Wales,
March 12th, 1840.

Sir,—

The foregoing report was prepared for the Honourable Secretary of the Navy, immediately after my arrival in port, but no conveyance having offered, I take leave to address it to you as commander of the squadron; availing myself of the occasion to add, that we fell in with the first ice, on our passage south, in the latitude of $61^{\circ} 32' S.$, longitude $161^{\circ} E.$, and made the barrier on the 15th of January, in the latitude of $65^{\circ} 53' S.$, longitude $159^{\circ} E.$, and followed its trendings as far as $67^{\circ} S.$, and $150^{\circ} E.$

Our compasses were at the time exceedingly sluggish, and gave no evidence of the ship changing her position, unless kept in continual agitation by shaking.

Immediately after my arrival at this port, I commenced the repairs of the Peacock, which are now so far advanced that I shall be ready for such duties as you may assign me by the 25th of the present month.

The Peacock, as you have seen, has been considerably strained; and we have found on examination while repairing, that after her gripe was beaten off, the ice had chafed the stem to within one inch and a half of the wood-ends of the planking.

I trust my efforts to carry out your orders, and the course I have pursued in returning to Sydney, and expediting the repairs of the ship,

have been such as to meet your approbation, as well as that of the Honourable Secretary of the Navy.

I am, sir, yours, respectfully,

(Signed) WILLIAM L. HUDSON,

Commander.

CHARLES WILKES, ESQ.,

Commanding Exploring Expedition.

X X X.

[Copy.]

U. S. Brig Porpoise,
Bay of Islands, New Zealand.
March 31st, 1840.

SIR,—

I have great gratification in reporting my arrival at this place on the night of the 26th instant, all in good health; and respectfully report the following results, as occurring since the period of separating from you.

The 12th of January was consumed in diligent search and endeavours to regain: failing to do so, I proceeded westerly. At 10 P. M., the day following, I entered an inlet formed by the barrier, for the purpose of making a close examination and experimenting on dip.

On a near approach to the margin, numbers of *Phocæ proboscidæ* were seen reposing: I succeeded in taking a pair, the skins of which were subsequently placed on board the Peacock.

Very lofty ridges of ice, and the loom usual over high land, were visible along the southern horizon, over the barrier. The compass at the time being very sluggish, showing the brig's head to the north, when her head was correctly south.

From appearances to the southward, with the numerous *Phocæ proboscidæ*, I was strongly impressed with the belief of the close approach to land.

On the 15th the water was much discoloured, casting in one hundred and fifty fathoms without success. Dense fogs and snow prevented further examination. I fell in and communicated with the Peacock on the evening of the 15th, having her in sight on the 21st and 22d.

On the evening of the 16th, strong appearances of land again arose, in corroboration of which I insert an extract from my journal, as well as the remarks from the log-book.

EXTRACT FROM JOURNAL.

"At 6^h 30^m P. M. I went aloft to take a look, the weather being clear, horizon good, and clouds lofty. I heard the noise of a penguin; soon after, one was seen very near the brig, with a large seal to windward. After reaching masthead, I saw over the field of ice, an object, large, dark, and rounding, resembling a mountain in the distance. The icebergs all were bright and brilliant, and in great contrast.

"I watched for an hour to see if the sun in his decline would change the colour of the object by a difference of rays: it remained the same, with a white cloud above, similar to those generally hovering over high land; at sunset it remained the same. I took the bearing accurately, intending to examine it closely as soon as I got a breeze. I am strongly of the opinion it is an island, surrounded by immense fields of ice now in sight."

EXTRACT FROM LOG.

"At 7 P. M. discovered what was supposed to be an island, bearing south-by-east,—a great deal of field-ice in sight.

(Signed) "J. H. NORTH."

17th, the indications were again noticed, corroborating those of the day preceding. From the 19th to the 21st, I was not in sight of the barrier, owing to adverse winds and thick weather. On the afternoon of the last date, I closed in again. On the 22^d, 4 A. M., appearances of land again to the southward and eastward, at the time passing an iceberg with dark veins and dusty appearances, exciting again confident hopes of soon making positive discoveries.

On the 23^d, I attained the parallel of 66° 49' S., 151° 24' E., by observation, having reached the southern extreme of an extensive gulf, studded with islands of ice, and far in the distance to the southward high and lofty bergs were identified and entangled in the main barrier, rendering our advancement one step further impossible. I put about, tried dip, and retraced my steps, exchanging colours with Peacock at 2^h 30^m P. M., then on her way in.

After separating from you on the 27th, I proceeded westward, keeping the barrier close to, reluctantly meeting insuperable obstacles in every effort to pass the Antarctic Circle.

On the 28th, I experienced a heavy gale from southeast of thirty-six hours, with snow and dense fog, rendering my situation dangerous in

the extreme, from the vast numbers of icebergs, and quantities of floe and drift-ice, surrounding the bay at the time.

On the afternoon of the 30th, at 3^h 45^m, a ship was discovered ahead; at 3^h 50^m, another appeared in company; being in latitude 64° 52' 30" S., and longitude 135° 27' E. I determined to speak them: supposing them to be the Vincennes and Peacock; at 4^h made them out to be standing to the northward, under easy sail, and discovered them to be strangers; at 4^h 30^m hoisted our colours, knowing that an expedition under Captain Ross was expected in these seas, I took them to be his ships, and stood ready to cheer the discoverer of the North Magnetic Pole. At 4^h 50^m, having gained considerably upon them, and being within I suppose a mile and a half, the strangers showed French colours, the leeward and sternmost displaying a broad pennant; and concluded they were the French discovery ships under Captain D'Urville.

Desirous of speaking, and exchanging the usual and customary compliments incident to naval life, I closed with them, designing to pass within hail under the flag-ship's stern. When within short musket-shot, my intentions too evident to excite a doubt, so far from a reciprocity being evinced, I saw, with surprise, sail made on board the flag-ship. Without a moment's delay, I hauled down my colours and bore upon my course.

On the morning of the 31st, at 8 A. M., I found myself completely embayed in an immense gulf, with a field of table-ice one hundred and fifty feet high, bearing to the northward, and from east to west so far as eye could discern. After consuming the day in trending to windward, I passed out along its eastern margin without accident.

In my progress and examinations, I obtained frequent specimens of sandstone, granite, and red clay, from the field and floe-ice.

I gained the meridian of 105° E., on the 12th of February, latitude 64° 54' S.; the weather was at intervals misty, affording little opportunity for observation; many strong indications of land presented themselves. The barrier assumed a dark discoloured appearance, with numerous stratified veins of earth and rocks, and with lofty and conical peaks, remotely placed along its southern portion; the impression of land, surrounded and covered by field-ice, was often strongly urged. Penguins and seals were seen, and in my anxiety to land and convince my mind, I was embayed in a narrow and dangerous inlet, which, with the aid of a strong southeast wind, was cleared in safety ere night closed in.

The wind easterly and the weather becoming clear, the occasion

seemed so auspicious, that I was induced to extend my researches a day or two, believing it would meet your approbation.

As I advanced westward, the marks of the approach to land were becoming too plain to admit a doubt. The constant and increasing noise of penguins and seals, the dark and discoloured aspect of the ocean, with frequent huge masses of black frozen earth identified therewith, strongly impressed me with the belief that a positive result would arise in the event of a possibility to advance a few miles further south.

On the afternoon of the 13th, I landed and extracted from an immense mass of black earth identified with the barrier, some hundreds of yards back from the margin, specimens of rock corresponding to those previously obtained. At sunset of the 13th, one hundred and fifty-one icebergs, all assuming a discoloured and earthy appearance, were counted from deck.

At 6 A. M. of the 14th, the wind having set in from the northwest, I stood back along the barrier on my return, hauling in to the southward, and making it within the meridians of 120° and 130° E., being a portion which escaped my personal observation, arising from inclement weather.

I had reached the meridian of $100^{\circ} 07' 40''$ E., latitude $64^{\circ} 15'$ S. I attempted to close with the barrier on the 24th, in order to procure a supply of ice, being reduced to a half-gallon allowance of water; after several unsuccessful attempts, owing to rough and foggy weather, I concluded to proceed north, in conformity with my instructions, and at 2 P. M. bore up in a gale from northwest; the wind prevailing heavy from that quarter gradually carried me near the Lord Auckland Isles, passing the last iceberg in latitude in $55^{\circ} 24'$ S., longitude $148^{\circ} 37'$ E.

I availed myself of your suggestion,—put in and anchored on the night of the 7th of March in the harbour of Sarah's Bosom. I procured a supply of wood and water, and sailed again on the afternoon of the 10th. The sketch of the island in my possession, though not entirely correct, is sufficiently so to guide a vessel safely to the anchorage. I proceeded to this place, passing to the eastward of New Zealand,—strong northeast winds prolonging the passage.

I spoke the American whale-ship *Mary and Martha*, Coffin master, of Plymouth, Massachusetts, off Cook's Straits, on the night of the 17th instant: twenty-seven months out; twenty-two hundred barrels of oil; reported at least one hundred ships engaged on the east coast in the fisheries.

The weather during the cruise has been attended with great variety,

and sudden transitions. The great anxiety I felt to attain a high southern parallel, and obtain convincing proofs of the existence of land from the indications presented, added to the ardour of the officers and crew, often involved us in situations, alike interesting, critical, and dangerous, attributing our escapes without injury to the too plain guidance of the watchful hand of Providence.

Among the most pleasing reflections are those of the perfect exemption from sickness and disease,—not a serious case occurring during the whole period, and not a symptom of incipient scurvy. I have avoided all unnecessary exposure, affording every convenience and comfort to the crew, ever keeping in mind, and rigidly adhering to, your sanitary regulations.

I cannot sufficiently express the satisfaction I feel in reporting the very exemplary conduct of the crew; a universal desire to perform their several duties was evinced, from the eldest to the youngest. I beg leave to recommend them in the strongest terms to your notice and consideration.

To the officers I return my thanks: they were ever attentive and unremitting in their duties, greatly contributing to the gratifying and safe termination of the cruise.

I feel great pleasure in speaking in high terms of them, and feel assured they will receive from you the merit which they deserve.

The observations resulting from the cruise, together with the currents, soundings, &c., are minutely and correctly placed upon the chart accompanying, which indicates the track of our researches along the Antarctic Circle.

I have the honour to be,

Very respectfully,

Your obedient servant,

(Signed) CADWALADER RINGGOLD,

Lieut. Com. U. S. Navy.

To CHARLES WILKES, Esq.,
Commanding Exploring Expedition.

XXXI.

[Copy.]

SIR,—

In reply to your letter of yesterday, I have to inform you that Captain William Hobson, R. N., arrived here on the 29th January, ult., in H. B. M. ship Herald, and that on the following day the two proclamations now enclosed were made. During the next week

seemed so auspicious, that I was induced to extend my researches a day or two, believing it would meet your approbation.

As I advanced westward, the marks of the approach to land were becoming too plain to admit a doubt. The constant and increasing noise of penguins and seals, the dark and discoloured aspect of the ocean, with frequent huge masses of black frozen earth identified therewith, strongly impressed me with the belief that a positive result would arise in the event of a possibility to advance a few miles further south.

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meetings with some of the chiefs were held by Captain Hobson, when the treaty (of which I have forwarded you a copy) was signed by a few chiefs. Subsequently Captain Hobson and suite visited Hokianga and the Thames, and obtained a few signatures at either place; hitherto these are the only proceedings which have taken place relative to the cession of any rights, by the chiefs of New Zealand, to the British crown.

Referring to the above, the other apparent measures taken by Captain Hobson to establish the British authority here are, the holding a court of sessions at Kororarika, which is in active operation, having a strong police force under its control; the formation of a General Post for New Zealand, and the appointment of various government officers for New Zealand, by His Excellency the Governor of New South Wales.

It is, however, to be remarked, that no laws relative to the mode or form of government intended to be pursued in this colony, have as yet been published.

I have the honour to be, &c.,

(Signed) JAMES R. CLENDON,
U. S. Consul.

PROCLAMATION.

VICTORIA, Queen of England, with her affectionate remembrance to the chiefs and tribes of New Zealand, desires to point out to them their chieftainships in these lands; and that they may keep in peace and live in comfort, thinks it right to send an English chief to advise with the natives of New Zealand, that they may accept the government of the Queen over all their land and islands. Because there will be thousands of the Queen's subjects to reside in the lands, and they are coming.

The Queen is desirous of establishing a government, that all the evils now upon the natives from the English living in idleness and lawlessness may be removed.

Now the Queen is pleased to send me, William Hobson, Captain, Royal Navy, as governor of all the islands of New Zealand, which will at another time be given to the Queen.

The Queen says to the collection of the tribes of New Zealand, and all other tribes of New Zealand, these are the laws that we have spoken of.

First. That the chiefs at the assembly, and those that were not at

the assembly, hereby give up entirely to the Queen for ever the government of all their land.

Secondly. The Queen of England agrees and consents to secure to all the tribes, chiefs, and all men in New Zealand, and the head chiefs, all their rights in their lands, villages, and other property. But the chiefs are to give to the Queen the right of purchasing all the lands that the owners are willing to sell, at the price they choose to put on it, and the Queen says she will pay for it herself.

Thirdly. This is the consent to the government of the Queen. The Queen will protect all the natives of New Zealand, and secure to them all the rights and privileges of the people of England.

(Signed) WILLIAM HOBSON,
Consul and Lieutenant-Governor.

We the chiefs at the collection of the tribes of New Zealand, assembled at Waitanga, are the chiefs of New Zealand, and see the truth of these words and accept them, and therefore we put our names and marks thereto.

Done at Waitanga on the 6th day of February, in the year of our Lord one thousand eight hundred and forty.

TRANSLATION OF THE TREATY.

HER MAJESTY, VICTORIA, Queen of England, in her gracious consideration for the chiefs and people of New Zealand, and her desire to preserve to them their lands and to maintain peace and order amongst them, has been pleased to appoint an officer to treat with them for the cession of their country, and of the islands adjacent.

The Queen seeing that many of Her Majesty's subjects have already settled in this country, and are constantly arriving, and that it is desirable for the protection of the natives to establish a government amongst them.

Her Majesty has accordingly been pleased to appoint me, William Hobson, a Captain in the Royal Navy, to be governor of such parts of New Zealand as may be now or hereafter ceded to Her Majesty, and proposes to the chiefs of the confederation of the united tribes of New Zealand, and the other chiefs, to agree to the following articles:

Art. I. The chiefs of the confederation of the united tribes, and the other chiefs who have not joined the confederation, cede to the Queen of England for ever the entire sovereignty of the country.

Art. II. The Queen of England confirms and guarantees to the

APPENDIX.

chiefs and tribes, and to all the people of New Zealand, the possession of their lands, dwellings, and all their property. But the chiefs of the confederation and the other chiefs grant to the Queen the exclusive right of purchasing such lands as the proprietors thereof may be disposed to sell, at such prices as shall be agreed upon between them and the persons appointed by the Queen to purchase from them.

Art. IV. In return for the cession of the sovereignty to the Queen, the people of New Zealand shall be protected by the Queen of England, and the rights and privileges of British subjects shall be granted to them.

(Signed) WILLIAM HOBSON,
Consul and Lieutenant-Governor.

Now we the chiefs of the confederation of the united tribes of New Zealand, being assembled at Waitanga, and we the other chiefs of New Zealand, having understood the meaning of these articles, accept of them and agree to them all. In witness whereof our names or marks are affixed.

Done at Waitanga the 6th day of February, in the year of our Lord one thousand eight hundred and forty.

Here follow signatures of chiefs.

END OF THE SECOND VOLUME.

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