The Franklin Search Party of 1878-79-80, originated in information supposed to have been obtained by American whaler prosecuting their vocations in Repulse Bay, Rowe’s Welcome and other estuaries of North Hudson’s Bay. For many years previous to the above dates, spoons forks and other relics had found their way into the hands of these Artic fishermen, which from the crests, stamps and other marks which they bore left no doubt that they had once been the property of the unfortunate crews of the Erebus + Terror. All of these relics had been obtained from the Netchilluks, a band of Esquimaux living on and near King William’s Island, the more adventurous of whom had been lured to North Hudson Bay by the article of trade brought by the American whalers, which had reached them in barter with intermediate tribes.

Thomas F. Barry, while 2d mate of the whaler Glacier, Capt. Potter of New Bedford secured a spoon from two Netchilluk Esquimaux, which bore the crest of Sir John Franklin. This was while wintering in Repulse Bay in 1871-72. These Esquimaux further informed Mr Barry that there had recently been seen books, papers, etc in the same cairn or in the same locality with the spoon, and at this time offered (*) to take him to the spot, which they located near Cape Englefield at the southern shore of that western entrance to Fury and Hecla Strait *(in order to verify their statements) but the more important duties of whaling rendering in impossible to take advantage of their offer although the distance was not very great. Mr Barry, subsequently wrecked in the whaler A. Houghton 1877 and compelled to reside during a summer time with the Esquimaux of N. Hudson Bay succeeded in further verifying the statements he had previously obtained from them and upon returning to the United States the same year told his story to Mr Morison a whaleman’s shipping merchant of New York City, who placed the whole matter before Hon. Charles P. Daly, President of the American Geographical Society, who gave it a thorough examination and deemed it sufficiently reliable to recommend an expedition to follow up such important information. Such a decision from such a quarter brought the matter prominently before the public and it was canvassed at length in the journals of the day, and
finally Mr Morison determined upon an expedition in conjunction with a whaling voyage to defray the expense, the Search Party to secure the services of the Netchiluk natives mentioned by Barry as guides and hunters, and proceed overland with dogs + sledges during the proper season to the spots indicated, and having completed their search to return to the vessel who in the mean time had made herself useful as a whaler.

While matters were in this condition and while serving with my company M Co. 3d US cavalry at the Sioux Indian Agency of Spotted Tail’s on the Missouri River. I offered my services to accompany the expedition to Mr Morison in letter of February 14th 1878, and upon receiving an encouraging reply repaired to N.Y. City, where I was much surprised to the command tendered me, the whaling ship to be under the direction of Capt Barry, Hon. Chas. P. Daly Pres’t of the Geo Society gave me a letter to Gen’l Sherman at Washington explanatory o my ambitions + the objects of the expedition and upon the recommendation of the War Department, His Excellency the President of the U.S. tendered me a leave of absence until further orders, and it was forthwith granted, April 8th. I will not enter into the details of the preliminary fitting out pf the expedition, the many applications. Suffice to say a generous public amply contributed their respective stores to the manning of the Search Party and on the 19th of June the little schooner Eothen of 101 tons, Capt Barry, [???] was towed down the Harbor of New York by the large tug Fletcher crowded with friends and many interested spectators, who gave us many a hearty God-Speed on parting and three times three rousing cheers as the cable was cast loose that operated us for nearly three years from nearly all the signs and comforts of civilization.

My party, for such I designate those who were to form the future sledge-party in contradistinction to those engaged in the whaling voyage on board the ship, consisted besides myself as commander, of Col. Wm. H. Gilder 2d Officer Henry Klutschak and Frank . Melms, white men and Joseph Ebierbing (Esquimaux Joe) the well known Artic guide + interpreter who had distinguished himself on many previous voyages in the Polar regions. Small as the party was which circumstances had thus confided to my care, I do not hesitate to state that I assumed the responsibility with much diffidence, I had seen no Artic experience whatsoever and a careful perusal of the

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literature of those regions, showed me that the leaders had in every case served in subordinate capacities, and were thus placed in possession of that most valuable of informations, the information of practical experience. True, an American cavalry officer’s service is oftentimes that of much arduous field duty and occasionally the severest of winter exposure, but these in my mind faded into picnics as I read of ice 400 feet hick (Munck 1619), hummocks 150 feet high (Nares 1875) and the thermometer so low that mercury froze and cast into bullets was fired through thick boards, and white men staggered around is if intoxicated as the breathed the terribly cold atmosphere, I was yet to learn the fact which I do not hesitate to state that Artic field duty, even in the winter, can be made more comfortable for the same time than the average winter campaigns of the American cavalry on our great western plains. Col. Wm H. Gilder, 2d Officer had served creditably during the civil war, working his way up to Captain and Adjutant General with the brevet rank x rank of Colonel or gallant + meritorious conduct. His Artic knowledge had also been confined to books on that subject, and what I now deem to be almost equally good, with actual experience field duty in the American army. Henry and Frank, two young men of about thirty had both several long voyages in Artic whalman, and therefore knew somewhat of the severities of that climate, Henry had charge of the culinary department and further made himself very useful in
volunteering to take charge of the meteorological observations which he faithfully carried out and added to this an ability of drawing, sketching etc, which made it possible to place before my readers the illustrations which better delineate many of the scenes through which we passed than any written description. Joe”, an Esquimaux from Cumberland Sound, is already well known to those who have made themselves acquainted with Artic History. He had several faithfully with Capt Hall in his two Franklin Search Expeditions and also with him on the celebrated Polaris Expedition when he had the memorable ice drift of more than 1200 geographical miles from Smith Sound to the coast of Labrador, occupying 196 days through the long Arctic winter during which time Joe with assistance of another Innuit “Hans” maintained a party of 19 souls, with their rifles.

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Joe also served on Capt. Allyn Young’s Franklin Search of 1874. Neptune favored us landsmen and as we lay off the Neversink Lights in a perfect calm which next morning sprang to a gentle breeze and so kept gradually increasing, slowly inured us to the motion of the ship and we escaped that unwelcome visitor sea-sickness. Nothing of interest occurred for the first few days after our departure and our minds were mostly occupied with those gloomy thoughts which always take possession of the mind when departing from familiar scenes and habits to enter the unknown and marvelous. Badly befogged o Nantucket Shoals and Georges Banks, we made but little headway until fairly past them, when we started for the southern edge of the Grand Banks in order to round them, as “the longest way around was the shortest way home” during this season of the year when there is an almost perpetual fog hanging over them. Our idle time now was occupied in reading and watching the sportings of porpoises + the “finback” whales, that kept playing around us with an assurance as if they supposed we were only a mother whale of somewhat larger proportions. The “finback” whale characterized by a dorsal in absent in the rest of the whale family, is seldom attacked by the whaleman being hard to capture and yielding but little oil.

Skirting the southern edge of the Grand Bank we encountered many of the Newfoundland Fisherman, many of whom came alongside eager for papers + news of any kind, and in return for which they generously paid us ten fold in fresh fish. Their lives seemed dreary enough, absent three and four months at a time from all news of the busy world, but I really envied them their comparatively short solitary sojourn when I reflected that I was assuming a voluntary ostracism of as many years. The lonesomeness of a long sea-voyage especially under sluggish sail, soon forces the traveler to take notice of matters so trifling as to excite his risibilities in after-contemplations. Even the slightest passing fog and we were hardly without them along that ever befogged Labrador Coast, furnished a seeming exhaustless theme for conversation, and a stray bit of drift-wood carried out from the Straits of Belle Isle.

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would carry us through the whole range of Botany, to say nothing of ocean currents, the lumber market, and every subject that bore the faintest resemblance to the original subject. The first “crow-bill” or Arctic sea-duck produced a sensation, as anything bearing the name “Arctic” seemed to bring us nearer to the scenes of our contemplated labors. For many days we had been within the iceberg limit as laid
down on our Hydrographic Chart, and we were getting anxious to see one of these grim old Arctic monsters which had so frightened the Early voyagers who dared to visit their inhospitable homes and which had so often affected the late Polar travelers into literary hysterics in describing their Boreal beauties. The chances that we might miss seeing one altogether, which sometimes happens on the voyages to Hudson’s Bay, coupled with the fact that none are ever formed in Hudson’s Strait or Bay kept us constantly on the alert so that we should not fault to enjoy this most beautiful of all Arctic sights. On the 9th of July, however in Lat. 53 an iceberg was reported off the port bow, and quite a commotion resulted from the announcement followed by a corresponding depression of spirits for it was a most Lilliputional affair, way off on the horizon, which to my unseamanlike eyes could hardly be distinguished from the great white caps which crested the waves in the storm then raging. The next day, the keen eyes of our 2d mate Mr Piper discerned a large one far off through the misty heavy fog, but even a pair of glasses failed to define its outline clearly. Running along these foggy coasts and especially during dark nights, icebergs are a constant source of solitude to the careful navigator, as contact with one or the many huge pieces which form the debris always found around one in a state of dissolution is almost inevitable shipwreck. If a ship is approaching ice, repeated observations made by plunging a thermometer in a bucket of water recently drawn from alongside soon shows the fact by decreasing temperature, and these observations are more valuable in the summer than in the winter months and also the farther south that the ice may be encountered owing to the more rapid change in the observed temperature.

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under these circumstances. In the winter season if the temperature of the water falls as low as 34⁰ F. from a previously higher standard it may be reasonably inferred that ice is not much farther away than half a mile, and due precaution may be taken accordingly. 42⁰ would show about the same distance in the summer time, the thermometer falling rapidly as the vessel approaches. It should be remembered that the thermometer shows a higher temperature in the deep than in the shallow water on banks, shoals and near the coast-line often falling from 2⁰ to 6⁰ as the latter are approached. But a good chart and a fair degree of accuracy in dead reckoning will avoid confounding this with the decrease due to approaching ice. After the ice has been passed, although it may not have been seen owing to the state of the weather, this fact is soon revealed by the little detective by a rise of its mercurial column. There are many instances recorded where vessels, by an attentive series of these thermometrical observations, have escaped destruction in the iceberg regions, and I am sorry to state that there are other instances of disaster that could no doubt have been avoided by timely recourse to this simple expedient. In the case of an iceberg stranded in a rapid current it is evident that even this valuable sign will fail on the current-washed side, as the chilled waters are swept away in the opposite direction as fast as formed, so that when a vessel is running with an ocean current, in waters where the berg is liable to ground the only safeguard is in a vigilant lookout. About two o’clock on the morning of the 13th of July we came near experiencing a collision with a monster berg that lay directly in our path as we were sweeping along in a black drizzling rain, but the sharp eyes of our Second mate had descried it when quite full a mile away; and sharp eyes they were indeed, for even with the aid of a good glass, I could only detect the faintest imaginable white glare against the black inky horizon. The vessel was quickly worn around and heading southward we ‘lay too’ under close reefed mainsail + foresail, until the morning allowed us a resume our journey once more under more favorable circumstances. The morning
of the 13th broke clear and cloudless and revealed to us the blue sharp cut horizon studded with
glistening icebergs, like a great titanic necklace of irregular pearls in a setting

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of malachite the purest ultramarine. It was truly a magnificent sight. There was no minute beauty. It
was in the colossal grandeur of the scene that all its glories lay with those grim old Leviathans of Boreas,
stretching away into seemingly infinite perspective with their massive domes of adamant. Their titanic
castles of alabaster and spires and mirarets and bristling buttresses of marble and pearl piled together in
an apparent systematic chaos, a beautiful order of confusion. It seemed as if we had ruthlessly invaded
the sanctuary of sanctuaries where all the devotees of Earth had assembled to worship their respective
Deities. There stood the glittering and many hued pagodas of China and Borneo. There the richly
ornamented temples and stupendous rock shrines of India, while far away towards Mecca loomed up to
the dome-topped mosques and slender minarets of the Occident, and, here, towards the austral pole
are the pyramids and vast temples of Egypt with their icy avenues of gigantic statues and sphynxes
extending for miles, flanked by the graceful shrines of classic Greece and the basilicas of Rome and
Byzantium. Northwards, clear cut against the blue Boreal sky are the sharp outlines of the Semi-Oriental
church domes of Moscow on whose right and left hand in colossal ice are the Gothic cathedrals of
Western Europe and lofty dome topees of Ceylon and Orissa, whilst the rising sun in a golden deluge of
brilliant flame bathes the grand fire temples of Mexico and Peru, where in imagination you still see the
human sacrifices offered up as if the All-Father must add the agony of his creatures to this beautiful
scene that his wrath might be appeased. A splendid breeze sent us flying to the north and soon our icy
companions holding their solemn southward march faded from sight. This manner on coming in “nests”,
as the sailors style it, is quite common, probably owing their existence to a common parent glacier or
having at one time been a single huge berg that the warmer climate and ever restless forces of Nature
had shattered into a family.

At midnight on the 19th I was able to read the type of a Harper’s Weekly of just one month previous, in
the strong twilight of the north, and this too seemed like nearing our

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goal, if these almost perpetual fogs will only give us their consent that we may proceed without
constant fear of bergs pack-ice or badly charted shoals + shores. Nearing Hudson’s Straight we often
amused ourselves shooting with revolvers at grampus whales that frequently came alongside. It is
needless to remark that we “bagged” none, as a pistol shot would have no more effect than upon the
proverbial ancient Californian who threatened a certain young man who was sporting a diminutive
revolver with a sound whaling if he should shoot him and he ever found it out. In fact, the whales
seemed to enjoy being shot at, as their sportings increased and they became more familiar in direct
ratio to the amount of firing that we would do.
All day on the 19th we were passing a very large “nest” of icebergs, wearing and tacking quite often to avoid the quite heavy drift-ice formed by the debris that they would leave behind them, on the surface current, as they obeyed the more powerful and deeper one. As about 7/8 of an iceberg is under water the curious spectacle which has been often seen in polar latitudes of these monsters plough their way against a rapid current loaded with heavy pack ice, and in the very teeth of a strong gale of wind, can be readily understood on the theory that the surface current is shallow and the drifting colossus is only obeying the mandates of a deeper and more powerful agent. As wind has over the 800th power of water moving at the same rate, and as it can only act on about 1/8 of the berg, or that portion above water, it results that even the strongest gales can form only a small component of the forces that determine the travels of these erratic beings. On the 20th we were delighted with the sight of a sail the first in 20 days and next day we received a visit from the stranger which proved to be whaling bark Abbott Lawrence from New Bedford, Capt. Mosher, destined to the same whaling grounds as ourselves. Late in the afternoon of the 21st we sighted the bold headlands of Resolution Island, but so distorted by a mirage that is was very hard to distinguish them from the constantly recurring fog banks but when the sun rose at half past two next morning all doubt was removed and we poor cooped landsmen were glad enough to see solid land once more the first since the Neversink highlands faded from view.

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over a month ago. Near the mouth of Hudson’s Bay we found the waters teeming with the medusa spoken of by Scoresby as the food of the polar whale, of “whale-grit” as the sailors call it. There appeared to be two predominating varieties, one looking like little black crabs about the size of a grain of corn, and the other resembling diminutive goldfish rarely exceeding an inch in length. Beautiful sealilies, carnations and other marine beauties were occasionally encountered, and I now greatly lamented the hurry in which the expedition had been forced to be formed, so that no preparations could be made for collecting these handsome specimens, or that Pro. Baird, the worthy President of the Smithsonian had not been able to procure a naturalist in time for the Expedition, as he had so much desired.

A strong head wind and a heavy flow of pack-ice kept us pacing up and down in front of Resolution, like a sentinel, vainly endeavouring to beat our way in, but this stern old Resolution Island seems to have and deserve an exceedingly bad reputation, as all navigators from the one who first encountered it up to the later voyagers unite in adding their testimony to its tempestuous weather and constantly ice bound coast. The 23d the Isabella, a New Bedford whaler, Capt. Garvin came down the Straits having vainly essayed the passage during the last ten days, but without avail, as there existed an impenetrable ice pack, about twenty miles farther in extending from shore to shore. On that day I had my first view of a “bladder-nose” seal wallowing around on a small piece of ice about a mile away, evidently enjoying himself to the full extent of his limited habitation. He was fully seven feet long and probably measured as much around the fore-flippers. His head, which he kept constantly swaying in the air, looked not unlike that of a horse with a nose-bag on, from which peculiarly he derives his name. His sealship fell victim to the Nimrods of the Abbott Lawrence cruising in the vicinity. On the 24th we enjoyed the singular sensation of promenading the schooner’s deck in a mid-summer snow storm, buttoned up to the chins in our winter cloths. No icebergs are ever formed in either Hudson’s Bay or Straits and these so invariably form

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in the Eastern entrance of the latter body of water are those which have journeyed thither from the immense numbers which annually pass southward through Davis Strait and get drawn into the vortex of the eddying currents of tides. Here they ground and fret their lives away, often times the larger ones requiring several seasons for their complete disintegration. Whaling captains annually visiting Hudson’s Bay often recognise old companions, and on of unusual size they tell me for fifteen years battled with the storms and elements grounded on a shoal in the mouth of Ungava Bay, before he finally succumbed. On the 24th I noticed one of singular shape + peculiar beauty, being an immense arch chiseled through the very body of one of these giants. The crown of the arch was from forty to fifty feet above the water and the distance between abutments about as much. How far the cavity extended under water I did not know but it seemed as if a small sloop could have passed safely under this natural bridge of ice. On the 25th the wind shifting slightly, we stood boldly into the ice pack, and although we got some pretty severe thumps occasionally we found enough open water spaces and tortuous leads to keep worming our way slowly along. The 26th the wind fell and the next day we were becalmed. All that night we could hear the chill booming of off the distant icebergs, as Thor pounded away in his work of destruction, sounding like the felling of some mighty monarch of the forest in a deep grand old canon. Early next morning we had a visit from the Esquimaux living on and near the Savage Islands and amongst them Joe recognised some of his old acquaintances from Cumberland Inlet. Their transportation consisted of a “kiak” of Esquimaux skin canoe holding a single man and an “oomien” or women’s boat containing several of both sexes. The oomien or women’s boat, so named from the fact that it is mostly used by this sex, closely resembles a deep scow, the covering being the impervious skin of the “ookjook” or great seal, stretched when green over a strong light framework of wood and then, allowed to dry. The length varies from 10 to 25 feet with a width from four to six feet, and a depth of about half of the latter dimensions. Some rude attempt is made, at the bow and stern, to pattern after the shape of civilized boats in their “lines”, and considering their unwieldy look, their great depth in proportions to their other dimensions, making a capsiz presumable certain, they make wonderful progress through the rough water. They are, however, incapable of standing a very rough sea, as I afterwards learned by personal experience. The row locks are simply seal-skin thongs making one or two turns around the oar, with their ends [???] in about a foot apart upon the gunwales. This allows a fore and aft motion in feathering the oar that I have never seen elsewhere. Their oars, from ten to twelve in length, are flat oval-shaped boards, lashed to a long wooden pole. The kiak of the Esquimaux is the ne plus ultra of all his methods of navigation. In general form it is not unlike the cedar single-scull shell of civilization, often, however, curved strongly upwards* at bow and stern, its framework, like that of the oomien being of light wood covered with seal skin. The kiak is intended for a single person and he enters it by a very contracted aperture in the waist, and is further protected in stormy weather by a seal skin apron encircling this hole which can be tightly secured around the occupant at his pleasure. The navigator, facing the direction he desires to go, propels himself with a double-bladed oar similar to the canoe rowers at home. In front of the occupant, on the taut seal skin deck is his oonar or seal spear, his salmon spear and such other
articles as the chase or his business demands. With these little boats they will stand seas which are quite surprising, but seldom venture far from land, as the Esquimaux in his waters of ice is a stranger to the art of swimming. I have never seen an Esquimaux women venture in one although I have noticed several white men who have become quite proficient in their use. The Esquimaux of the Greenland coast are evidently better masters of these Arctic canoes than any tribes with which our journeys brought us in contact. The late lamented Capt. Hall speaks of having seen them pass completely over each others kiaks at full speed and a plug of tobacco would induce any of them to turn a summersault in their frail craft, passing around sidewise under the water

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and coming up as dry as a duck, a companion being near should any accident supervene. The Esquimaux of North Hudson’s Bay are now amply supplied with whaleboats derived from wrecked vessels and traffic with departing whalemen, in the use of which they have become very able navigators. The Esquimaux people have so often been described by previous Arctic travelers that it appears like a superfluous burden to the pages of a work to resume it, but as my expedition was so much more intimately connected, and dependent upon these rude people than any previous one that has ever been amongst them, I may be excused if I revive the subject, briefly. The most destructive feature of the Esquimaux’s personality, the first thing observed and the last thing noticed is their odor. It has a wild racy originality of its own which defies comparison and reaches beyond the limit of the most superlative language. It must be encountered to be fully appreciated. The people are generally of low stature, chunky build, small feet, flat noses – especially those of Hudson’s Strait – high cheek bones, + small slit like eyes. They are not beauties by any manners of means, and in this respect will not compare favorably with the generality of our Western Indians. The natives of North Hudson’s Bay are however much handsomer than those encountered in the Straits, the latter on account of their little pug flattened noses being actually repugnant to the sizing. As the subject of native clothing is so intimately connected with my after sledge journeys I shall reserve a description of these Arctic Essentials, until I arrive at that period. Trafficking commenced with a zeal as soon as they boarded the vessel. Their merchandise consisted of reindeer and seal skins, polar bear robes, whalebone, and reindeer meat – the latter a most acceptable change from the long continued salt provisions of the ship, - besides they traded the very clothing off their backs, which the whaling crew were anxious to get for the coming winters imprisonment in the ice. They are certainly easily satisfied, or, more properly speaking easily cheated, as a half a tumblerful of shot secured four saddles of reindeer meat while a nice polar bear robe was had for a half a plug (1/16th lb) of tobacco +

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a few charges of powder. Twenty-five musket caps were given for one-fifth as many white fox skins, and many other things in due proportion. I secured three dogs – all they had brought in the oomien for my party, and when I gave them something approximating their true value, - for I was somewhat disgusted with the Shyluck manner with which they had been treated, - their astonishment knew no bounds, and
one old fellow so insisted on rubbing noses with me that I repented of my intended generosity. A breeze springing up, our sails were spread and we bade “terbowitee” to our first Innuits friends, although not to their fiendish smell which was wafted from every skin and article they had left with the vessel. Skirting along the northern shore of Hudson Strait we had a good view of the portion of Arctic land and desolate enough it is with its great rusty red bluffs, covered with patches of dirty snow and capped with an everlasting cold clammy fog their rugged shorelines broken only by a dreary waste of ice-pack August 2d we passed the line joining Cape Wostenholme + Kings Cape and entered the bay. The navigation of the Eastern portion of the Strait is no easy task. The chart to say the most, is only a rough approximation, and many dangerous rocks, reefs and shoals are not indicated at all. To add to this indefiniteness the compass refuses its aid, often oscillating a point or two within twenty-four hours, without any apparent reason, but evidently due to the nearness to the magnetic pole the direction due to dip becoming greater than the freedom of play in azimuth. If it was not for the fact that the day is from eighteen to twenty-two hours long during the time navigation is rendered hazardous by the ice, we would hear of a much larger percentage of wrecks than those that are already so frequent in these desolate parts. On the 4th we saw our first walrus and on the 5th rounded Cape Southampton and saw a large school of white whales. The next day they were still more numerous, and we also passed by a school of jumping seal which I should have taken for porpoises, if I had not been better informed. The 7th we sighted Cape Fullerton and were boarded by a whaleboat loaded with Esquimaux that had been vainly chasing us all night in the thick fog. After a short consultation, Capt Barry informed me that none of the Netchilluk natives were in the neighborhood, but were probably

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at or near Depot Island with the main body of natives, some forty miles distant, to which point we immediately steered our course, arriving about 7 P.M. and were almost immediately surrounded by kiaks oomiens and whaleboats, the decks of the little schooner being fairly jammed with the odoriferous throng. With the exception of the Netchillukes from whom Capt. Barry had derived his information, who were to be our guides to the cairn previously described, we here found all the natives on whom we had expected to depend for dogs, sledge-drives, hunters etc for our future journies, and although Depot Island was much out of the way, either for reaching Cape Englefield or King Williams’ Land, in regard to which Capt Barry seemed to be a good deal in doubt, a doubt which could only be cleared up by the two Netchilluks themselves, yet we were constrained to make it our headquarters for the present, as the assistance we thereby gained from the natives could not be ignored. It was the unanimous Innuit opinion that a favorable sledge route could be obtained directly overland to any point on Buck’s River, should the future point to King William’s Land as our theatre of operations, and the winter months could be employed in moving our stores to Repulse Bay, as a secondary base, should our long sought Netchilluk guides place the objective cairn at any point on the Netchilluk Peninsula. One important point of information seemed sure; none of the Netchilluk families that had been visiting them had recently returned to their country so we felt sure of finding our two guides somewhere in North Hudson’s Bay. On the afternoon 8th the Innuits moved their settlement directly opposite the vessel on the mainland and we had no trouble whatever in procuring their services to transport our stores to shore, a duty which they commenced the evening of the same day. Most of our stores were left on the Esther, as it was probable that she might winter with us, in which case the remainder could then be easily transferred, and it was important that as little time as possible should be spared from whaling, the main objective of the vessels visit. Should she winter at Marble Island, the usual wintering harbor of whalers
in the Bay, the trading natives left on board with which I had been so generously furnished by private subscription in the U.S. was to be used for pur-

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chasing native dogs at that point, as I felt the greatest solicitude in securing a sufficient supply of these valuable animals, Capt Hall having been delayed three years [???] 1864 on account a failure to obtain them, on these same grounds. On the 9th a couple of boat-loads completed the loading and in the last, the Search Party men + dogs took their departure and at 3 o’clock in the afternoon we set our feet on that land which was to be our solitary abode for many months to come. And what a dreary land it seemed to be with its vast wastes of solid gneiss and granite, with here and there a small patch of moss to greet the eye, and perchance a few straggling Arctic flowers that seemed to be strangely incongruous. Right down on a large flat granite rock or rather a great granite field, we pitched our tent, the small rocks serving the duty of tents pins, and by night time, with the help of our Innuit friends we were as comfortable as could expected. By the 10th all the natives had moved close around us and on that date after breakfast onboard the Esther we bade them adieu and commenced our Arctic camp life in dead earnest. I named this our first encampment after Hon. Charles P. Daly, the President of the American Geographical Society, who more than any one else had aided and advised me in this undertaking. A high hill about a quarter of a mile S.W. from Camp Daly was christened Observatory Hill and here a large mound of rocks was raised to designate the initial point of a series of triangulations and observations in order to survey the coast from Cape Fullerton to Marble Island a distance of about 250 miles. This coast as laid down on the Admiralty Chart, - the only minute ones extant, is from twenty to sixty miles in error, the latter point which is annually resorted to by whales as a winter harbor and all the adjacent mainland being fully sixty miles farther east than mapped. This shore is constantly coasted by the whalemen and considering that some three or four of them had been lost during the last few years, a practical benefit could be secured by placing a reliable chart in their hands for the future. The first days were taken up in getting things into ship-shape, and, although the weather was very unfavorable, astronomical observations were commenced. Short foot journeys into the interior revealed it vast network beautiful fresh-water lakes, connected with each other and the sea by low portages of gravel and boulders

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which were carpeted with a variety of wet spongy moss and along the borders of which we found many pretty varieties of flowers, grasses and lichens. Collections of these were duly made for preservation although the sum total of the botanical knowledge of the whole party would not have sufficed to have dissected the simplest one. The geological formation near Camp Daly is pre-eminently Azoic, the whole face of the country being an almost solid piece of dark grey gneiss + contorted granite slightly undulating, the great impervious granite basins filled with water forming a congeries of lakes, and the slightly elevated hills often broken into small abrupt cliffs along the terminal front of some ancient dyke, many of which, of basalt greenstone + rosy quartz are found funning in a confused manner in all directions, looking like a gigantic case of Japanese inlaying. On the 19th of August I measured a short
base-line sufficient to answer all purposes until the ice formed in the early winter when one of three or four miles could be accurately established on one of the many deep broad inlets near by. The natives now commenced moving inland to the reindeer hunting grounds and by the 23d only a few old decrepit Netchilluks were left to keep us company. Even our “Joe” caught the ever and let with a party many of whom we amply supplied with arms, ammunition and provisions, receiving many promises of reindeer meat in return, and I might here add that was all we did receive, as the whole of the venison we obtained during the winter was secured from time to time from other natives and fresh payments had to be made. Col. Gilder became our pioneer in inland camping, the lonesomeness of the place after the natives had left o our habitation, induced him to return with two young Innuit boys that had brought us some reindeer meat to sell. He started on the 25th and returned late at night on the night of Sept 1st very hungry and very tired. He had been living for the last three or four days on native diet, - raw reindeer meat and wild berries – having injudiciously shared his provisions too generously with his native companions, hoping that they in the true spirit of a Nimrod would give him an early opportunity to kill his coveted deer, when he could return in triumph to Arctic Rome. But also for hopes based on Esquimaux generosity. A few deer were seen, but it was a wild foot race, with every man for himself, in which the impractical

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Caucasian stood a poor show in the contest over razor sharp rocks hidden beneath wet spongy moss. He had, however, found a very large river emptying in to the head of the deep wide inlet just eastward of us, and as it its course was towards the N.W. it was considered a very lucky finding for, no doubt, it would be a very material help on our spring journey, should our destination be K. W. Land. All this time I busied myself with my observations triangulations and establishment of a meridian line, in which I was constantly aided by Henry, who conversant with the elements of these sciences had all the ardor of an amateur in perfecting himself in the practical applications. A few days good weather soon enabled us to complete our survey as far as it could be extended in a single day’s journey to and from Camp Daly, and the preparations for a more extended coast trip were being completed when we received a very decided assistance from an entirely unexpected quarter. On the morning of Sept. 4th three vessels were seen approaching the camp, and laying too off Depot Island, two of their whale boats were lowered and with two others in tow they sailed for the island where the latter were deposited, high and dry above spring tide, and the two boats continued their journey to our tent. I had seen the movements of the vessels from a high hill inland where Henry + I had been constructing a cairn, and hurrying homewards I found them to be the Abbie Bradford, Capt. Fisher, Abbott Lawrence, Capt Mosher, and the Isabella, Capt. Garvin, all of New Bedford. The captains had all come ashore and with them Capt. Sinclair whose vessel the whaler A. J. Ross had been wrecked two weeks previously, during a severe gale on the Eastern shore of Roe’s Welcome between Harding Point + Cape Kendall. Here was an unknown uncharted reef, and on the stormy night of Aug. 24th the Ross had drifted upon it, despite her anchors which dragged like toys on the smooth granite bottom, and in a few minutes was a total wreck. With much hard labor and great danger, three of the boats were lowered manned and hastily victualled and the little fleet started westward, across a mountainous sea, towards the supposed nearest Esquimaux settlement, but on the Eighth day after the wreck, as they lay on a little cape of land just north of Whale Pt. where they had effected a landing, there were fortunately sighted by Capt. Fisher, and their miseries of cold and starvation immediately alleviated. Falling in with the Abbott Lawrence and
Isabella shortly afterward the three had divided the crew amongst them and were now visiting Depot Island to store away the saved boats. Capt. Sinclair very kindly offered me the use of one of the boats for surveying purposes, an offer which I readily accepted, for with Henry and Frank, both able seamen I could now accomplish in a few days what would otherwise have taken as many weeks. Capt. Fisher had killed two whales and Capt. Mosher one, the long continuance of bad weather having seriously interfered with material success up to that date. The three vessels left late the same day for the scene of the wreck in order to obtain as much as possible of the remaining undamaged provisions for the support of the wrecked sailors during the ensuing winter. Our only method of reaching Depot Island 3 miles Eastward where the boat had been left by Capt. Sinclair, (unaware of our whereabouts at the time or he would have brought it to us) was by an oomien or Esquimaux women’s boat. At 5 o’clock on the morning of the 5th we launched this frail unwieldy craft, the crew consisting of the four white men and young Innuit women (Netchilluk) and boy (Koomanna). We added the Esquimaux to the crew relying on them for the necessary information in navigating such an usual piece of marine architecture, and to Netschusk fell the duty of rowing the stroke oar. We soon found that we had made a mistake and the morning breeze constantly increasing in force we were not sure that we had not made still another and more serious one in venturing out in this Arctic scow at all, with a prospective storm lurking in the well known bad quarter. Our progress was distressingly slow and by the time we were half way over a heavy sea was rolling, our vessel plunging around like an awkward hippopotamus, both our Innuits completely worthless from fright. Curled up on the bottom that they at least served as ballast, and we devoted our energies to the task ahead of us. Manfully we all tugged on, and about nine o’clock we succeeding in effecting a landing, much fogged out but still grateful that we had not been called upon to use our knowledge of swimming in its accomplishment. A large rock monument was erected on the most prominent part of the island. Netschuck and Koomana amusing themselves in catching the young dovekies that had been hatched in the crevices and rocky places of the island, and that were now plenty large enough to figure on our future bill of fare. The Innuit name for this island, Pikaulik, signifies the place of many birds nests +

right properly it is named, for during the summer months countless swarms of dovekies, resort here to rear their young, furnishing innumerable scores of eggs during July and squabs by the gross a little latter. Koomanna + Netschuck had collected about fifty of the latter while Col. Gilder and I attempted to kill a few of the older ones but with less success, as they soon scampered some two or three hundred yards out to sea where they resolutely persisted in remaining. The Arctic dovekie (see page 169) The subject of returning was a most perplexing one. The sea was altogether too rough to attempt it in the crazy old oomien; which we accordingly dragged high upon the beach and the whale boat was minus sail oars and rowlocks, although we had the clumsy sticks and paddles that had served to row us over. But the Fates again came to our aid just in the nick of time, for as we were launching our newly acquired possession another whaleboat under reefed sail came sharply around the cape off Obs. Hill, and bearing down upon
us was soon alongside. The new-comers proved to be a portion of King Albert’s party of five or six Esquimaux men and their families returning from their annual trading tour to the Hudson’s Bay Company’s trading post at Fort Churchill. We borrowed two of their oars and a set of rowlocks, and both boats started home, but we were soon left behind, and failing to overcome our leeway in the gale we made for the nearest point of the mainland where we soon secured more oars and other help from camp where we shortly arrived. Here we met King Albert and the remaining natives and a great surprise in the shape of an undecked schooner o about fifteen or twenty tons with lateen sails under charge of a Kinnepetoo Esquimaux named Mokko, but whom we afterwards dubbed “Captain”. This schooner named the “Loowoomba” had been used as a lighter at the trading posts of the Hudson’s Bay Co. and if we were to believe Innuit-reports, the present owner had not come in possession by the most honest of means. The Captain, however, seemed to be a fine looking fellow, far superior in intelligence, and that virtue which is next to Godliness, to the average grade of his country-men. I was much surprised + grateful to find him so conversant with the English language, for in the absence of Joe he proved a valuable acquisition as interpreter. His father had served with Sir John Franklin and some of his inland Arctic expeditions, so he informed me, and he had been an attendant + interpreter of Dr. Rae’s on his Franklin Search of 1854, described in a previous portion of the work. Bad weather delayed our starting on our proposed surveying expedition until the 8th when the party

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got away consisting of Captain Mokko with his schooner having in tow both my whaleboat the other proceeding under sail. My party consisted of only Henry and Frank, besides myself, a force, as after events conclusively proved entirely too small to manage such a large craft, in the manner that is necessary on such trips. Our destination was the head of the large inlet just East of Camp Daly that I had named after Mr Winchester the Vice-President of the Winchester Arms Co of Hartford Conn., where the Esquimaux would land preparatory to their autumn reindeer hunt and we would be supplied with their sail and oars and proceed on our journey as contemplated. But again I was doomed to an annoying delay. A head wind had forced both of the craft to beat up the inlet, and ours in a rather longer “tack” than usual to its eastern shore, came within sight of some Innuits signaling from a hill on an island to attract our attention, and not knowing but that it might be a cause of distress was stood in alongside and anchored, the whaleboat with our prospective sails + oars in the meantime disappearing in the distance towards the head of the inlet. The party proved Joe’s reindeer hunters, that had also landed there that day, enroute eastward, as their hunting on the mainland in that vicinity had been unsuccessful owing to the past bad weather. As it was getting late by the time the Innuits had finished their necessary talkings, a task which always consumes an extravagant amount of time, we brought ashore and camped alongside. By next morning, Mokko + Albert had decided to accompany Joe’s party to their proposed hunting grounds to the Eastward, and as an equivalent to by being deprived of oars + sails by this new arrangement Ahmow who owned the whaleboat that was transporting Joe’s party, promised me his as soon as he reached his new destination. My two days rations not admitting of this new programme, and Joe and his staff longing for a fresh supply of “hard tack”, the 9th was taken up in sending for more rations and on the 10th moved about twenty-five miles due east across the mouth of an immense bay, whose shores out of sight on both sides ad whose northern coast was broken into apparently many islands stretched along the horizon’s edge. I named this bay after Hon. Chas. P. Daly as something somewhat more substantial than the transient honor conferred by christening our winter’s camp in his name. The natives say that it is a long day’s sail to the head of it where it receives the waters
of two great rivers. The 11th gave us a heavy snow storm, and beyond a short unsatisfactory journey to the top of a neighboring hill nothing could be done. During the day Ahmow drew me a map of the coast from

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Repulse Bay to Marble Island, All the small bays, capes and islands were faithfully represented both in proportion and direction but they were all arranged like beads on a string, in a perfectly straight line, the great bends in the coastline like at Cape Fullerton, Chesterfield Inlet etc were totally disregarded, as being perfectly worthless to any one simply coasting along these shores. On the 12th, we left our Inuit friends with a fair north wind in our favor, which kept freshening constantly and shifting to the N.E. until by evening it was blowing a regular Arctic gale. Now became evident the helplessness of so small a crew. The gale forced me to take refuge on a large island before I could make C. Fullerton, my objective point. Our united efforts were of no avail to beach our boat beyond the reach of the angry breakers so we had to content ourselves with all hands holding on for some hours until a turn in the tide would leave her high and dry. This annoying arrangement became so exceedingly irksome, that I sent Henry to cook our supper, and the tide having apparently turned, I started for the highest hill, leaving Frank in charge of the boat, but I paid dearly for this indiscretion, the tide had not waved and an unusual heavy surf broke the boat loose from Frank’s hands and sent it spinning against a sharp rock, whose razor edge sliced a whole board for two feet as completely as if it had been done by a guillotine. This accident made it advisable to get back home the first favorable opportunity. The next day the gale continued unabated and after repairing the boat as well as possible with a canvas coffee-bag, I made the tour of the island. Its southern shores were covered with the debris of the wreck of a whaler lost twenty years ago, much of which I collected for fuel but after stormy weather prevented my getting it home. Many bearings were taken, all of them however with the sextant with reference to future triangulation, for I might here add that no compass, of a magnetic character can be relied upon in these regions for any degree of accuracy and the gross errors of the present charts which I continually encountered, especially in regard to direction. I can only account for on the supposition that too much reliance must have been placed in this variable instrument during the almost perpetual fogs, mists and stormy weather of these parts. I named the bay in which we now found ourselves, Bernheimer Bay after Mr Bernheimer of N.Y.City and the bold rocky headland which separated it from Daly Bay. Poillon Pt. ater Mr Richard H. Poilln of Brooklyn N.Y. Very early on the morning of the 14th for we were compelled to take advantage of the high tide

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we launched our little half-wrecked ship, and with only two oars for our motive power, a head wind precluding the possibility of utilizing the sail, we started for home. The weather had cleared considerably but a fleecy mackeral sky bode us no good, and with the thought of low rations before our eyes we worked with a will taking turns about at the two oars, the steering oar being the place of rest. By night time we had made about twenty-five miles, the head wind making progress annoyingly slow,
and as we were very much fatigued and worn out we ran under the lee of a small barren island and the tide was retiring beached our craft almost immediately. Tired as I was I felt an intense desire to complete the remaining ten or twelve miles that stretched its wearisome length between us and the little tent we called home, for in every direction that the eye wandered it rested on all the evidences of an Arctic storm, those most terrible blasts that know no meteorological law except that of perseverance, but the arguments of blistered hands + sore muscles prevailed and trusting to a sort of indefinite luck for the morrow we pitched the little tent made from the boats’ sail and turned in. About midnight the storm burst on us in all its strength + for three long very long days there was no change whatever except in the direction of the wind that had swung around twenty-four points of the compass in that time. Each high tide the great curling breakers played with the boat like a cat with a mouse, and our united strength standing in the sweeping waves that sometimes walled up to our very armpits, availed but little to avert the threatened destruction; and shipwreck on this barren island of scarce a tenth of an acre in extent meant destruction or a miserable diet of rotten walrus meat, a cairn of which the natives had here stored away for winters dog feed – until our absence from home would excite a search, a poor chance indeed with all the boats + natives absent from Camp Daly, so bad as it was it was our duty to ourselves to do our best manfully. At last on the second day a herculean wave settled the issue in our favor, by tearing the boat from our grasp it hurled it some thirty feet into a tolerable wall protected lake where it lay buried out of sight in the seafoam formed by the lashings of the waves. The frail tent was but little better protection than a sieve, and though soaked to skin we managed to keep out at least, the wind, with our wet blankets + buffalo robes. Thanks to our immobile condition, our little handful of hard found and half stripped bones of mess pork, with which we had landed was tolerably sufficient to sustain our strength for the five days or we should have been compelled to attack the cairn of walrus meat. On the morning of the 20th

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as it had subsided somewhat I determined to risk another attempt to leave the Island for another day would certainly bring our stomachs to the walrus meat. So on that morning, we all tumbled out of bed, the first time for me for thirty-six hours, complaining of weakness, dizziness and nausea on the least exertion. Our boat must be gotten from the lake over a high ridge to the sea a distance of about thirty yards, so we chopped up an oar into two or three rollers, on which the boat was mounted and by slow, exceedingly slow movements we “pinched” the cumbersome craft forwards by means of the other two oars used as levers. Finally, after labor which seemed doubly severe in our weakened condition she glided into the sweeping surf and I attempted the herculanean task of holding her off the rocky shore while the two men hastily loaded our stores. It was like trying to hold a wild mustang by the ears, the high breakers came rushing with a corkscrew motion up the narrow warped light (?) where she lay, and or the short time it took the two men to load it seemed to be a hand-to-hand struggle to determine whose ribs were the strongest. We started with close-reefed sail but the storm subsided so rapidly that we soon shook them out and by noon we were at home where a good hot meal made us feel like our former selves. The next few days still remained squally, but I was really not sorry as it gave me an excuse to recuperate that I heartily coveted, still I did not ask the remainder of the year for this purpose as the weather clerk seemed to think, for as these terribly stormy times crept slowly, but incessantly, into October. I saw that my chances of surveying would not depend much longer on boats, but on that standard of Arctic transportation, dogs and sledges, which I could use as soon as the shore ice would form. Col. Gilder, and the two men whiled away a portion of their time in short excursions, a la Nimrod,
but an accurate census of the neighboring fauna, taken before and after these expeditions, like the weather would have suffered no change. Col. Gilder on the 16th of Oct. was however a little more successful having bagged two walrus on one of the Bailey islands about twenty miles distant and I determined to try my luck at the same sport and combining business with pleasure finish my survey of the coast to the Eastward. I started on the 19th with Frank and a boat load of natives, but the day later proved squally and tempestuous and on reaching the island where the Innuits were camped, about ten miles from the walrus island, it suddenly turned very cold, and my Esquimaux could not be induced to proceed further. Here we remained during three days and nights of bitter cold weather, when my Northern friends determined a homeward journey in order to build igloos, as the ice was forming

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rapidly and it was now altogether too cold in a sealskin “tu-pic” to remain there comfortably. I was fairly remunerated, however, by completing my survey in that vicinity and on the 23rd started homeward. The slush ice that always forms on salt water before it freezes retarded our progress considerably whenever we neared the land, and warned up in unmistakable language that our long winter was near at hand. I had a fair shot at a walrus’ head but striking him in the upper jaw he quickly bade us adieu leaving a streak of opalescent grease on the surface of the water to mark his subaqueous course. The thermometer reached zero on the morning of the 25th and remained in that vicinity during the day time for about a week, marking as low as – 25° on the night of the th, the 24th the Innuits had commenced making their igloos, or winter houses. Among the native of N.H.B. the first igloos, if there be an insufficiency of snow are made of ice. Large rectangular slabs of ice, about four by six feet, cut from some neighboring fresh water lake when it has formed to about 6 inches in thickness and are then placed upright on their smaller side and joined edge to edge forming a circle from ten to fifteen feet in diameter according to the number of intended occupants. Over the top of this circular pen of ice, the summer sealskin tupic is tightly lashed for a roof and a large entrance hole cut in the ice slab facing the S. which is further protected by a smaller storm igloo, with an outside entrance hole, no larger than the girth of the most corpulent Innuit in that particular village. These thin ice igloos are as transparent as glass, and before they get covered in by the drifting snow, a night scene in one of these villages if it be large with all their brilliant stone lamps in full blast is one of the most beautiful sights I ever witnessed, especially in this desolate land where so few cheering sights are to be seen. Could you imagine the little Lilliputs living in flat candy-jars, with drumhead covers, you would have a fair miniature representation of an Innuit ice village. Our canvas tent becoming very uncomfortable, on account of the intense cold, we had a large ice igloo constructed, into which we moved on the 1st of Nov. and found it decidedly more habitable. The last cold snap commenced to bring in the scattered native hunters, to erect their winter quarters, and Camp Daly, à la glacé, began to assume a very lively aspect. A summation of the autumn’s hunting showed that between two and three hundred deer had been killed, so we felt relieved of all anxiety in regard to a winter’s supply of the very best of all Arctic meat, and a plentiful supply of reindeer skins for winter clothing and bedding, and of the very best too, for

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the skins secured in Oct. are superior to those taken later in the year, the hair being less liable to come out, and not so heavy as to render the clothing impliable. After January the reindeer skins are worthless and are thrown away by the native hunter until about the middle of August when all of the winter’s hair has shed and the short summer coat is then in its prime, and from it is made all the native underclothing, or that which is worn with the hair towards the body. From the middle of Sept. until the 1st of Oct. the skins are valuable for outside clothing, worn hair side out, and for bedding, and from this date they steadily deteriorate, but are still used to place beneath the bed until January when they are no longer saved. At all times the skins of the does are preferable to those of the buck, and the fawn skins are very highly prized as they make an exceedingly fine soft suit of underclothing. The first very heavy snow storm occurred on the 17th of Nov. and in less than twenty-four hours from its commencement there was amply to satisfy the yearnings of the Innuits who were looking hopefully forward to the time when they could construct their winter-quarters of snow. At the time Henry and I were at the head of the Whitney* Inlet some seven or eight miles from Camp Daly, and the return home next day with a lad of twenty-five or thirty pounds on my back through the heavy snow drifts was the most laborious short walk I have ever experienced. I consumed from seven in the morning until two in the afternoon making it so frequent were the short rests and so slow the progress wallowing through the waist deep drifts. As my acquaintance with the natives became more extended, both from contact and hearsay it became also more and more evident that the two Netchilluks, previously described by Capt. Barry as my future guides, would not be forthcoming. I had made ever endeavor to obtain them or to have an interview, but no one knew of any such persons and they only looked incredulous, as they accepted my presents, and received my orders to hunt them up, or convey them intelligence of my wishes. The importance of these two guides, whose existence was rapidly becoming mythical, could not be overestimated. Their information, which they had unfortunately imparted to Capt. Barry only, was all important to the success of the expedition, in fact, was the corner-stone on which the expedition had been built and a generous public had been induced to give their assistance. Without them the Expedition was simply on the same footing, of all previous ones, and had against it the long interval of time that had lapsed since the unfortunate loss of Franklin’s party to erase all evidence of their whereabouts. As if to add chaos to confusion, Capt. Barry placed the position of the cairn indiscriminately on Cape Englefield, Melville Peninsula or King William’s Land, two localities, which an examination of the map, will show to be wide apart and impossible to thoroughly search both in a single expedition. One young Netchilluk man by the name of Skqueesik had already been secured to form a part of the expedition, but he honestly acknowledged that he knew nothing of the Franklin Story, except by hearsay, for none of which he could vouch. There was but one other Netchilluk, a cousin of Skqueesik’s, among the natives of North Hudson’s Bay, and Skqueesik was confident that he knew nothing of the cairn referred to, so now that all the evidence on which the expedition was founded had vanished to the four winds, it became necessary to plan out a new programme for future action. The subject of returning to the United States was only brought up to be dismissed an extended search was determined upon and of all geographical localities King William’s Land and adjacent coasts was undoubtedly the ones which must be our future theatre of operations, and the reader who has perused the chapter regarding the previous search parties will readily comprehend the many reasons therefore which are there embodied, without any farther reiteration in this. From Camp Daly three routes presented themselves for our consideration all of the having Back’s Great Fish River as the objective point from which King William’s Island could be
easily reached. We could go westward into Chesterfield Inlet, thence northward up to the Quoich River when a short over-land sledge journey would be sufficient to land us on Back’s River. The search would lead us eastward + northward along the coast of the Bay and Rowe’s Welcome to the mouth of Wager River. Thence westward to the head of the river, when an over-land journey of ninety miles would bring us to Back’s River somewhat nearer its mouth than the by the first route. The third route was a straight line from Camp Daly to the nearest point on that river, directly over an unknown country, possibly rearing many formidable obstacles to bar our passage, but never the less the most tempting as the shortest and yielding the greatest chance for exploration of unknown lands, a consideration which could not be ignored, should our other incentives fail of their object. The unanimous opinion of Arctic authority on sledge travelling was to avoid land excursions as much as possible, and to adhere rigidly to the vicinity of the coasts and great water courses; in fact some Polar explorers of undoubted reputation had pronounced land sledging absolutely impracticable for extended journeys, and there were very few instances indeed where any had trusted to this venturesome method of transportation. An adept in sledging I was yet to learn that a sledge, properly managed, could be taken over any ground in an Arctic winter where it is possible for any other vehicle to pass there or at any other season. A “beeline” to Back’s River would take the party past the head of Wager River as mapped, so I determined to make a preliminary Reconnaissance that far to determine its prac-

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97 ticability and if frustrated the first two, but more circuitous routes would still be available. After a great many annoying delays, the most important of which was the great scarcity of dogs I succeeded in getting started from Camp Daly on the 28th Dec. My companions were too-loo-ah (The Raven) a Twillee Innuit about 27 or 28 years of age, a splendidly formed handsome young fellow, lithe as a buck and a very successful hunter; Too-loo-ah-lik (The Eye Tooth) his wife; their little two-year old boy I-yanuk-a-wauk (The Pusher) and a Netchilluk boy; Ikquesiks brother – named Mil-ko-lil-lik (The Hairy Boy). My team consisted of nine fine Esquimaux dogs, all my own, and a small sled devoid of bone runners, in lieu of which useful and necessary addition a substitute is formed of a mixture of mud and moss is placed on the bottom of the runner while wet, and when frozen is trimmed smooth with a sharp knife and then iced. I have several times seen the contents of a reindeers stomach used for the same purpose, but none of these will compare in value to the shoe made of long longitudinal flat strips cut from the jawbone of the polar whale, as they are constantly breaking when striking projecting rocks or hummocky ice. Although I expected the journey there would take but five or six days and as many back, I took twenty days rations of hard bread + coffee for the party, for in case I reached Wager River and saw any evidence of natives; who sometimes live at the mouth of that river as sledge tracks of musk-ox hunters going into the interior, I intended following them up to purchase dogs, the scarcity of which among the natives around Camp Daly gave me no small apprehension as to being able to prosecute my journey in the spring with that number which would insure comfort + success. My first days journey of fifteen miles took me about half way up the Winchester Inlet, and at half past two, it being then completely dark, we turned up from the splendid sledging so characteristic of smooth salt water ice and after much tumbling over the hummocky ice which fringes the shores of all water courses subject to the oscillations of the tides we camped near a small fresh water lake. “Camping” in the Arctic à la Innuit, consists on the white man’s part, of waiting until the natives have completed the igloo or snow house, which in fine warm weather, as is usually the case in spring time (and by warm weather I mean when there is but little wind and the thermometer above -30°), this waiting is not uncomfortable, but otherwise constant exercise in
necessary to keep up the bodily warmth. From previous experience I contemplated a long cheerless waiting of three or four hours until the igloo was completed, but Toolooah with a rapidity in that line I have never seen equalled agreeably disappointed me and in about an hour and a half the igloo was done the sledge unloaded, the dogs

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unharnessed, and the coffee making over the little stone lamp. The camping igloo of the Arctic native or those made while on journeys to be used only one or two nights, and very small affairs. They are generally built in a deep snow bank, formed by the wind under the lee of a hill and bordering on some fresh water lake that the Esquimaux know by certain signs has not frozen to the bottom. They are hemispherical shells of snow from four to six inches thick formed of rectangular blocks of snow about a foot and a half by three feet long. The igloo is formed by a continuous spiral of these snow blocks each one inclining slightly more than its previous fellow, until the last one, the key-block or keystone in the center and top is perfectly horizontal and firmly wedges in and binds the whole structure. The excavation from which the blocks are cut is so disposed as to form part of the interior space of the igloo and thus often the house is a half subterranean structure. (Margin notation) Lee Egg Comparison U.S.M.S.I. Journal. A bank of snow is formed inside* about eighteen inches high which takes up at least three-fourths of the interior plan and upon this are spread the reindeer skins which form the bed. Sometimes when the party is large there are two of these snow beds formed separated by a narrow aisle, running down the centre of the igloo. A continuation of the snow bed on the womens side forms a platform which holds the stone-lamp, over which the food is cooked and the skin clothes dried. The doorway is a hole just large enough to admit the body, protected sometimes on the outside by a small storm igloo to prevent the entrance of the cold eddying winds and, at night hermetically sealed by a large snow block. The interstices between the snow-blocks are dexterously “chinked” by the snow-cut from the exterior edges of the blocks, and during very cold weather the igloo is further protected by a think banking of snow thrown over it. Thus finished the little snow house is always comparatively comfortable. The only ventilation is the slow permeation of the air through its walls, but should it get too close inside the warmth incident thereto soon creates a sufficient number of holes to restore the equilibrium and give a supply of fresh air. I add a sketch illustrating a section of one of these Arctic homes, believing that it will explain the construction and interior arrangements better than written description of the inaccurate sketches I have seen so prevalent in Arctic works. The utility of the igloo can not be exaggerated. Habituated as my party of four white men were, during our two winters in these desolate zones, to a constant life in these simple habitations, and the many comforts accruing there from, I often marvel how white men could stand the distresses and oftentimes even dangers spring of a tent life or the many expeditions wherein they were used. I have read so often of their sufferings, living in tents and dressing

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in clothing made from the furs of the temperate zone, under circumstances that to my party would have been absolute pleasure, and of discomforts when even housed in ships, and the perils they risked in very short daily journeys from these abodes during such intensely low temperatures as – 50\(^\circ\)C, -60\(^\circ\)C, to -70\(^\circ\)F. when under the same circumstances my party was prosecuting a sledge-journey with no material discomfort 400 to 500 miles from its depot with no provisions except such game as were killed from day to day, the conviction becomes two-edged that the accessories of igloos and reindeer clothing are essential to a well managed Arctic sledge journey. With their help the subject of temperature becomes of secondary importance and if it was not for the long dismal night which accompanies these depression of temperature, a winter sledge expedition could be carried forward in the Arctic with no small chance of success. And now a word in regard to Esquimaux clothing, which I have mentioned above and although in this description as well as that of the igloo, I have somewhat anticipated the great sledge journey from which I have been able to deduce many of these conclusions, I thought it better to give the reader a clear idea of our habits and habitations, before passing to the incidents connected therewith.

The Esquimaux has two reindeer coats, an outer one or coo-le-tah with the hair turned outwards, and an inner one or ah-tee'ga with the hair turned inwards. With the exception that the latter is generally softer and finer fur, being made from fawnskins or doe skins secured earlier in the season, there is no essential difference in the two garments; in fact by reversing either it may be used as a substitute for the other. The cooletah is a closed sack coat with a hood which may be drawn around the face by a puckering string which passes along its edge. The coat tails are always sufficiently long to form a protection against the snow when sitting down and sometimes reach nearly to the ground and are as handsomely decorated as it is possible with their limited play of colors found on the fur of the reindeer. The thread used in the sewing is the strong sinew cut from the superficial dorsal muscles of the reindeer and when well done is a marvel of neatness and strength. The couletah of the female has an apron, extending about to the knees, and directly over the shoulders the sleeves are enlarged into vast pockets, into which the lady of the household secures a motley gathering of bits of reindeer skin, moss for the stone-lamps, etc, etc which she may need or gather from time to time. The couletah and ahtega may be further embellished by a single or double row of reindeer fringe around its edges, and it is not altogether proper to speak of this solely as an embellishment, as it is the unanimous opinion of the natives that this fringe, especially if heavy, is a great assistance in retaining the of the body. A belt around the waist, prevent the entrance of the cold air from below. From this belt I suspended a small bag which did service as a pocket, which unfortunately for a white man are wanting in Esquimaux clothes. The pantaloons, also double-koklins - - inside, are disposed in the same manner as the other garments, with reference to the fur, the inside ones sometimes so made as to fold within the reindeer stockings, at the knees. They are fastened around the waist under the ahtega by a drawing sting, similar to that of the hood of the cooletah. The stockings reaching to or slightly above the knee are double the outside ones (gre'yoo???) being made from the hairy fur of the reindeer's legs, the inners ones ah-lek'-ta from the softer and warmer skins. Over these are pulled the snowshoes made of reindeer skin soled with the dense heavt fur from the face of the animal. There is thus four layers of reindeer fur between the bare foot and the ground. As these soles wear out, which is every few days, they are replaced by new material and is the only part of the clothing which needs constant addition to be comfortable. These snowshoes are replaced by impervious sealskin slippers whenever their duties call them near the water, as on seal or walrus hunts. The gloves,
or rather mittens, which are seldom double are worn indifferently either fur in or outside, but generally the latter. The outside stockings of the females, have, at the ankles, the same corresponding pockets described in the cooletah. During the short summer time much of the above clothing is replaced by sealskin clothes of similar form, which is much cooler and a better protection from the moisture of that wet season. While inside the igloos the cooletah and Koklins are removed the snow knocked off with a stick – anowtak – and laid away, as the skin under clothing is then amply sufficient for comfort, the thermometer in these dwellings generally indicating from 10° to 25°F. I always found it more comfortable to undress + roll up at once in my reindeer sleeping bag, as soon as the igloo was completed, then to sit like the natives on the edge of the snow bed until the meals were cooked. The igloo completed, the ice-hole is next done unless there has been a spare native to dig it during the erection of the igloos which is usually the case. The ice-chisel and scoop are the implements needed, the former being any old piece of sharpened iron – a mortising chisel being the best, fastened to a long slender pole of eight or nine feet in length, the latter a spoon made from the splayed base of a musk-ox horn, similarly mounted. The operation is commenced by digging a hole about a foot or 2 feet wide and about a foot deep when the debris is removed with the scoop, and this alternating process kept up until the water is reached at a depth from about five to seven feet, the hole constantly narrowing in diameter in its descent but kept large enough to give complete play to the scoop in removing the chopped ice. Where a deep snow drift can be found when

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formed before the intensely cold weather of winter had appeared, the ice is often found only four or five feet in thickness, and over rivers it has a varying thickness, depending on the rapidity of the current, sometimes being open the whole winter at the swiftest rapids, but, in general on the fresh water lakes and slowly moving currents, in the spring of the year, when the Arctic sledge journeys are generally undertake, the ice is about seven or eight feet thick. When travelling along a sea-board or over land destitute of lakes or frozen to the bottom snow or ice has to be melted for water and this generally postpones supper time about an hour, besides consuming the oil destined for cooking warm meals. An active Innuit will dig a six foot ice-hole in a half an hour, but, generally about double that length of time is consumed. On the 30th a furious storm prevented my prosecuting my journey, and although the 31st could not be considered at all comfortable, a stiff N.E. wind drifting the snow heavily, with the thermometer marking -32°F. I sallied forth as delays were doubly dangerous at that uncertain period of the year. This, my second day’s journey was continued up the Winchester Inlet about 15 miles to its head where it receives the Conery river, discovered by Col. Gilder during the autumn, and which I had determined to ascend as far as possible. By Toolooah's advice, however, I determined to abandon it, owing to its strong westward tendency, which was carrying me off my direct line of mach. Tolooah informed me that a short distance from our second igloo from here going northward we would come to a large river whose ascent would take us on our desired direction towards King Wms Land + I accordingly determined to follow this route although I was very much afraid that if it was the same stream I had heard the natives describing at Camp Daly I would find rough mountainous country at its head. Jan 1st was a fine splendid day and a rare New Year’s treat after so much dreary dismal weather. Hoping that the day was prophetic of the coming year I pushed on with light heart but after all only succeeded in making some ten miles, owing to seeing reindeer which is impossible to prevent an Esquimaux from attempting to kill after they have once laid eyes upon them. Thus an hour or two was lost, and when the day is but a couple of hours in length, this becomes of importance. Toolooah secured
one and we camped that night at one of his former igloos, built while reindeer hunting, and where he had cached some four or five carcasses of deer. The Esquimaux cache or meat cairn is built of loose stones, before the snow becomes deep or solid and of that material afterward with the addition of plenty of water to form a protecting cover of ice to prevent to depredations of the wolves + wolverines. Four or five miles in a N.N.E. direction, on the 2d. brought me to the river described by Toolooah, which, at this point, is about a milde wide and trends off in a N.N.W. and S.S.E. direction. The Innuits call it the Sre’o-wark (Dandy River) at this point, for among them each river has as many names stretched along its course, as a street in Lisbon which changes at nearly every block. I christened it as a right belonging to the first white man that had probably ever beheld it, the Lorillard River after Mr. Lorillard of N.Y. City one of the most generous donors to the expedition. Ten miles farther up this river where it pressed through a narrow gorge of two or three hundred yards in width we halted for the night at the deserted igloo of some previous reindeer hunter. These gorges or better speaking, rocky rapids, afterward found every two to ten or twelve miles + of varying but generally diminishing width, making this river – like all others in this section of the country, rather a series of elongated lakes connected by rapids than truly a river. These rapids are sometimes rather dangerous routes of travel to pursue and the natives, especially if with heavily laden sleds avoid them as much as possible by closely hugging the adjacent banks. When the first severe cold snap of the season comes and the lakes + rivers with their rapids are frozen over, many of the small springs and creeks are entirely obliterated, and the river falls considerably in consequence. The ice on the wide open portions sinks with the receding waters, but over the rapids the rocks acting like so many pillars hold it up and there is quite an interval of confined air between the bottom of the not overly thick ice and rushing river beneath, sufficient at least to prevent the latter from again freezing. Thus, while the lakes have four or five feet of ice, these rapids may not have as many inches + buoyed up + in a most trap-like manner to engulf one, just where if once broken through nine cases out of ten the unfortunate would perish. I had a small adventure of this kind on Jan 2d, having stuck a leg through the thin shell ice of a rocky rapid, through which hole I could see the rushing torrent some 3 or 4 feet below. Not desiring to take a bath with the thermometer at -42°F. I thereafter followed the sledge tracks as they hugged the circuitous but safer shorelines. The rapids of rivers too deep for projecting stones remain open the whole winter and are easily discerned, even at many miles distance during very cold weather by the dense volumes of smoke which rise from them like escaping steam from a gigantic boiling cauldron. I pursued my N.N.W. course up the Lorillard River until the 6th, averaging about 15 miles a day, when its head was reached amidst high hills and a general unfavorable outlook. On the 7th with only Toolooah, the empty sled and all dogs I pushed northward, as I knew I must be near Wager River. A very few miles soon showed me no one, less than Daedalus himself had any prospect of getting northward in that locality so I climbed to the
top of the highest peak I could see in order to take a more general look at the surrounding country. The hills towards the west stretched away in undiminishing slopes as far as the eye could reach, but eastward they seemed to melt away into a flatter county, extending far beyond where Wager River must lie, and so I determined next spring, when on my K.W.L. voyage to try this route. The hills which I had thus encountered I called the Hazard Hills, and the peak on which I stood, which was higher than any others in sight I called Wheeler Peak. Returning to the igloo that night, in many places letting the sledge down the precipices with sealskin lines, and sliding over terribly steep hillsides, the next the 8th was started homeward, feeling confident that I could reach Wager River by this across-country route, but feeling somewhat disappointed that I had seen no sign of musk-oxen, reported by the natives to be abundant in this locality. Their huge carcasses, compared with that of the reindeer, makes them a more reliable source of dog-feed for a large canine force than the latter and this was a very important item in my forth-coming expedition. I reached Camp Daly on the 13th having been about 16 days, the thermometer at Camp Daly having averaged during this time –°. As the corresponding observations noted by me showed an average of 4 degrees greater cold, increasing steadily as the interior was approached this may be taken as a very rough approximation of the decrease of cold due to the influence of open salt water near land, or about 1°F. for every ten miles inland. Probably more definite observations would show about a geometrical rather than an arithmetical ratio, largely influence by local causes. The coldest weather I experienced on the trip was on the 12th when about two hours before sunrise A.M. the thermometer indicated -53°. That day I made a journey of twenty-five miles, riding most of the way on the sledge and at no time during that time did I feel uncomfortable, the highest the thermometer reached being -50°, and I might here say that I really enjoyed the whole trip. I attribute this almost wholly to the Eskimaux reindeer clothing and constant living in a snow igloo like the natives where the temperature is NEVER above freezing and generally 10 to 15 degrees below that point. I do not believe, and my belief is culled from written accounts, that any Arctic voyages housed in warm ships as their base and clad in the usual Arctic suits could stand such a journey without more or less of discomfort. Once only did I learn the lesson of caution. I took off my left mitten in attempting to get a shot at a passing reindeer, the wind blowing stiffly in my face and the thermometer -37°, when the persistent refusal of the frozen gun-lock to work properly kept my hand exposed longer than I had intended. When I attempted to use it again it seem paralyzed and looking at it I noticed that the skin was as white as marble. Toolooah, who was beside me, noticed it at the same time, and with and Inuit exclamation of surprise, hastily doffing both his mittens, grasped it between his hands and there held it against his warm body under his couletah. It soon resumed its functions, and although I felt for some time as if I was holding a wasp’s nest in a kettle of hot water, I experienced no more serious results than a couple of ugly looking blisters where the iron of the gun had come in contact with the bare hand. The reindeer escaped. As the reindeer clothing is the warmest in the Arctic, so it makes also the warmest bedding, two large skins large skins made into a long bag being a sufficient protection in the coldest weather when in a properly constructed igloo. The natives in retiring are stark naked, but I have never yet seem them with more than one reindeer robe over them. When the first severe cold came at Camp Daly I was sleeping under a blanket and two fine buffalo robes, which I found, as the thermometer sank below -30°, to be in adequate to secure comfort until I secured my reindeer sleeping bag after which cold nights were no longer dreaded. The robe of the American bison seems under the least provocation to become damp and then freezes until it becomes as stiff as a piece of sole-
leather. Once spoiled in this manner it is hard to dry and return to its former pliability in the low
temperature of an igloo. The furs of the beaver and the muskrat I found to be equally unsuitable for
adaptation to Arctic utility in our mode of life, and believe all the other furs of the temperate zone
would have shared the same opinion if tested. Arriving home on the 13th I found that Col. Gilder +
Henry, with many of the natives had departed for the whale-ships at Marble Island, one hundred miles
to the southward there to spend a short time on a visit, and Col. Gilder besides transacting some minor
business for the Search Party, to procure as many dogs as possible from the natives, that always swarm
around the winter harbors of ice-bound ships. Five had been secured during my absence which with
those of my Innuit allies made a canine force of twenty five, the minimum number with which my
coming expedition could be started, and this would only allow two sleds instead of three, a number on
which I confidently hoped I should be able to have thus greatly insuring the chances of success, and
confering many comforts which would otherwise have to be rejected. Camp Daly derided of two-thirds
of its

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population was quite lonely, but only for a short time, as Innuits from Whale P. en route to the whale-
ships at Marble Island soon came flocking along and making this a long resting place we soon found
ourselves in as thriving a colony of beggars as ever. After much Chattam Rt logic and a great many
presents I succeeded in procuring ten more dogs + now felt that nothing less than the dreaded dog
disease, could serve me as annoying delay as Capt. Hall had had on these same grounds. Among the
new-comers from Whale Point was Nu-to-k'-ec-ak the only other Nachilla Esquimau, living with the
Iwillees besides my ally Ikqueesik. About 45 years of age and having spent many years on King Wms.
Land I learned much valuable information of the Franklin Story, mostly corroborative of that obtained
formerly by Rae Maclintock + Hall, but some of it also new and important. His father had found a stone
cairn on the south side of the island which on being opened contained a small piece of paper on which
there was writing. This paper had since been lost. The most encouraging information was that the
natives around K.W.L. seldom or never visited or disturbed the northwestern portion of that locality,
where we confidently expected something could be found untangling the mysteries of the lost crews,
but these latter facts we were not afterwards able to completely verify when on the premises. He had
never heard of any cache or cairn made by the white men having ever been opened and articles
abstracted with the single exception of that one which was despoiled by his father. He said that all the
relics obtained by previous searches from the natives had been obtained by the Katter at the different
tent or boat places already known or near the many skeletons which line the shores of King Wms. Land.
By the 1st of February the few Innuits that had been clustered around me at Camp Daly had moved over
to Depot Island it being more available for walrus hunting in the ice flows which season was then just
commenc ing, and for the first time among these savage sons of Boreas I was brought in contact with
one of their superstitions that caused me no little annoyance. When the reindeer hunting season is over
sometime in Dec. Jan. or Feb. depending upon the locality and season and all the meat resulting
therefrom disposed of, the walrus + seal comes into the Esquimau market and completely excluded the
reindeer, which from that date becomes forbidden fruit. The Innuit who has relinquished reindeer meat
tears down his old igloo and builds a new one, as he must not hunt or eat walrus or seal or work on seal-
skin clothing in an igloo where the now discarded deer has been eaten or clothing made from his hide.
The contrary rule is also good for all work on reindeer clothing must cease as soon as the new igloo is
made their hab
itation. So far is this superstition packed that upon once occasion, several years ago, so Ahmow a
trustworthy Iwillik Innuit informed me, when about one-half of the natives then living in Iwillik had
commenced their reindeer Lent the walrus and seal suddenly became scarce owing to severe protracted
Northern winds. The remaining half of the natives still had a plentiful supply of reindeer but “what was
one man’s meat was another man’s poison” and the first portion had nearly starved in devotion to their
religion, alongside of the far more esteemed reindeer when a lucky change of wind saved them from
breaking this Innuit commandment, or perhaps starvation. Shortly after their establishment at Depot
Island or as the natives more poetically call it Pik-ee-u’-lik (Birds’ Nests Island) their walrus + seal hunting
was amply rewarded with success, but I found it impossible to procure any for self or for dog feed while
I lived in my present igloo. If I would only build another, which they beseeched me to do, even on the
site of the present one, they would bring me plenty. Natives came over daily but brought no meat nor
touched the deer meat of those few that remained. Providing we took our dogs to Pikeeulik they would
there be fed generously, and this method was finally adopted to the satisfaction of all parties, the
natives doing all the work. This superstition is founded on the belief that there exists two Gods
antagonistic to each other, one ruling the seas and all that in them is, and the other the land with all its
beasts and birds, and the appease their respective divine jealousies by holding true allegiance to only
one at a time, discarding the other completely for the time being. The eminently peaceful character of
the Innuit is here forcibly shown, for I must say that a milder mannered, meek, non-controversial human
never existed than an Esquiman. Entirely too peaceable to be divided and wrangling over all manners of
minor differences about on God as we more belligerent whites are prone to do, they create as many
Gods as there are differences and leave all theological disputes to be settled by them, while they remain
undivided and composed, giving each his proper share of allegiance and worship, and like well
disciplined soldiers, obeying the last order received, as interpreted to them by their angikos or medicine
men. I was for a while greatly amused by the little children who like our own do not understand the
subtle superiority of religious ceremonies over palpable necessities, especially when it attacks such an
heretical organ as the stomach, and would purloin the excommunicated meat at every available
opportunity, causing in one instance the necessity of removing it by the efficacious method of a
thorough emetic. The honesty of the Innuit is his most salient virtue. While there are a few among them
that will purloin trivial articles too temptingly displayed by a careless owner, the ratio is so small that it
should hardly be counted against them, and as they are a people who never inflict punishment for a
crime, these virtues must be doubly resplendent as there can be no mean motives attributed to their
morals. Diogenes

would never have needed a lantern in his travels here for the two-fold reason that it would have been
useless during the uninterrupted twenty-four hours daylight when he would be likely to be on his search
and for the better reason that honest people were not scarce. I can give no better example of their
integrity, than the fact that business calling me to the whale-ships, and the rest of my party desiring to
make a visit there at the same time, I had no hesitation in leaving all my provisions trading materials and other articles in a closed igloo, with no one in charge, and yet here was material in abundance such as they are all needed and would give the whaleman a half a year’s labor for such a mere pittance as the latter saw fir to repay them. This leaving material in closed igloos during the occupant’s absence is a very frequent occurrence among the natives themselves and I have never heard any complaint of theft resulting therefrom. They close the igloo simply with a block of snow at its inner door, the same that is done every night, and offering no more obstacle to a thief *than an unlocked door in a civilized house*. Leaving Camp Daly on the 10th of February I arrived at Marble Island on the 19th, I shall not dwell long on the various commonplace incidents I encountered, the kindnesses of the officers of the whaling ships, the wonderful but pleasant change to a civilized abode once more and the perfectly oppressive suffocating fooling which first accompanied that change, as I left the temperature of the igloo for that of the ships generally kept at about 70°F. I found a great deal of scurvy, that bane of the Arctic sailor prevailing among the ships, and the large numbers of crews, the heterogeneous nationalities and temperaments comprised therein, and the various methods employed to combat the evil with differing results gave me an insight into this scourge which I could not have had in such a comprehensive manner under any other circumstances. This combined with my after experience, - although of a negative nature, as my party never suffered from the complaint - and the researches of others offered me a rare opportunity to narrow the disease within more definite limits then now exists especially in regard to its causation, which has had such a wide field accorded to it, in the past, by Arctic+ other writers. There is in the animal and vegetable kingdoms a definite but unknown vital property or principle which exists in the living state, and which disappears more or less rapidly after the so called death of the organism (490). This death is very rapid in the animal but slower in the vegetable kingdom, and all of the efforts made by man in dessicating, preserving, curing or otherwise keeping the foods derived from these two kingdoms seems inadequate to completely retain this mysterious property so absolutely essential to maintain a healthy state in the omnivarous human. The retention of this principle, whatever it may be, is more easily accomplished with fruits, grains and vegetables owing to their slower death than with animal food, and it is therefore to them we must look for our main supply of those articles of diet which are prepared at home for an Arctic expedition, yet the fact must never be lost sight of that they are after all approximately fresh food and not to be wholly depended upon. The greater variety of animal life in the frigid zones over the vegetable, the latter having hardly an edible representation in the whole Arctic flora, makes it after all the main dependence on which the polar voyages must rely to secure exemption from that disease which must enter into all his calculations. Every exertion should therefore be made to make the procurement of game as certain and dependent as possible, by being well provided with the very best of arms ammunition and hunting implements and above all good native hunters who from acclimatization are superior to any others in these blank, frozen localities. The prime essential causation of scurvy is the want of fresh meats fruits and vegetables, to which in the Arctic are superadded to the powerful auxiliaries of damp quarters, exposure, the depressing effect of the long continues polar night, and in badly conducted expeditions, poor ventilation, uncleanliness, illy cooked food + lack of sufficient exercise for both body and mind, but none of these auxiliaries are sufficient within themselves to determine this disease. An ounce of prevention is not worth a pound of cure, and in order that a fresh diet should be a perfect prophylactic it is necessary that it should enter somewhere near the proportion
is does in home consumption. It must always be borne in mind that fresh food is not a medicine to counteract certain pathological conditions, it is an essential vital nourishment given to combat a systemic debility, whose visible manifestations are called scurvy. The regime therefore to be successful can never be homeopathic. It is the fact that this parsimony of proper food has often been combined with the other depressing influences noticed above that has led many to give undue value to the latter in the etiology of the complaint and produce such a wide and discordant range of opinions on its causation by even those who have met it face to face. Sir John Roe thought it was produced by the want of fresh bread, yet my party was without fresh bread for two years, and nearly a year without bread of any kind, which was certainly a fair enough test to exclude it from any of the essential causes. Still the use of fresh bread as an auxiliary prophylactic can not be too strongly dwelt upon and no expedition is complete within the powers of make to make it so, whose culinary department can not furnish fresh bread to the exclusion of all other especially during those long weary nights when the disease is most likely to make its invasion. Sir John believed that his second Expedition showed that vegetable nourishment alone was not competent to make head against it, where as he only proved that prepared vegetables were so, and when we reflect that from 1829 to 33 vegetables + fruits were illy prepared compared with the present methods, which are still not invincible, his scurvy can easily by accounted for especially when we find that an addition of fresh fish or seals to the ordinary diet was an effective preservation. One of the greatest obstacles

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to be encountered in the employment of a fresh animal food in the Polar zones is the antipathy which such a diet of fish-eating animals is received. The flesh of the reindeer and musk-ox is at once acceptable, but the walrus, seal and polar bear, have peculiar flavors which with some people it is almost impossible to overcome. The most tenacious epicures are to be found in the forecastle. The educated officer, whose mess table in the past may have been a perfect animated market report, can, with an honorable incentive ahead of him, more readily relinquish his fill of fare than can the foremost hand with his hard tack salt junk and bitter coffee to which he is so firmly weed. Sir Edward Parry believed that the principal cause was in the clammy moisture of the ships’ quarters and especially when the crew were compelled to sleep in damp bedding, yet I found no dampness whatever in most of the whaleships suffering with the disease, and the innumerable cases of where large parties of men have been long subjected to this inconvenience without incurring it makes it a mooted question whether such value can be attributed to it as by such eminent authority as Sir Edward Parry. During his wintering at Melville Island he found freshly gathered sorrel an effective remedy, but this plant is unfortunately not to be found in all Arctic localities, and the fact that most expeditions to these parts being compelled to prosecute their labors on shipboard during the short summer months have but little chance to gather the few simple herbs that are then in the prime of their short existence. Capt. McClure Expedition which spent its third winter in Bay of Mercy Bank’s Land and which, despite the fact that all hands were fed on fresh meat three times a week were suffering with the malady is often cited as an instance (and I believe it is the only instance) to illustrate the fact that such a diet is not, in itself, adequate to stay the progress of the complaint but if we take all the game secured by that expedition and mathematically distribute it among the large crew during their three years residence, the amount becomes so very small, that one is forced to admire Capt. McCludre for his admirable good sense in conducting so large a crew ( men) through so safely under such discouraging circumstances, than for the conclusions he reached in dealing with the few cases he encountered. There is also a prevailing idea that the constitution of a white man
steadily deteriorates in this enervating climate, and each recurring winter finds him less able to combat the scurvy and other Arctic debilitating diseases until it is a mere matter of time when the strongest and healthiest of them may succumb. This is true just so far as drafts are made upon the healthy organism to support it, instead of doing so by proper fresh food, and this evil, like any other, can become accumulative until it will undermine, in a definite period of time, even the hardest constitutions. Among the earlier navigators provided only with the coarsest salt provisions and no method of transporting fresh food it was (572)

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On the latter part of February Col Gilder mad a flying trip to the man Kinnepetoo village, some fifty miles distant, to procure dogs, but found them very loathe to part with them owing to their anticipated musk-ox hunts to the northward latter in the spring. He found them camped on an immense lake which he located by dead reckoning and to which we afterwards gave the name of Brevoort Lake. He however secured four dogs, and coupled with the few that we were constantly picking up among the natives, coming + going to + from the ships augmented our numbers to an almost satisfactory force. By the 1st of March, everything in the way of business was finished at Marble Island, all the dogs that we could possibly beg had been obtained and arrangements perfected to have all of our provisions and trading material now on the Esther landed at Depot Island next summer, or the ensuing winter’s use, and left in charge of Ahmow a faithful Innuit that had often done Capt. Hall a like service when prosecuting his labors in this country. On the 8th I started for Camp Daly with Frank and Toolooah of my party and several Innuits, leaving Col. Gilder, Henry and the remainder of the Innuits of the party to start a few days afterwards. The long blustering equinoctial weather had set in and progress was very slow and we did not make Camp Daly until the 19th. Col. Gilder arriving the next day with party. The trip had been a severe one coming directly from the ships to the exposure of the blustering March winds, and I was impressed with the rapidity with which a person will become re-acclimated, so to speak, in returning to the warm comforts of vessels and also the injurious influence of such an abode, to be used as a base for sledge journeys compared with a previous life in an igloo. En route to Camp Daly I encountered a band of Kinnepetoo Esquimaux from Chesterfield Inlet and with a logic akin to physical force I got four very fine dogs which completed me in this line, at the eleventh hour. From our arrival until the 1st o April the day set for our departure everything around Camp Daly was bustle and business. Ikquesik who had remained with a few Innuit walrus hunters on Pikeulik to secure us a sufficient supply of oil for our lamps while en route, had not been very successful owing to the protracted bad weather, but upon our arrival, he aroused himself to unusual vigor and despite the bad weather sallied forth with spear + line accompanied by two native companions and a sled with a full team of dogs to fulfil his contract on time. The result was his party was carried out to sea on a detached ice-floe and for three days nothing was heard of them when a turn of wind and tide brought them into the coast some ten miles to the Eastward from whence they were not slow in reaching home. They had part of walrus that had been killed before the floe had broken off and by building an igloo, and extemporizing a lamp from the walrus’ thick hide they had managed to live with a fair degree of comfort. The sledge placed

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on end and braced against the igloo had been used as a lookout in their anxious watchings for the lost land. These short journeys on ice-floes are no unusual occurrence when walrus hunting, and every Inuit who reaches old age has experienced several during his life time. The proportion of lives lost in this way is far less than one would suppose, still a person or a party will occasionally get blown out to sea and never be heard of again, and instances are not rare where they have been carried to other lands and only returned after many months, long after they had been given up at home as lost. Armed with hunting implements + provided with sleds and dogs, the latter of which can be made available for food in extreme necessity, the chances of starvation are small, and it is only when they are carried out in the late spring months when the ice floe weakened by the approaching warm weather is liable to break up, that there is much risk of life. When the winter ice fringes the shores of these Arctic seas it exists to a width of from one to ten miles depending upon the strength of the local currents + tides to tear it away and the numbers of outlying islands shoals + reefs that act like great barriers to hold it firmly to the land. Along the outer edge of this solid ice the forces of nature are constantly at work in disintegration of the mass, and here there is always to be found a pack of detached ice floes tightly wedged in hummocky confusion against the main floe if the tide and strong wind be towards the land, or scattered at wide intervals far out to sea if these forces be reversed. The general opinion that all Arctic seas are a vast sheet of solid ice during the winter months is incorrect, the wider and swifter channels and great bodies of water remaining congealed + open during the whole winter. On these detached masses of ice the amphibious walrus makes his home when he is taking the air, and consequently his pursuit is attended with greater prospect of success when the wind is blowing inland and the whole herd within striking distance of the hunters’ spears than when wallowing around on the floating cakes far out to sea, which can only be reached with a boat or kiak, which is too much confined during the intense cold of winter. During the winter months the walrus is the main supply of food as the reindeer is in summer. His hide is used for dog-food and is almost worthless for any other purpose; his abundant blubber furnishes oil for warmth + cooking and his hard solid flesh furnishes ample to cook. The flavor of walrus meat is almost identical with the clam, which bivalve forms their principle food, and it is in digging at the bottom of the sea that they have so much use for their long tusks, which furnishes us with a cheap variety of ivory. The Innuits say that they occasionally devour a seal but as the latter are the swifter swimmers they can not depend upon them for regular meals. The walrus will not live where he can not obtain open water during the whole year and his presence is always evidence of this factor that open water may be found even in the midst of winter at no great distance. We found no walrus in the narrow channels that separate the islands from each other and the mainland in the Arctic sea just north of the American continent even during the open water of summer as these channels are completely closed during each winter’s freezing. Then pursuit and capture of the walrus is generally undertaken with the spear + sealskin line + very much resembling the killing of a whale as now practiced by our whaleships. The native hunter crawls slowly + noiselessly on his victim keeping out of sight as much as possible in which he is greatly aided by the rough hummocky ice and the fact that his lazy lubberly prey is generally half asleep, especially if it be a fine sunny day, until he is sufficiently close which depends on the nearness of the walrus to his refuge place – the open water when with a few lightning-like leaps he is alongside with the walrus spear deeply bedded in his tough sides and ready to
pay out the thirty foot line that he has had wound around his arm or neck, as the walrus slides into the open water in his attempt to escape. Now comes the tug of war. It requires the united + skilful strength of two hunters to manage the line or the walrus will pull it away, or cut it off clean over the sharp edge of some projecting ice-hummock before they have worried him out sufficiently to kill him for this is the method adopted, pulling in the line rapidly as it slackens or paying it out with a steadily increasing resistance until the beast is so exhausted that he may be pulled along side and dispatched with a lance. The use of fire-ammo, wherever the Esquimaux have obtained them, has much simplified the second act of this tragedy, as the hunter then has but trouble in dispatching his game after he has fastened to him with the line, and while he is yet in his most desperate struggles. Wherever they congregate in immense herds, like in the Arctic seas north of Behring Strait, they can be shot like so many tame sheep upon the great ice cakes where they crawl out to bask in the sun, but where they are less numerous and make such short excursions that the merest effort is sufficient to throw themselves into the water, the shot from a gun can not be wholly relied upon, for unless instantly fatal, which requires better shooting than can be usually done under such uncomfortable, cold circumstances, the huge monster rolls into the water and sinks to the bottom where he dies and remains, until the gases from putrefaction brings his carcass to the surface. The mother will fight strenuously in defense of her young and the latter clings tenaciously to its maternal defender so that success in obtaining either is always rewarded with the other. It is dangerous to wound one of these animals when in a boat far from shore as instances are not wanting where they have retaliated effectually by tearing the boats bottom to pieces with their villainous looking

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tusks. During very cold weather the walrus only remains a short while on the ice at a time before retiring into the water to warm his tough hide and if a young one be captured alive it is almost impossible to keep it owing to the cold nights which soon kill it. This animal and the musk-ox have seldom been seen in museums and menageries. Quite a number of days before the day set for our departure everything was ready, and we waited in lonesome anxiety for the 1st of April. All the stuff that was to remain had been boxed up carefully and Ahmow its custodian was removing it to his igloo on Depot Island. Life in a half deserted house is enough to set one half crazy, but living in a half deserted igloo is amply sufficient to fill an insane asylum. Let us take a hurried look at the party before it starts. The officers were Col. Gilder + myself. Frank + Henry completed the complement of white men. The innuites were Joseph Ebierbing (Joe) and his wife Nipschark (Fanny) Toolooah + his wife Toolooahalek (Susie) + little two year old boy lyawkawauk (Jack). Ikquesisik (Nachilla Joe) + wife (Lizzie) and little three year old girl Koodleuk, Ishoowark (Jerry) and his wife ( ) and two Nachilla Innuit boys, brothers of Ikquesisik aged about 18 + 14 called Mitkolilluk + Awanak, and an Iwillee Innuit bou. Jerrys boy aged about 12 named Koomawnah. We had three large sledges, well shod with bone from the jaw of a whale and 44 very good dogs. Our arms consisted of two Remmington breech loading muskets, two repeating Winchester carbines, one breech loading Sharp’s sporting rifle, one heavy breech-loading Whitney (Creedmoor pattern) rifle, one 26 shot repeating sporting rifle, Evan’s patent two Smith Wisson Revolvers, and six muzzle-loading muskets, the latter to be used for trading purposes if necessary among the natives whom we expected to encounter. Our ammunition supplies were far beyond the greatest ever taken before upon an Arctic sledge journey, but as our provisions were extremely limited for so large a party for the contemplated nine or ten months that we would be absent, our caisson was none to large dependent as we would soon become upon the game of the country that we had fair reason to believe existed in sufficient
quantities to support us + our dogs if our hunters were only vigilant. Our ammunition boxes showed 700 rounds of Remington cartridges cal .44, 55 grs powder, 220 rounds Whitney cartridges cal .55, 95 grs powder + 25 lbs of powder for the Springfield muskets. I must not forget to mention a breech loading Remington shot-gun 100 rds of filled cartridges, and a muzzle loading shot gun with a box of 25 lbs ducking powder and 25 lbs shot. A sum total shows 15 guns and about 4000 rounds of ammunition therefore, our only anxiety now was to be able to transport such a heavy load + to find sufficient game upon which to throw it.

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was again divided. Joe + Jerry with their respective families occupying one + Lkqueesik the other, and through this arrangement was continued until we reached King Wms Land. The second days journey was 17 miles along the Winchester Inlet to its head and we camped on a small creek that drained a large chain of lakes in the vicinity. A meridian altitude of the moon, taken with the thermometer at -25°F showed us on lat 64°07'. In no place in the world is the explorer forced to take his astronomical observations under such discouraging circumstances as in the frigid zones, and it is to this fact probably more than any other that the many errors of geographical localities are due. The almost constant fogs + storms of summer, spring + autumn give him only rare opportunities during his other manifold duties, and the quiet calms and cloudless weather of night-times and the approaching winters are generally so bitter cold that every piece of metal in the instruments seems to burn as if just taken from a furnace in full blast. This latter fault can be avoided somewhat by covering all the parts of the metal frame with thin kid, chamois or buckskin, but it deprives an instrument of much of its delicacy if the working parts be so encumbered. I used no such protection for any of my instruments, although I took observations with the thermometer so low as -38°F, receiving a few small blisters around the tips of the fingers for my neglect. Geographical errors are particularly prolific in longitudinal reckoning, as in these observations we are dependent upon two instruments, which proportionally increases the risk of error. The chronometer of the Arctic sledge explorer must necessarily be of the pocket variety, as no box chronometer could stand the terrible shocks which it would receive on the sledge let alone the absolute impossibility of compensating it for such an intense cold as will receive if freely exposed to the changes of the weather. The pocket chro. should be worn close to the body, but not directly against it as it will collect the moisture from the perspiration due to violent exercise and this should it be subjected to the cold for a short time may seriously affect its rate. A small padded reindeer bag suspended from the neck + resting outside the undershirt if one be worn or between the ahtegah + coolelah if not will give it an equable temperature. The chronometer + its bag should not be removed from its place on the body during the night, and the greatest possible precaution should be taken to prevent the entrance of the minute broken reindeer hairs, which swarm like dust with every movement that is made. The liability of chronometers to vary their rate in Arctic climates so difficult to determine in continuous sledge travel as lunars become hard to take in the almost perpetual day, and the unreliability of previously determined geographical points, should they be passed, makes it advisable to have as many as possible of these useful little instruments in the part as checks upon each others movements. Every intelligent man of the party

Should have one, for whose proper keeping he is responsible, and at stable intervals they should all be compared and these observations duly recorded. For very cold weather I found no better artificial horizon than that formed by a saucerful of petroleum, which subserves the further useful purpose of oiling + cleaning the gun and its lock. No oil however of any kind should be used on the working parts of any metallic instrument where it must be exposed to a lower temperature than about -40°F, as then it becomes sticky + impedes its easy action. The long intervals of time that must sometimes intervene
between successive observations make it obligatory to locate many points by dead reckoning from those astronomically determined, and an explorer must have a good appreciation of distance and locality to meet this constant need. There is no doubt this is a faculty more or less inherent, but nevertheless one which can be vastly improved by experience, and proper teachings. I always found the dead reckoning to be more accurate when taken at frequent intervals and as the sledge generally travelled from an hour to an hour and a half (2 to 5 miles) and then took a halt of from fifteen to twenty minutes, I soon adopted the method of using these intervals to map the previous stretch while the prominent features were still fresh in my memory after which I found but little discrepancy existing between the dead reckoning and observations, averaging about one mile on a hundred, and oftentimes running this distance without an observation. The halts for resting were always so timed as to get the meridian altitude of the sun at apparent noon for the determination of latitude, if the weather permitted, those for longitude being taken at any rest most favorable. After leaving the head of the Winchester Inlet we bid adieu to salt water and its fine sledging and thenceforth until we reached the Arctic Ocean our course must be across land or over the fresh water ice of lakes and rivers. The third day we were much annoyed by the soft snow which thinly covers the stony portages connecting the lake chain which we were following and only made some eight miles. These rocky portages are bad places unless covered by a deep unyielding snow drift, but there is no avoiding them in passing from one lake to another and it is simply a feat of fine dog driving to get through without scraping all the ice off the sled runners. Sometimes this is done by taking off a cooleat and placing it over the protruding stones, but wherever it would be possible for the sled to go, despite the torturous deviations incurred there a good Inuit driver will get through without a scratch. I have frequently seen Toolooah my best driver guide his sled 20 ft unsathed through a rocky portage of a hundred yards in length where it would be impossible to encompass a square yard without enclosing a projecting stone at the same time. On the 4th we reach the Lorillard Riv. At noon and camped upon it at 3 P.M. having had the cheerful sight of a small herd of reindeer, none of them being secured. The next day however we were more lucky Toolooah killing two + Joe one out of a small herd. An obs. At noon on the 6th show lat. 64°22’, and the next day we remained over in camp as it was my intention to rest the dogs after every six days consecutive travelling, a programme that I was never afterwards able to carry out on account of the many resting days the clerk of the weather furnished, the greater anxiety being to find a sufficient number of travelling days. On the 8th travelled up the Lorillard River about 10 miles, having twice passed the beautiful scenery occasioned by frozen waterfalls of small tributaries of the main river, sparkling and glittering in the morning sun like crystal chandeliers under gaslight. Reaching the foothills of the Hazard Mountains, we turned abruptly to the Eastward up a small river with the intention of skirting the range until a feasible pass could be found. To-day for the first time this spring we saw a small flock of snow-buntings, those cheering precursors of warm weather. Toolooah says we are now in the musk-ox country. On the morning of the 9th Toolooah complaining of a severe pain in his side, I left Col. Gilder + Jerry to give him a days recuperation, and to carry out a plan that with the advice of the Innuits we had previously agreed upon, as being likely to increase the chances of securing game en route, and that was to separate the party whenever it should become necessary for a portion to remain in camp. To-day I succeeded in finding a pass in the Hazard Hills, through a deep narrow gorge, whose protruding banks of snow almost touched at the top, and seemed to threaten us with certain burial if ever we entered. I called this Payer Pass after Lient. Payer of the Austro-Hungarian Arctic Expedition and Henry had ample
time to take a good sketch of the picturesque little spot, while the drivers were doubling teams through
the soft snowy + almost impassable gorge. This doubling of teams, as the hitching of two teams of dogs
to one sled is called, was one of the most prolific sources of annoyance that I was called upon to endure,
as the mercurial nature driver is fair to adopt this exceedingly slow but easy method of getting along,
whenever the least obstacle presented itself but there are many cases occurring during the sledge-
travelling over a rough country where it not only becomes necessary to “double” but even “treble”
teams besides securing all the human help possible on the drag + prolonge ropes and then the anxious
commander has simply “to grin + bear it” and content himself with a short score on his days journal.
Hardly had we gotten through Payer Pass when we were delighted with the sight of many musk-ox
tracks. The sign was tolerably old but the animals travel slowly when undisturbed and this same band, so
the Innuits believed, was not far off. On the 10th remained over camp waiting for Col Gilders party which
arrived in the afternoon with Toolooah much improved. Joe + Ikqueesik took a light sled during the day
and made a preliminary reconnaissance forward

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finding a good road ahead for 1- miles + bearing in the proper direction. The 11th the journey was
continued with a severe storm beating on our back and the next day we were again rewarded with three
deer while en route and saw a large pack of wolves passed close to the igloos in pursuit of a couple of
reindeer, shortly after camping. The natives cautioned us to be on the lookout for these marauders for
when pressed with hunger they will not hesitate to make a meal off of dog-flesh, which they will secure
at night-time at the very igloo’s door if not prevented. The most effectual remedy to frighten them away
is a bright light, and anticipating these unwelcome visitors I had brought a box of Coston Signals to
create a pyrotechnic display for their benefit. These cautions had not been in vain. About 10 o’clock at
night we heard their distant howlings, and soon the short smothered barkings of our dogs that showed
that danger was near. Immediately Toolooah thrust one of the signal lights through the soft snow of the
igloo and it was burning brilliantly in its varied colors of red and white, and we heard the rapidly
receding howlings of the hungry pack as if they could not get away fast enough. On the 13th we passed
fresh tracks of a large herd of musk-oxen and I had hard work to persuade the Innuits to pass on without
following it up. Or persons dependent for their daily supply of food upon the chase, they have more
excitability in the presence of game than any race of people I have ever met. A casual observer would
believe them to be the variest amateurs, if other reasons did not compel him to alter his opinions. Six
wolves were seen during the day and the country was getting so steadily worse that I determined to lie
over to-morrow and send a light sled ahead to pick out a feasible road rather than trust to useless
wanderings through its uninviting roughness. Again at night we were compelled to fire Coston lights to
protect our dogs. On the 14th Joe Ikqueesik + Jerry who went forward returned in the afternoon
reporting that the country was extremely rough and desiring to take the stuff at two different loads +
seemed much astonished at my presumption when I would not consent. Noontime gave us latitude
65°01’ and the afternoon longitude 91°15’W. The thermometer showed 32°F (freezing point) to-day for
the first time this year + in the sun the snow had commenced melting. The wolves appeared to be
steadily increasing and it required the most constant vigilance to prevent a raid on our dogs. On the
15th I was agreeably surprised to find the road much better than I expected. Several herds of reindeer
were seen but none secured. At one lake which I called Precipice Lake from its high towering banks, we
were compelled to take the dogs out of the sled to prevent its running over them during its swift
descent, and [??] an Innuit on either side who getting a firm hold of the sealskin lashings of the load
burys his feet in the soft snow to diminish its racehorse gait and as the sled glides rapidly down the steep descent is soon buried in a cloud of flying snow that his feet has kicked up. On the 16th Toolooah killed three

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deer out of a herd, and the most comforting sight were the large numbers of herds seen grazing off on the distant hills. We camped that night on what appeared to be a small river and for the first time since leaving Camp Daly we were compelled to melt ice to obtain water the river being frozen to the bottom. On the 17th 18th + 19th we plodded along the weather very fine and suffering from the singular complain of sun burn, which caused our faces to assume a most native-like browness. The 20th and 21st kept us closely confined to our igloos, although I managed to get a meridian altitude of the sun at noon which showed latitude 65°45'. According to the Admiralty Chart we ought now to be on or near Wager River but yet no signs of any stream could be seen, and as we never afterwards crossed any running water in this neighborhood I am compelled to believe that this river is carried farther westward on the map than it truly exists, or that in this locality it consists only of a chain of lakes connected by rivulets running through stony portages. On the 22d before we had gotten into camp a furious gale arose which raged so terribly for five days that it was almost impossible to leave the igloo and which continues with varying intensity and even short cessations until the afternoon of June 1st an interval of forty-two days. The protracted storms of the Arctic have long been acknowledged and many theories have been advanced to account for them, but none of them seem to thoroughly cover all the facts connected with these disagreeable customers. On the 28th we managed to get away and after traveling 19 miles in a N.N.W. direction were again compelled to camp without water though digging through six feet of ice on the lake near which we stopped. Shortly after camping Ikqueesik who had absented himself while the igloos were building came running excitedly into camp, the perspiration streaming down his brown dirty face and my army signal telescope full drawn under one arm, reported that he had seen a herd of ten musk-oxen about six miles to the northward. Every Innuit was soon on top of the high hill near camp and a dozen faces at a time trying to get a look through the coveted telescope. The fact of musk-oxen was established beyond all peradventure and as dog meat was low it was decided that the morrow should be used in securing as many as possible of these long-haired monsters. On the morning of the 29th a heavy fog threatened to spoil our sport, but we managed to get away at 8.30 A.M. with two light sleds + all dogs as the thick clouds seemed to be lifting, and at 11 o’clock in the forenoon after we had been wandering around in the drifting mist guiding our movements as much as possible by the wind, we came plumb on the trail of some six or seven of the animals apparently not ten minutes old and great fears were entertained that the musk-oxen had heard our approach and were now probably “doing their level best” to escape. The dogs were rapidly unhitched from the sled and from one to three given to each of the eleven men + boys present, who taking their harnesses in their hands or tying them in a slip noose around their waist, started at once on the

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trail, leaving the sleds and a few dogs with two Innuit women that had come along for that purpose. The dogs, many of them old musk-ox hunters, and with an appetite sharpened by hard work and a constantly diminishing ration, tugged like mad at their harnesses as they half-buried their noses in the tumbled snow of the trail, and hurried their attached human-load along at a rate that threatened a broken neck many a time over the rough gorges and jutting precipices o the broken hill-land where the chase was being enacted. Whenever a steep valley was encountered the Innuits would slide down on their feet throwing the snow to the sides like steam from a hissing locomotive, until the bottom was reached when quick as thought they would throw themselves at full length upon their belly and the excited dogs would drag them up the other bank like a flash of lightning where regaining their feet they sped on at a constantly accelerating gait. Not caring to be disemboweled on the sharp edge of some slightly projecting stone, I took a more civilized but slower gait, and as I was being left behind the dog that had been unfortunate enough to contract to tow me into a musk-ox slaughter grew furious at the delay and jerked + tugged at the string by which I held him by my waist until I thought he would convert me into a wasp and I was not sorry when the Innuits ahead commence shipping their dogs so that I could conscientiously do the same. We had hardly gotten a mile in this harum-scarum chase before it became evident from the trail that the musk-oxen were on the run and the foremost hunters commenced slipping their dogs to bring them to bay, and then for the first time these intelligent animals gave tongue in deep long baying so they shot forward like arrows, and disappeared over the crests of the hill amidst a perfect bewilderment of flying snow and fluttering harness lines. The rapidly approaching discord assures that some of the animals have been brought to bay, and no sooner have we come to this opinion before a rapid series of sharp reports show that the breech-loaders of the advanced hunters were doing their death dealing work, and we arrive just in time to see the grand finale as the last of them sink to earth. They present a most formidable looking appearance as they stand with their rumps together, and great blood-shot eyeballs glaring like red-hot shot and plunging and pawing at the circle of dogs that encompass them while the rapid blazing of magazine guns, right in their faces so close as to burn their long hair makes up a scene that will impress one for life if once encountered. But the chase is not over although we tired white-men stop at the bodies of the first victims, for Toolooah with the endurance of a blooded horse and half the flying dogs have pressed onwards after the scattered remnants of the band, and succeeds in killing two more after a hard run for three miles. The last one he would not have gotten if

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the swiftest dog Parsneuk had not chased him to the edge of a steep precipice where a seconds hesitation gave the dog a chance to fasten on his heels, and the next second he was making an involuntary aerial ascent which was not finished before Toolooah had put three shots from his Winchester into the musk-ox’s neck and head and the two animals came to the earth together Parsneuk at the bottom of the thirty feet precipice. The chase finished, the dogs received all they could eat – the first time in three weeks – as their reward for the day, and after loading the sleds with meat + some of the robes we returned to our camp about six miles distant. The Esquimaux never hunt the musk-ox without dogs, for with their help they are almost certain of securing the whole herd, unless the animals are apprised of the hunter’s approach, as unfortunately they were in our encounter with them, but which is seldom the case. When the herd has been brought to bay by the dogs, the Innuits make sure of every shot, approaching them to within three or four feet if necessary, as a wounded animal is extremely dangerous, and somewhat liable to stampede the herd. Before they were provided with
firearms they used the bow and arrow, but did not hesitate to employ the lance, rushing fearlessly past them as they buried the sharpened bone lance-head deep in some vital part. One old Iwillick Innuit, named Slortrad Eye traveling with dogs + sled from one point to another in his younger days, came suddenly upon a couple of musk-oxen which his dogs brought rapidly to bay. His only weapon was a butcher knife, but with cold-blooded intrepidity – he courageously attacked them and in a few minutes had secured both. The musk-ox of the Artic is about 23 the size of the American bison, but in appearance is nearly as large owing to the immense heavy coat of long weeping willow like hair that covers him down to the knees, as if he was carrying a load of black brush. The musk-ox calves are readily captured by dogs but it is impossible to furnish them with proper nourishment to sustain life and I believe there are no cases on record where these most curious animals have been exhibited in a museum. X On the 30th we passed a very heavy trail of musk-cattle, in which we found a little calf’s track, the little creature evidently not being over a day or two old. Again we were compelled to camp without water and the elevated country was getting quite sandy and destitute of the numerous lakes we had been accustomed to travel upon. The first two days of May, prophetic of the month, kept us snugly confined to our igloos while a fierce N.W. storm raged without. The 3d we found a small lake which promised water and we were not disappointed although we had to dig through the thickest ice we encountered on the trip, a distance of eight feet and four inches. Reindeer were also getting scarcer through this apparently waterless country.

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and but a few scattering ones were to be seen or secured. Our musk-ox meat came in a very fortunate niche of time. On the 4th we entered a rough hilly country covered with a thick scraggy variety of black moss that the Innuits call “tinynowy”. This moss used as fuel saved us a great deal of oil which was now getting low, and the ease with which it could be gathered in great rolls as large as a blanket and three or four inches thick, made it a valuable addition to our Arctic supplies. Wherever it grew thickly it acted like a great black bulb thermometer to gather the sun’s heat and dispersed the snow so effectively that in many places we could hardly find enough for a roadbed for our sleds. The middle of the days were now getting quire warm and the consequent soft snow made sledding hard for the dogs, so earlier starts were afterwards made to take advantage of the harder snow of the morning. At midnight one could read the print of a Harper’s Magazine even by the light coming through the walls of the igloo, although it was somewhat trying to the eyes. After remaining in camp on the 5th on account of bad weather, we continued our journey on the 6th. Toolooah killing four out of a herd of five reindeer. On camping at night we were agreeably surprised with a catch of a mess of small sized salmon that were brought up through the ice-holes. On the 7th our party killed ten deer out of a herd of fourteen. Col. Gilder securing one as a trophy. The scene was an exceedingly short one. The herd being described about a mile distant lying down the sides of a hill all the Innuit men, and Col Gilder, started in pursuit, the sleds + dogs remaining on the spot. For about half the way they were shielded from sight, but the rest of the distance was consummated by crawling in full sight of the animals, until a new hill for a minute allowed them to get within about a hundred yards, when a volley of rifle shots greeted the astonished deer, and although only wounding one, before the bewildered herd could determine a safe direction to pursue, ten of their number were wounded or dead, all of which were secured, for it is seldom that a wounded reindeer is lost by a good hunter. A storm on the 8th gave us an unrequired rest. On the 9th although the storm had but slightly abated we pushed on, and soon found ourselves facing a lofty mountainous range, which nearly barren of snow, seemed to bar our further progress, when much to our surprise a few hundred
yards brought us down a steep grade into a river bottom. A noon observation showed latitude 66°47’
and our consequent proximity to Back’s River gave me hope that we had reached one of its tributaries. If
so all troublesome land journeyings were at an end, but the river held a most perplexing and tortuous
course towards the N.E. and its true relations were not determined for several days. That night we
camped near a high peak surmounted by an immense perpendicularly-walled black granite rock, which I
named Stewart’s Monument. I had no idea of the gigantic dimensions of this rocky cap until Ikqueesik
ascended to its top to look for the valley of Back’s River when through the telescope his six feet of Innuit
robustness looked like a mosquito crawling over a circus tent. On the 9th we encountered a fresh musk-
ox trail, a herd of rein-

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deer –killing seven- and old signs, or marking stones to salmon caches, of the natives of the country. The
13th, the bad weather still continuing we remained over and the many reindeer sign kept Toolooah
nervous until he had sallied out in the tempestuous elements and after an absence of a couple of hours
he returned to get the dogs and sled to bring in the carcasses of seven deer he had killed out of a herd
of eight, with the eight shots of his Winchester magazine gun. Returning two others were secured. On
the 14th, still following the river we passed a herd of about 200 reindeer but our sleds being loaded with
meat we allowed them to trot by within easy rifle range, unscathed, and astonished beyond measure at
this wonderful innovation. They were singularly tame and often running towards us a few paces would
halt like a company of cavalry coming front into line and gaze at us with diluted eyes and distended
nostrils until a snort from some suspicious creature would send them off by the flank with measured
trot like well drilled troopers. It seemed like a grateful chance to exercise our humanity once more by
not taking advantage of their confidence, and we willingly declared an armistice until our heavily-laden
sleds should become somewhat lighter. At 2 o’clock we came upon a recently upturned block of snow
and a little farther a deserted igloo, alongside of which were two caches of musk-ox meat and robes.
From this igloo led a trail down the river, formed by dragging a musk-ox skin loaded with their effects,
the natives of this country being seldom supplied with sufficient wood to construct a sled. Our natives
pronounced the trail two days old, and it produced quite a commotion in our little party when they
announced their opinions that we would see them on the morrow. We started bright and early on the
morning of the 15th and at nine o’clock as we came around a sharp bend in the river we came in full
sight of three igloos about a mile distant. A number of the occupants were standing around but as soon
as they discovered us approaching they fled to their igloos and persistently remained there. According
to the custom of the country, as Joe explained it to us, we armed ourselves leaving the women +
children with the sleds and marched in line à la Falstaff, to within about a hundred yards of the igloo,
when Ikqueesik went forward and commenced shouting at the top of his voice, which had the desired
effect of bringing the male portion of the frightened occupants out into sight where they formed a line
with bows arrows + spears + knives and we moved up vis-à-vis to within a few feet, amidst a general
stroking of their breasts and –Munnik-toomee! Munnik-toomee! (Welcome! Welcome!). After their
fears had somewhat subsided the women + children came peeping out of the igloos and soon afterwards
mixed with the throng. Our drivers returned and brought up our sleds and we were soon building igloos
alongside with the help of our new acquaintances. They proved to be a band of Ooqueesik-Salik
Esquimaux, numbering seven or eight men and probably twice as many women + children. The head
man, Ik-kin-ne-lik – Puh-too-roke was
an Ookjoolik a once powerful band that had inhabited the northern + western shores of the Adelaide Peninsula and adjacent island of King Wms Land but that famine and inroads of neighboring bands had reduced to a remnant of two or three. Their land was now in the possession of the Netchilluks + Kid-ne-lik Esquimaux. Of the latter they had great fear, and had mistaken us for this band when we first appeared. The white men of the party attracted an unusual share of their curiosity, as we were the first that any except the two oldest men of the tribe, had ever seen, and their staring eyes, riveted intently upon us, followed every motion that we made. They told us that the river on which we now were travelling would take us two days journey to the northward and then bending directly backwards on its course would pack us two days farther South-east before we would reach Back’s River, but from the great bend we could reach Back’s River in two days by traveling directly westward, and reach it at a point much nearer Montreal Island, our first objective point. Now-le-yout, (the Spear Thrower) a fine looking intelligent man about 35 years of age was secured as a guide upon the promise of a gun and ammunition and that he should be allowed to return to his tribe when we returned that way during the coming winter. If the white men had been curiosities the action of the guns, as we showed them their use by a few shots was truly appalling. I, in turn, was greatly surprised by the acute sense of hearing they exhibited in one instance while we were firing at a target a short distance off. After several of our party had split a barrel head into kindlings in testing the superiorities of guns over bows + arrows for accuracy, I desired to impress them with the great distance at which game could be secured by these infernal machines of the Kodlunahs, as they were fain to call our weapons. Calling their attention to a white perpendicular bank, about ¾ mile distant, which was ever and anon visible through the drifting fog, I told them to look closely and they would see the sand + gravel fly just after I fired, and picking up the Whitney, a heavy Creedmoor rifle, through an immense slug backed by 95 grs of powder I took aim + fired, but owing to the powder smoke + light fog none of them saw its effects, but were nonetheless astounded, so they informed Ebierbing as they distinctly heard it strike accompanied by the tumbling fragments of the bank, despite the fact that quite a strong cross wind was blowing at the time. We had expected to meet natives upon or near Back river and had depended, to a certain extent, upon procuring from them dog feed + oil, but now we found that the tables were turned. Instead of being beggars we were philanthropists, and instead of receivers we were obliged to give fore we found our Ooqueesik Salik friends in a state of semi-starvation. They had had a very severe winter, one old man of the tribe having died about a month before of starvation. They had no oil and their igloos were cold clammy + cheerless in the extrem. Their food in the summer and early winter is furnished by the numberless shoals of salmon that then ascend the smaller rivers, and are speared as they run the gauntlet of the rapids, while the flesh of the musk-ox, which they secure with dogs, bows + arrows and spears gives them a precarious subsistence during the remainder of the year. They kill barely enough deer in the summer to supply them with clothing, the noise of walking or crawling on the crisp snow of the fall +
winter time making it impossible to get sufficiently near to secure them with bow + arrows. The twang of the bow-string travelling more rapidly than the arrow the active deer has no difficulty in jumping out of the way at any distance beyond twenty-five or thirty yards. But in the summer time the wart native sometimes succeeds in crawling within these limits, or lying in wait on certain paths followed by the game, will obtain one. Another plan much followed by those natives throughout the Arctic not provided with fire-arms is to establish a line of stone monuments at about fifty yard intervals along some prominent ridge running obliquely towards and terminating in the waters edge of a large lake or wide river. A sharp lookout is kept and if a herd of deer is found feeding within the acute angle formed by the shore line and the ridge bristling with stone cairns, the natives engage in the chase deploy into a skirmish line sufficiently long to close the mouth of this angle and walk slowly towards the deer, their bows, arrows, spears + skin canoes (kiaks) being carried along or placed in some convenient place near the water's edge. The herd seeing the approach of their enemies, trot leisurely away until they come within sight of the rocky monument, which have been made to imitate the human form as near as possible, when believing themselves surrounded they take to the water as the only means of escape left them. No sooner is the herd fairly in then the agile natives are in hot pursuit with their kiaks flying through the water and rapidly overtaking the bewildered deer, they dispatch them with arrows + spears, and haul their carcasses on shore. This sport is not without its dangers, as oftentimes a wounded animal or belligerent buck seeing flight impossible with plunging hoofs + swinging horns, turns so swiftly on his pursuers that he succeeds in tearing the fragile kiak to pieces, and the wrecked Esquimau, unable to swim drowns if the water be deep or is not promptly rescued by some near neighbor. On the 16th, Col Gilder + I had a most satisfactory interview with Ikkinnilik Puhtoorok, the head man, Ebierbing acting as interpreter. He was now about 60 years of age, with a very intelligent honest looking face, and all his replies were made in a frank, straight-forward-ready manner that carried the conviction of truth with them. He said that a long time ago when a small boy living with his people just below the Dangerous Rapids near the mouth of Back's River, who were engaged in catching salmon he saw one boat with white men going down the river. The white men shook hands with the Innuits and the latter rubbed the back of their hands down their breasts, their sign of welcome. There were ten men in the boat, and the commander’s name as near as could remember it was Too-ah-de-ah-rak (Probably Lieyt. Back on his first exploration of the river) The next time he saw a white man was a dead one in a large ship about eight miles off Grant Point. The body was in a bunk inside the ship in the back part. The ship had four big sticks one pointing out and the other three standing up. On the mainland near Smith Pt. + Grant Pt. he saw the tracks of white men and judged they were hunting for deer. The first time he saw the tracks of four white men and afterwards the tracks of three. He saw the ship in the spring before the spring snow falls and the tracks in the fresh spring snow when the young reindeer come of the same year. He never saw the white men. He thinks that the white men lived in this ship until fall and then moved onto the mainland. They did not understand how to get into the ship so they cut through one side and when the ice melted in the summer she sank as the water poured in. After the ship sank they found a small boat on the main-land in Wilmot Bay. When he went on board the ship he saw a pile of dirt on one side of the cabin door showing that some white man had recently swept the cabin. He found on board the ship four red tin cans filled with meat and many that had been opened. The meat was full of fat. The natives went all over and through the ship and found also many empty casks. They found iron chains and anchors on
deck, and spoons, knives, forks, tin plates, china plates etc below. When the ship sank her masts stuck out of water and many things floated on shore which the natives picked up. He also saw books on board the ship but the natives did not take them. He afterwards saw some that had washed ashore. He never saw any stone monument or cairn on the mainland near where the ship sank. There was one small boat hanging from the davits which the natives cut down. Some of the ship’s sails were set. Pe-ro-wat (The Thigh) aged about 40 years saw two boats, when a boy, coming down Back’s River. One had eight men but he did not see the number in the other. This party afterwards came back the same way. He found a cairn or rock monument, which he believes was created by this party, on the N.E. point of Montreal Island. It contained a pair of scissors, jack-knife and fish-hooks but he found no paper or writing of any kind. During that day and the next stormy weather detaining us I spent my time in examining the various trinkets of their igloos and found amongst them quite a number of unimportant relics belonging to the lost Franklin ships, such as snow-knives made from copper sheeting, arrow-heads of the iron + copper and kiak-frames from the wooden portion. On the 18th + 19th our route down the river was through a country of stiff argillaceous clay, that reminded me very much of the Mauvaises Terres [sic] or

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Bad Lands of Dakota. In many places the deep ravines cut at regular intervals made the banks present the appearance of a row of gabled houses, while an occasional spire of gray clay adds much to the resemblance of a street in some city interspersed with churches. The river here, too, is sufficiently torturous to make one believe that he was wandering through some Boston thoroughfare. On the afternoon of the 19th we reached the great bend in the river where after cutting through a narrow picturesque canon, flanked by pinnaded banks of clay it turns abruptly to the S.S.W. and emptys into Backs River twenty miles farther on. Looking down the deep gorge up which we had come into the bed of the river far below, bristling everywhere with the fantastic forms assumed by the weather washed clay land, I enjoyed one of the few picturesque scenes that we encountered in this wonderfully monotonous flat country. A couple of beautiful larks, the first singing birds of the season, filling the air with their warblings, broke the solemn silence so painfully common in the vast solitudes of the Arctic wastes, and were it not for the dark lowering clouds that were so constant that they seemed a part of the country itself, the scene would have been cheering indeed to us poor mortals so long surrounded by weary leagues of ice and snow. Our course on the 20th was across the high rolling land to the westward. For the last few days the temperature had frequently reached above the freezing point during the middle of the day, and when the stormy weather confined us to our igloos we were occasionally treated with a tumbling in of our melting habitations. That night Toolooah built us a new style of igloo. Instead of completing the walls of the snow house he stopped at a halway point and made the roof of our canvas tents. Nevertheless the next day being a stormy and also a warm one the sides tumbled in and thereafter the snow walls were built almost perpendicular before roofing them. During the afternoon and night of the 21st we had several very slight showers of rain the first of the year which settled into a still quiet snow storm the next morning and we accordingly started on our westward journey. The light western zepher of the morning slowly swung around to the north gradually increasing in intensity until it was blowing a perfect hurricane inside of two hours after starting. The sun was invisible behind the drifting banks of snow and the ever shifting wind gave us a poor chance to keep our direction. Following the bed of a river that Ikqueesik recognised we followed it blindly for a few hours until a perpendicular bank of a high towering hill gave us a comparative refuge from the terrible strength of the storm, when we went into camp, looking more like an animated mass of bristling icicles.
than human being. Shortly after camping the storm subsided nearly as rapidly as it had appeared and climbing to the top of the high hill alongside what was my surprise to find myself on the banks of Back’s River, the very goal for which the little party had been struggling so hard for nearly two months, across a desolate country and

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through the most continuous detestable weather I have ever experienced. It lay like a great panorama before me, Victoria Headland boldly frowning down upon me from the south and Montreal Island a mere strip of black on the horizon far to the northward. Here our search could commence and there would be something more interesting to occupy the time than the monotony of marching and watching the ever recurring snow-clad hills. The next day however we were at the disposal of the angry clerk of the elements, and the next, the 24th despite the storm we made a 17 mile journey, guiding our course from headland to headland through the driving snowflakes, and camped at night, as near as we could ascertain near C. Barclay. Everyone rejoiced and none more than the dogs themselves to get once more on salt water ice, and the sleds would often be out of sight hidden in the storm despite our most rapid walking to keep up. Several times during the day we saw small bands of ptarmigans or Arctic Grouse and it seems curious to note these beautiful white creatures are nearly always more numerous during or just after a snow storm. The elements seemingly aware that a moderate gale would not suffice to detain us gathered its whole force for a storm that told us the next day too plainly that it was master in these parts, but this extraordinary effort exhausted it and on the 24th we again got under way facing a light snow storm and at night camped on the Eastern point of Montreal Island. I say “night” for we were still in the habit of speaking of that portion of the day after six o’clock P.M. as night-time although commencing on this very date the sun never sank below the horizon, but owing to continuous stormy weather we did not see the midnight-sun until the 1st of June – a week after. During the day we had seen several seal but although several of the hunters tried hard enough none were secured. On the 27th we made a fruitless search to find the cairn described by Perowat, but the numberless seal, meat + blubber caches made it impossible to distinguish its remains from the others. Shortly before starting on the 25th the dogs frightened away a small herd of reindeer that was grazing near the igloos and Now-le-yout informed me that we would see enough of these animals along the northern shores of the Adelaide Peninsula to supply us with meat, which was cheering news indeed, as I had expected to depend on the less palatable seal meat after reaching Back’s river. That day we moved over to the Adelaide Peninsula. Ikqquesik killing a fine large seal en route. The 29th stormy. On the 30th we crossed the base of the Oyle Peninsula camping on Barrow Inlet and my journal of that date notes the trivial fact that a small house-fly was seen crawling around on the exposed portions of the sandy banks. We had not proceeded but four or five miles on the 31st when we encountered very recent sled tracks, made that day so my Innuits said + following them a couple of miles we came upon four igloos holding as many

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families of Netchilluk Esquimaux. The same rigmarole of preliminary ceremonies had to be enacted as was done with the Ooqueesik-Salik Innuits, before we could become acquainted. They too had been
taken completely by surprise by our coming + had mistaken us for the Kid-ne-likes, with whom they are
not on very peacable terms. They did not hide themselves in their igloos but at once boldly formed a line
to receive us, their bows in hand with one arrow fixed to anticipate any sudden contingency. They took
the precaution however to send an old decrepid woman forward to meet us and ascertain our
intentions and status, evidently intending her as a sacrifice for the good of the others should we be of a
hostile nature. A gun that we fired in the air, on Ikqueesik’s suggestion, did not increase her timid
hesitating gait as she approached our formidable looking line, but only increased her volubility a perfect
clatter of which she had kept up since leaving the igloos. Her joy knew no bounds when she recognised
Ikqueesik, whom You will remember as a Netchilluk that had left this country when a boy of about
twelve or fifteen years, and we followed the guidance of the wrinkled old hag, towards the half-
frightened Netchilluk warriors, some fifteen of which stood like statue ready with bows half bent to
exterminate us, as they thought at a moments notice. The old woman’s repeated vociferations of
Ikqueesik! Ikqueesik! Cabloonah! Cabloonah! soon reassured them and in a few minutes we were
shaking hands, and with their help making our igloos about half a mile distant from theirs. Their camp
was on the salt water ice of a small inlet where they were engaged in fishing through the ice for a
species of small codfish (oowahk) which here abounded in considerable quantities and could be caught
nearly as fast as they could put in their lines. The head man of the tribe – See-o-tite’-che-ung (The Man
Without Ears) was about 55 years of age, but slightly acquainted with Godliness and totally ignorant of
that virtue which is supposed to rank next. His previous Kodlunah acquaintance had been limited to
stealing a saw from Capt. McClintock when on his last Franklin Search in 1859 and which he relates with
evident gusto as the perfect acme of a good joke. The Netchilluks are not near so honest in this virtue as
their Hudson Bay neighbors, and although we were aware of this fact, and took the best care possible of
our smaller articles, yet several of the disappeared while living among them, the particulars of which the
next party going through their country may hear. The day was a very disagreeable one
interspersed with driving snow squalls and my journal of that date records that “thus ends May with not one single solitary
decent day in it; a perfectly continuous storm. On the 1st day of June I had a long talk with several of the
Innuits who were more or less familiar with the

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Franklin Story as it was known amongst their tribe. Se-o-tite-che-ung says that he never saw any of
Franklin’s men alive. He saw a number of skeletons near a small boat not far from here. He located this
place as the second cover west of Richardson Pt. and said that we would be able to visit it and return in
a couple of hours. No graves or sleds were seen. He found a great many small articles scattered about,
and a number of watches. There were also a great many papers of some sort scattered around the boat,
but they are now all gone. He thought that some of the bones were still to be found there. No cairn was
seen near the boat. He never saw nor heard of any signs of white men of this party being found between
this point and Montreal Island. Toolooah (Netchilluk) said that about eight miles due west from Grand
Pt. was the spot shown him by the Ookjooliks where the ship sank. Last summer he found many pieces
of wood from the wrecked ship near O’Reilly Island and a cask full of small bottles containing something
that he could not eat. During the afternoon Col. Gilder and I with Seotitecheung + Toolooah for guides +
two of our own Innuit party visited the cove where the last of Franklin’s men perished. It was three
miles due N.W. from our camp, and everything so completely covered with snow that nothing could be
seen and we had to content ourselves with marking the spot so that a thorough search could be made in
the summer when the snow was gone. The exact spot where the small boat was seen was definitely
located. During the day several parties arrived and we were kept awake the whole night by the continuous arrival of small parties, curious to see the Kodloonahs, the first that the majority of them had ever seen. That night was one to be long remembered. There were about 100 natives in camp jabbering + chattering like so many unwashed monkeys, their swarthy faces beaming in the light of the midnight sun, the first one that I had ever seen and which I timed religiously with the chronometer that there might not be any mistake. Its lower limb just tipped the crests of the distant hills of K. Wms Land and almost immediately commenced rising perceptibly into the dark layering clouds that were awaiting to receive it. Among the new comers was a Netchilluk woman aged about 55, Ah-lang-nyuck, who says that she saw a part of Franklin’s men on Washington Bay about ten or fifteen miles from Cape Herschel. There were three men and three women in the Innuit part. Too-yark-tar-je-ro, her husband, now dead, Tilt-kark’-kyuck and Ked’-loke his wife, Bin-ig’-e-yauck and Is-she-un-ňă his wife, all of them living in Sheperd Bay. There was one Innuit in their party who would not go near the white men. There were ten men dragging a boat mounted on a sledge. These were all she saw. When they first saw them they were on the ice near the land, and the women were afraid and only the men went forward. They remained with the white men four days on this spot. Half of the men

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(five) stayed in the boat and the other half in a small tent on the land. They did not have anything to eat. The Innuit men caught several seal which were divided with the white men, the latter giving her husband a small chopping knife. They started together eastward but the ice being very rotten the Innuits hurried on as they were afraid of not getting across on the mainland before it broke up. They did not get to Gladman Pt in time to cross and had to remain on K Wms Land during that summer, having first waited for five days at Gladman Pt for the white men who not coming they moved on toward Booth Pt. This was the last she saw of the white men alive. The looked thin and worn out and their mouths were very dry bleeding + black. There were all wearing white men’s clothing, and had no sort of reindeer or other kind of fur dress. There were two white chiefs Ah-glook-tah and Too-loo-wug, as near as she could remember their names. The latter was the name of the head man who had given her husband the chopping knife. There was one man they called Doc-took. Toooolowug a little older than any of the other men, had a large black beard mixed with gray, and was a big broad man. Ahglooktah was younger + smaller with a reddish brown beard. These three officers with the boat had on spectacles (not snow-goggles but were white the same as ice). The next time she saw white men were some dead ones in a tent, still standing, at the head of Terror Bay. There were one or two bodies outside the tent slightly covered with sand. They cut into the tent and found a great many bodies there. She could not tell exactly the number but there were more than she could count on her fingers (The limit of Esquimaun compulation) There was nothing left but bones, tendons + torn clothes, with the exception of one body that had the flesh on, but whose insides had been taken out. They did not open the graves outside the tent. She was still with the same party of natives at this time. They found many spoons forks cups etc etc and quite a number of small books, which she thought were now all destroyed, as none of them were taken except three used by the children for playthings. In the afternoon I bought a sled that had been found in the southern part of Erebus Bay surmounted by a boat. This is the one probably seen by McClintock or belonging to the boat near by which he overlooked. On the 3d, we travelled westward about eight miles as far as the igloos of the Netchilluks that had visited last. This village consisted of eight igloos full of people and from them we obtained a number of unimportant Franklin relics. On the 4th we travelled to Thunder Cove eleven miles and there found two igloos full of natives, that we
had not yet seen. Among the relics found here was a board, which had been a head of a bunk or top of a box or locker, and had come from the ship which sank off Grant Pt. This board was painted black and had been covered with heavy clock oil cloth in which were driven brass-headed tacks forming the initials I. F. As the Ookjooliks from whom the present owner had obtained it, had informed him that it was torn from the interior of the ship showing it to be a permanent fixture of the vessel we had high hopes that through it and data obtainable from the Admiralty we would be able to identify the ship that had thus consummated the North West Passage. A few less important relics were found and among them some wire gauze from a pair of snow-goggles, that Ahd-le-kok, a young Netchilluk, a cousin of Ikqueesik, told me he had found last year near some white men’s graves just east of the mouth of Pfeffer River. He said that close to these graves he had found a stone-monument about five feet high, built a long time ago by the white men and not yet disturbed by any of the natives. As this point was only some twenty miles distant I determined to visit it, at once, as the only white man who knew of this spot as a point where some of Franklin’s men had perished was Capt. Hall, and both Ebierbing and Ishoowark who had accompanied him on his last search were certain that he had never visited this portion King Wms Land, and singular as it appeared it could not be reconciled with any other supposition than it had been erected by the remnants of the famishing crew, and had in some unaccountable manner escaped the greedy clutches of the curious natives. At 8 o’clock next morning Col. Gilder and I, Toolooah for dog driver and Ahelekok as guide with a light sled + double team of dogs, started for the cairn. At nine o’clock Toolooah’s sharp eyes sighted King Wms Land, despite a furious N.W. gale of wind +driftinging snow that was raging at the time, and running obliquely towards it reached it 11.30 and arrived at the cairn about an hour afterwards. I will not attempt to describe the many conflicting thought that rapidly ran through my brain, the suspense as I approached it + recognised at a glance quite a distance from it the evident work of a white man, nor the double disappointment I felt when it proved to be a monument erected by Capt. Hall on May 12th, 1869, near two graves of Franklin’s men. A clay stone was marked as follows on its top H May XII 1869 and along its thick edge ETERNAL HONOR TO THE DISCOVERERS OF THE NOTH-WE the remainder being obliterated by the breaking of the stone at this point. We also found a third grave being one more than noticed by Hall, but the ground still deeply covered with the spring snows nothing else could be determined and we turned homeward + reached Thunder Cove at 6 P.M. have had the worst forty mile ride of

stormy weather I have ever experienced. The next day – the 6th – we travelled as far as Cape Geddes, making a good many unnecessary windings in vain endeavors to keep our direction through the South East storm then raging. It seems to be the intention of the weather to blow backwards + forwards on alternated days like a huge meteorological penchelum, and not exhaust its strength in any one direction. Again we camped near new igloos, some five in number – and among the natives found an old crone, Tuk’-too-Chee’-ah, some 65 or 70 years of age who figures in the narratives of Ross + Hall, being the wife of Poo-yet-tah (now dead) spoken of by both. Decrepit and wrinkled with age her memory, fortunately
seemed to have survived the general wreck with least impairment and the next day, at my request, she came with her son to my igloo and gave me her whole knowledge of the Franklin Story, and very important that story was, although it dashed our highest hopes to pieces for it places beyond all doubt, the complete loss of the records of the lost party, that goal for which so many expeditions have strived + suffered, after all hopes of relieving the starving crews had passed. She said that she saw the skeletons of four white men on Booth Pt. near longitude 95° and saw two on a little island near by. She saw no graves at either place nor any clothes on the skeletons. She had her son Ah-gek’-she-wah (now about forty years old and ageko or medicine man of the Netchilluks) and her husband (now dead) with her that summer. Her son, who was with her at this interview, did the rest of the talking, and the old hag sat by his side nodding acquiescence to his remarks as he told of the boat and skeletons found in Starvation Cove. There were ten Innuits in the party in all, and this party was the first one that found the remains, as they learned afterwards. The found a boat standing on its keel, and outside the boat he saw at least and about four skulls. There were some few in the boat and a tin box about two feet long full of human bones. They found these in the summer time and the bones looked very fresh. One body had all its flesh on it. This was a tall man with light brown hair. Alongside of his head he found a pair of gold spectacles. There were some two or three pairs of spectacles found altogether. The opinion of the Innuits at that time was that the white men had died in the winter just previous to that summer. He saw some canvas and four large wooden sticks in the boat. There were a great many silver watches and a few gold ones all opened face. The Innuits thought that they had been eating each other as some of the bones were sawed in two. They found one small saw and one large one. They also found pipes and a tin case, with red cover, full of tobacco. The body that had all the flesh on had a gold chain hanging from

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gold ear rings to which chain was attached a gold hunting-cased engine-turned watch and a gold ring-finger of the right hand. There was no monument near the boat. There were some books near the bodies. There was a tin box full of books in the boat. This box was about one and a half feet wide, one foot deep and nearly two feet long (using his hands to show). Being shown writing and printed matter, they thought it was more like the latter, but did not like to say positively as they did not examine them closely enough for that. Some of the Innuits broke the box open and emptied it of the books, and kept only the box. The children took some of the books and used them or play things destroying them from time to time. Many of the leaves of the books were seen near the boat place flying around in the winds for quite a number of years afterwards, but they have slowly disappeared and have long since all gone. Here, at least, was a negative success. While the long sought records were not found, the unfortunate fact that were irretrievably lost was worth knowing. There can be no doubt to the minds of those who have ever suffered the inconvenience of the strict economy of space needed on an Arctic sledge journey, that this box contained nothing less than the more important papers + observations of the party. No man in their starving weakened condition would have burdened themselves with such a large quantity of books, unless they were their records + then they would be the last things with which they would be likely to part, and such seems to be the facts in this case. Their records of their hard labor have gone as far as they themselves can be authentically traced, for beyond Starvation Cove, no signs have ever been seen worth declaring such. Being compelled to remain over a few days to allow the hunters to kill enough reindeer to reach Cape Herschel – where we could subsist on seal – we did not cross over to King Wms Land until the 10th. On the 12th we reached Cape Herschel + there killed three reindeer just as we were going into camp. For the last few days the air has been enlivened by the measured hank!
hank! of passing bands of geese flying to the northward + numerous flocks of Arctic ducks have whistled by destined for their northern breeding grounds. On Cape Herschel we found the cairn erected there in the summer of 1839 by Dease + Simpson, being their farthest point reached on King Wms Land. It was nearly destroyed by the natives but the substantial manner in which it had been erected served to distinguish it from the many piles of stones that crown this rocky cape that the Innuits have erected as caches for seal meat. These caches at first were pronounced by my Innuits to be the graves of white men but a few bones that were found by scratching through the snow soon convinced us of our error. The Innuits themselves are very good anatomists + readily distinguish the different bones of an animal or human properly locating them and know at once the particular animal to which they belong.

Continuous bad weather delayed us at Cape Herschel until the 17th, when I started with a single sled, Toooolooah + family + boy Awanak with all the white men leaving all my heavy baggage and the remainder of the Innuits of the party at Cape Herschel where they were to remain until my return unless any delay should occasion my remaining longer than the breaking up of the summer’s ice, when they should, at their own judgement anticipate that went + return to the mainland where the reindeer are more plentiful. On the 15th the last of the hard bread was used and the time was now rapidly approaching when our diet would be à la Innuit until Camp Daly was again reached, some six months hence. My intention was to march to the head of Washington Bay, which I did on the 17th, thence directly northward across land to Collinson Inlet, before the rapidly disappearing snow was too far gone to render sledging impracticable, when my search would be prosecuted on the salt water ice along the coasts, which lasts a month or six weeks longer, hoping to reach the mainland of Adelaide Peninsula before the latter broke up, and not be compelled to remain upon King Wms Land until Simpson’s Strait was frozen over, to accomplish this object. Long before these Straits would be frozen sufficiently to bear our sled we could be a long distance on our way homeward on the autumn snows. My route to Collinson Inlet across land would, according to the Admiralty Charts, take me some twenty or twenty-five miles eastward of Erebus Bay, so my surprise can somewhat be imagined when on the evening of the 20th Toooolooah discovered hummocky ice – an infallible sign of salt water – and early the next day we were unquestionable upon the bay with Franklin Pt. clearly defined in the distance. But mistakes of from five to twenty miles are not unfrequent in the hurried exploration of Arctic countries, and I could almost write a volume description of those I encountered in my two years Arctic surveying were I to dwell upon them. Our expected lengthened land journey was somewhat curtailed by this discovery but none too soon for we had spent the last day or two wading through pools of water formed by the melting snows half up to our knees at times. The greatest consolation was the large number of reindeer that we had encountered and which native reports had led us to believe would not be found. The crossing o Erebus Bay was most horrible + gave me an insight into the vexations of travelling through hummocky ice that I had hardly supposed could be acquired in one day. The sled rose + fell like a ship laboring in a heavy storm, as it surmounted the ragged hummocks, and the bumping, plunging + upsetting threatened the destruction of everything possibly destructive. Toooolooah worked like a Trojan with his Herculean task, and we all owed it to his almost superhuman exertions that we placed ten miles between our morning + evening camp during our fifteen hours work that day. The soft snow into which we often sank in the ice cracks up to our armpits + nearly always to our knees, made the walking easier to conceive than describe.
During the day Toolooah found the tracks of a bear, where he had visited a seal hole the day before leading northward, and expressed the hope that he would be able to see him soon, as they do not travel far when in quest of seal — their principal food in this section of the Arctic. We were not successful, however, in afterwards getting a sight of this particular Bruin. The 23d we were compelled to lie over Toolooah being ill from his over exertion the day before. That day’s experience with hummocky ice made me perfectly willing to adopt Toolooah’s suggestion that our future travelling should be confined to the narrow strip of smooth ice which lies between the shore and the stranded pack of hummocky ice. This, though vary circuitous as it compelled us to follow all the windings o the tortuous and deeply indented coast-line, was easier on the half-fed dogs and less liable to destroy our sled + its load than striking straight across from point to point through all the heavy chaotic blocks of broken ice. Wherever the shores were precipitous the hummocks finding deep enough water had been pressed against the banks and the snow being now nearly all gone off the land we would have short sieges of tough pulling, but, in general, we found our new system decidedly the best. The slight tides of Victoria Strait, not more than one or two feet, made the tide hummocks fringing the shore insignificant. Arctic aquatic fowl were now getting quite plentiful, and we secured many messes, to vary our monotonous diet of reindeer + seal meat. Just south Franklin Pt. I noticed a large bay, evidently very shallow or protected by a bar at its mouth, as it was covered only with the smooth ice of last winter’s freezing whose surface was dotted with the seal who were basking leisurely in the warm sun. Toolooah easily secured one and assured me that he would have no trouble in killing a dozen or two on such a favorable day, as this present one if we should need them. As my search would not pack me farther than twenty-fix miles north of here – Cape Felix – I felt comforted to find this substantial intermediate base of supplies to fall back upon should the game become scanting as we proceeded northward, a fear, however, which proved groundless, as this country condemned so gameless by both natives, and the few white explorers who have visited it, seemed teeming with animal life sufficient to subsist a much larger party properly armed and with good hunters. Arriving at Franklin Pt. on the 24th I attempted to establish the variation of the magnetic compass, and although the evident nearness to the magnetic pole made the needle very sluggish, the delicacy of the instrument gave me reason to believe that the error was not over one degree of arc the needle in twenty-nice observations, if correct, will show that the magnetic pole has travelled miles to the westward since its discovery + location by the Rosses in 1831. I felt the want urgently of a fine dip needle with which I could have easily settled this interesting question, but I had not been provided with one, as it was not supposed when leaving the United States that the course of the Expedition would lead it so near this locality. About half way between Franklin Pt and Cape Jane Franklin – which points by the way, are about half as far apart as charted on the Admiralty map – Frank found a skull near an old dilapidated looking grave, build on the surface of the ground of the loose stones laying about. Toolooah pronounced it unhesitatingly that of a white man, and it certainly was too high and noble looking in the coronal region to believe that it
belonged to the stolid natives of this locality. There was, however, no other confirmatory proof of a white man’s grave, but believing it so very possible that it might be one of the lost Franklin crew I reconsigned it to its rough sepulcher and built a slight monument of the loose stones over the few bones found. At Cape Jane Franklin we remained one day to search for some casks that the Netchilluks had informed us had been seen thereabouts. Col Gilder + I searched eastward along Collinson Inlet but returned early in the afternoon having seen nothing. Henry + Frank who had searched northward along the coast returned at 2 P.M. having found quite a large number of interesting relics on a small point about two miles north, in the bay between Cape Jane Franklin + Victory Pt. In a grave evidently opened + despoiled by the natives was found a silver medal, about two inches in diameter, on the obverse of which was a bust of George IV, surrounded by the inscription GEOGIUS IIII D. G. BRITANNIARUM REX and underneath 1820, on the reverse was a laurel wreath surrounded by the inscription * SECOND MATHEMATICAL PRIZE *ROYAL NAVAL COLLEGE * Inside the wreath was cut Awarded to John Irving, Midsummer 1830. (Lieut. Irving was the third ranking lieutenant of the terror, the second of Sir John Franklin’s ships). Many other relics were seen and I accordingly moved my camp to this point next day. About twenty feet from high water mark was found a lot of half rotten navy clothing, blankets, canvas, rust-eaten blubber stoves, ships blocks + tackles, ropes + cordage. A canvas sledge harness marked in stencil T11, in a very good state of preservation. A tent had evidently been erected near this pile of waste material its bottom being cushioned with blankets. Underneath them was found a hair clothes brush which had the owner’s name, H * WILKS, cut in the side of it. Near the tent place was a loose disjointed pile of stones, probably an old cairn which was thoroughly ransacked but nothing seen in or under it. We also found a heavy two gallon stone demi-john glazed in R. WHEATLEY. Wine & Spirit Merchant. Greenhilte Kent. Also many pickaxes shovels etc all of which were plainly stamped with the Queen’s broad arrow. This spot was about four miles south of Victory Pt. and at the time it was found I believed it to be a new discovery not seen by Maclintock, who locates his cairn on Victory Pt. About twenty yards farther back from the shore, on the crest of a slight gravelly ridge was the grave of Lieut. Irving. This had been torn down – for the reader must remember that nearly all Arctic graves are built upon the surface being side walled with the large stones collected in the vicinity – and no doubt to obtain articles the medal which identified the grave having fortunately eluded their vigilance. His fine large skull was just outside the broken down walls of the grave and the other larger bones being scattered over a wide area; the smaller and more perishable ones having been completely lost. In his grave was found the object glass of a marine telescope, a few officers gift-buttons stamped with an anchor + surmounted by a crown. Under the head was a colored silk handkerchief, still in a fair state of preservation and many pieces of coarsely stitched canvas, showing that this had been used as a receptacle for the body when interred. From this fact I inferred that the body had never been buried from the ships, where sufficient wood especially after they had determined upon abandonment could have been procured to construct a coffin, but that Lieut. Irving belonged to a party that had returned to the ships after it had become evident that all could not escape as they had thought when they first abandoned them. A thorough search at Victory Point, where I had hoped to find much, revealed however no traces of white men whatever. Continuing our course along the coast Cape Felix was reached July 3d, but nothing had been seen, en route, indicating the presence of the lost crews. On a small point just south of Cape Felix we found an old camping place, evidently the same mentioned by
Lieut. Hobson of Maclintock’s party. There were many red cans marked Goldners Patent and cups made from the same, with a large proportion of broken porter bottles and some crockery. The evening we reached Cape Felix Toolooah had an exciting chase after a large polar bear that he was compelled to pursue some six or seven miles through the hummocky ice, with his lightened sled and all dogs before he succeeded in bringing him to bay, when he was speedily dispatched, but not until he had made an almost successful charge on Toolooah, whose activity and magazine gun saved his life. From the high hill at Cape Felix could be plainly seen, Cape Adelaide (1) the site of the Magnetic North Pole. Here the needle of the compass refused to work and would remain in almost any position that it was placed. There however seemed to be a very sluggish tendency to settle somewhere near the true North-West, but this could not be relied upon within a half dozen points of the compass, and once the needle remained immovable pointing South-east. The search in the neighborhood of this camp was continued with unremitting vigor until the 7th. On the 4th the flag was horizontal the first time on our journey, and left flying until we broke camp on the 7th as true to the traditions of military customs we could not lower it until sunset an event which did not happen while we made our brief sojourn at this point. The reader will remember that it was obb 15 mis off Cape Felix that Sir John Franklin’s ships, the Erebus + Terror had been beset by the ice, according to the record found by Maclintock at Victory Point, and had been held in their icy prison for two years before the ships were abandoned, drifting only some fifteen miles along the coast during this time. This record also stated that Sir John Franklin Lieut. Graham Gore and fourteen men had died while near these shores and I confidently expected to find their graves between Cape Felix and Victory Pt but the most unremitting search of days and embracing miles along this short coast line of fifteen miles revealed nothing that could be supposed to be their resting places even after a third of a century’s work of the elements to dim them. There were very few sandy places where the graves could have become obliterated even if carelessly constructed, so the only reasonable supposition was that the rough state of the ice between the ships and shore, and the bad state of the health of the crews forbade them transporting their dead to the land and they received a sailors funeral and were cast into the waters of Victoria Channel. On the 5th I found a large cairn about three miles inland from our camp standing on a very prominent ridge. It was built upon a flat granite rock and was about seven feet high and three feet diameter at the base. There was no doubting the fact that it was the work of white men from its careful construction, and as I recognised this fact at a great distance I can not easily describe my feelings of suspense as I approached it, but its despoliation revealed nothing. As it must have been visible from the ships with the aid of a good marine glass, it was probably a monument erected to establish and measure the amount of drift. X On the 7th I started southward, the snow almost completely gone except along the northern gullies of steep hills, and the ice of Victoria Channel still in good enough condition to lead me to believe that Simpson Strait could be reached before it broke up and give the whole western shore of King Wms Land a thorough search as I continued my journey southward. Returning the four white men formed a skirmish line of varying width extending from the high tide mark to the highest ridge of the shore.
line, so that it was impossible for anything left within these limits to escape observation. At each camp as far as Victory Pt I remained over one day, the entire party of six persons searching inland on different routes. I did this as Capt Hall an energetic Franklin Searcher had published the belief that the records and other valuables were probably stored some distance inland from the scene of the two years imprisonment, and while a short in these parts soon destroyed all my faith in such an hypothesis, his opinions as an Arctic traveler were entitled to sufficient consideration to warrant this extra labor. Oh the return journey the boy Awanak found an old Inuit cache of relics on the point just south of Cape Maria Louisa, containing a small barrel-canteen marked on one side N.b. on the other GP and the Queen’s broad arrow, a ship carpenter’s ax also stamped with the royal arrow, a small (gallon) wooden key with iron handle + shield+ the latter branded 3, a two gallon tin oil can with brass shield labelled “j. Cowan, Ironmonger, Woolwich, and a few other less important relics. Another source of annoyance now arose to obstruct our way and make our campings dependent on the tides. The long continual warm weather was rapidly melt the thin shore ice and at high tide there was a sheet of water from twenty feet to a hundred yards wide between the ice + dry land which was was daily becoming worse as the summer advanced. There was no alternative left but to pack the articles through this cold muddy water to the sled on the ice or wait until the receding water of low tide gave terra-semi-firma to walk upon. The latter plan was adopted except when the closeness of the ice on the deep water allowed more feasible arrangements. The white men acting as searchers over the land having farther to travel along the sinuous course generally started at an early hour and were in the spot picked out for camp by time Toolooah with the sled was abreast on the ice, he having often been compelled to wait three or four hours for a favorable tide. Arriving at the old tent place in the bay between Cape Jane Franklin + Victory Pt. which I named Irving Bay after the officer whose grave had there been found, two days were devoted to a thorough inland search. The complete disappearance of the snow left many small articles visible that had been hidden during our last visit. Susie, Toolooah’s wife, created quite an excitement in our little party by bringing forward a small roll of paper carefully wrapped + tied by now half rotten thread, which she had found lying among the stones near the sled cairn. It was hastily opened and proved to be a record left by Capt. Maclintock containing a copy of the one Lieut. Hobson had found left at this point by Capts Crozier + Fitzjames, the commanders of the Erebus + Terror. Having been written in a lead pencil it was still legible except where it had been abraded at the corners despite its exposure to the inclemency of Atctic weather for nearly a quarter of century. Its finding raised many hopes tat some more important document, left by Franklin’s party might be revealed in a summer’s search, equally well preserved. Maclintock’s record spoke of another that he should bury one foot deep ten feet due north of the cairn, but a large trench was dug at this point with no result. Toolooah found a surgeon’s tourniquet and among the old rotten blankets I found quite a number of socks roughly made from blanket stuff showing that the crews had been reduced to the manufacture of their own underwear before starting on their fatal retreat. On the 16th the rocks were covered near our afternoon camping place with myriads of gnats and small black mosquitos. On the 17th when on a small cape in Erebus Bay, about Pt Le Vesconte as near as could be determined we suddenly came upon a human femur, and a little farther on a portion of a pelvis. A diligent search soon
revealed the grave and a number of the other bones including the skull upon a low sandy point, over a hundred yards from where the first bones had been discovered. The grave was a very shallow one dug in the sand and walled in with stones. It contained quite an amount of fine quality navy blue cloth and gift-buttons from which circumstances I inferred that the person here buried had been an officer. The incomplete skeleton was carefully gathered reburied in its old grave and a stone monument built to make the spot. Going into camp about four miles farther on Toolooah, who had arrived ahead of us, showed us a despoiled grave containing a large sailor’s belt buckle and some musket caps. A skull of a white man was found about a quarter of a mile distant, but so effectually had the mutilated sepulcher been rifled that nothing else could be found and had it not been for Toolooah’s sharp eyes I doubt not but that we would have passed it without notice. I have already owed much to the keenness of their vision. On the 19th we found a very large river emptying in from the eastward into the southern portion of Erebus Bay and I doubt not from its dimensions that it is the principal river of King Wms Land. Its width at the point when the water first becomes fresh is about 250 yards, flowing through several channels and a depth of from two to five feet. The country here is low + swampy and my party had a most fatiguing journey of from six to eight miles, washing through this marsh knee deep in water mud + rotten turf. A doubly heavy fog which drifted down from the northward and drenched us with wet spray and in which we lost Toolooah + the sled until about 10 P.M. when half frozen with the cold – for the thermometer got below freezing – did not assist in ameliorating our condition very much. On the 20th being completely out of meat, an occurrence which had seldom happened owing to Toolooah’s activity + good hunting, we stopped over one day and I felt that we surely had a fast ahead of us now for the fog was of the thickest I had ever seen in my life, but despite all this Too-

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looaah secured three after being absent about four hours. The Innuits when reindeer during thick or foggy weather, generally go in pairs accompanied by a good dog taken form the team and keep well to the lee-side of the quarter suspected of containing game. The dog’s nose soon tells them if their conjectures are right and they follow him his nose high in the wind on his aerial trail until his frantic tuggings at the line – the well trained Esquimaux dog never barks, show them to be near by, when one of the party holds the animal and the other crawls cautiously forward on his victims. During the time the snow is on the ground they take several dogs and after being successful utilizing them to drag in the carcasses. An animal of keen scent will often detect the presence of game at two or three miles distance during a fair wind. On the 21st we found a number of pieces of navy blue clothing scattered along the beach most of which seemed to be pieces of jackets, where they could be distinguished. Judy before camping late in the afternoon Frank found a boat place, no doubt the one referred to by Maclintock, although some ten or fifteen miles E.S.E. from this point as noted on the Admiralty chart. There were quite a number of pieces of a clinker built + riveted boat strewn around, one of the side planks, which was broken off at one end still measured 28 ½ feet in length. The bow and stern post, the keel + broken gunwales, and many copper rivets were scattered about all of them having evidently been thoroughly overhauled by the natives. A long large rope used in dragging a sledge (no part of which latter could be found), fish limb combs, sponges, tooth-brushes, bottles, powder cans and many other more or less interesting relics were also found. Scattered along the beach for several hundred yards on either side were pieces of clothing and almost as widely distributed were the bones of four skeletons. There were three skulls, four rights tibias and many of the larger bones, but nearly all the smaller ones were wanting. Everything that was found was so close to the high water line that I think it more than probable
that this boat was abandoned on the ice near by +floated to the present position when the ice broke up in the summer. It is not an unlikely hypothesis that it was abandoned during the breaking up of the summer’s ice by some party returning from the encampment on the head of Terror Bay to the ships, and whose after journeys were prosecuted upon foot. The most diligent search was made to discover the whereabouts of the second boat spoke of by Capt. Hall in his letter to Mr. Grinnell in 1869 + also frequently alluded to by the Netchilluk natives who had described the spot to me, but with no success. I afterwards learned from the Netchilluks that they had removed one boat and sled so completely that no trace of it could probably be seen. The careful interment of the skeletons over which a stone monument was erected, the collection of a few of the more important relics, and bad weather detained us until the morning of the 24th. Even then a strong

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gale was blowing from the North-west, but the delays on account of the persistently stormy weather had been so annoying during the last few weeks and the ice of Victoria Channel was becoming more rotten + untrustworthy so rapidly that I determined to move on at all hazards. Col. Gilder and I who had travelled ahead on our shore search, leaving Toolooah to start at low tide in the coming of an hour, had not gotten out of sight of the tent when a signal shot from that quarter arrested us and Frank soon arrived with the information that the tide was rushing furiously in, and we retraced our course only to find the report too true. Toolooah had gotten the sled about half loaded just at low tide when the waters swept in between the ice + shore as if released from a gigantic dam, and made further progress impossible. Far out to sea the terrible detonations of the breaking ice could be heard and I was very much afraid that all the shore ice would suffer the same fate and leave us with sled + dogs at this uncomfortable spot. Taking refuge in the tent from the blinding gale which was every minute waxing stronger in order to await the next tide, I was constrained in the course of an hour to take a view of the situation for the rising waters were threatening to deluge and overrun our frail habitation on the slight hill where we were camped. A moment’s glance showed me that my worst fears had been realized. Everywhere the ponderous blocks of the broken ice were in motion, rising and falling, tumbling and grinding over each other in a grand meteorological panic, as if to escape the thundering roar of natures artillery which was bearing down upon them. Perched high on the newly made hummock, as if it had climbed up there to look or a means of escape was the half loaded sled in imminent danger of being upset. All hands turned out in a twinkling and Toolooah rafting himself to the hummock on a thin cake of ice made a line fast to our oeronautical carriage and we soon had it ashore. Further sledging was ended until the severe frosts of October and we were many miles from the mainland on Adelaide Peninsula. The fact of being compelled to wait until Simpson Strait was frozen over, before we could take up our homeward journey, was now clearly settled, although I still determined upon the venture of moving our effects across the narrow peninsula which separates Erebus from Terror Bay, where I might be able to procure the aid of the Netchilluks in transporting them to Cape Geddes upon lashed kiaks. This necessitated three and often four trips between ours camps, some three in number, before we reached Terror Bay on the 4th of August with all our material. On July 30th Toolooah returning to Erebus Bay with the dogs to drag back a piece of a drift

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log, to our camp found a she bear + large cub trotting along the shore which the dogs soon brought to bay. Toolooah had unfortunately left his gun at the tent and had nothing in the shape of a weapon except an old handleless snow knife that he was taking along to crease the log for the draw-line, but nothing undaunted he separated the dam from the cub by pelting the former with stones, and while she was growling at the dogs a short distance off he dispatched the latter with his knife, and brought its carcass triumphantly into camp tied on the spread pieces of the split log. I told Toolooah Capt Hall’s story of killing the polar cub and the consequent affright of his natives + asked him if he was not afraid of the same happening us by the dam following his trail to the tent and reeking dire vengeance, but he smiled as he answered that he hoped she would as he felt very angry at himself for being caught in such a predicament without his gun, and if she would come along again he would make due amends. He says that he has known several instances wherein the cub of the polar bear had been killed where the dam was not injured but has never known any evil resulting from the anger of the latter, unless it occurred right on the field of battle where she will display more energy in the defense of her young. It results therefrom that Capt. Hall’s allies were needlessly frightened or that the disposition of the polar bear varies much with the locality. Toolooah told me that he has seen the polar bear climb up the flat perpendicular walls of icebergs to escape his pursuers, and when these were high he generally succeeded in eluding them, as it then becomes too dangerous to attempt to ascend by cutting niches in the ice-wall for footholds which is the method the natives adopt in pursuing them under these circumstances. This seems almost incredible and I have never seen it mentioned by previous Arctic travelers, but I consider Toolooah altogether too good an authority to doubt it. We found a large amount of driftwood on the north-western coast of King Wm’s Land between Cape Felix and Cape Crozier increasing in quantity as we approached the latter point. Most of this wood is composed of small fir or pine logs – occasionally a very large one – the ends and branches smoothed off by the long continued abrading action of the ice while it has been on its slow journey of probably many decades. I think it probably that it comes from the Mackinzie or neighboring rivers and finds its way gradually during the short summers that the ice is broken in the Arctic seas around through McClure Strait down McClintock Channel to Victoria Straight where it is deposited. If this be its route, and considering the well established direction of the Arctic currents in these parts I see no other or it to

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follow, it shows the opening of the North-west Passage over the only part where it has not been navigated, during the more favorable seasons. The Netchilluk Esquimaux who have never seen or heard of standing timber have a curious belief that this wood grows on the bottom of the sea and when it gets so long that it nearly reaches the top, the drifting packs of ice break it off and it floats ashore. These Netchilluks make excursions to this coast at varying intervals of from five to ten years to collect driftwood which they use in making the frame work of their kiaks, spear handles, etc and it was on these journeys that they have become acquainted with the many places where Franklin’s men have perished on their unfortunate retreat. The trip along the low barren stony shores of King Wms Land broken here + there with a flat marshy outlet of a muddy river + with the ceaseless fields of ice constantly in view had been cheerless and uninviting in the extreme. Turning inland we found interminable chains of lakes from which the ice had disappeared whose soft mossy banks were often perfect beds of gay + brilliant
flowers, and whose bosoms were teeming with aquatic life, lured thither by the safety they presented for breeding. It seemed like visiting the beauties of the temperate zone once more so pleasant was the change. I made a few hasty collections of the curiously carved flowers that everywhere seemed to welcome my desecrating hand as if they were well pleased to leave their dreary Arctic home. After establishing my new camp on the head of Terror Bay, I determined to send Toolooah + family with the two white men Henry + Frank and all the dogs heavily packed to Gladman Pt. where Henry would superintend the ferriage of all our effects at that point across Simpson Strait with the aid of kiaks lashed together borrowed from the natives. Frank was to obtain a couple of natives with kiaks and return to our camp when the sled could be towed to Gladman Pt. Toolooah also to return with the dogs to assist in moving the remainder of our effects. In the mean time Col. Gilder + I would remain in camp and prosecute the search of Terror Bay and as far west as Cape Crozier, and as we returned with Toolooah complete the search of King Wms Land while Henry + Ebierbing was to make an extended reconnaissance of the most important points on the Adelaide Peninsula. In accordance with this arrangement the little party started on the 6th of August and Col. Gilder + I were left alone dependent for the next month (as it proved to be, although we only expected a separation of a couple of weeks) upon our rifles for our daily sustenance. Col. Gilder alternated in the duties of Soyer + Nimrod, while I plodded, like the Wandering Jew, along the cheerless coasts of Terror Bay looking for some signs of the long lost dead. We moved the camp westward once about five miles + from it as a base I searched to Cape Crozier taking advantage of the long days for that purpose. By the 7th + 8th the darkness had become quite appreciable at midnight, especially if cloudy, the sun having set for the first time on the horizon having been above the horizon days. On the 15th I discovered an incomplete skeleton near Cape Crozier, the skull of which showed the unmistakable Caucasian contour, a dilapidated grave near by having probably been its receptacle before its desecration at the hands of the wandering seal hunters of the Esquimaux. The bones were re-entombed in their former resting place and the usual monument erected to mark the sad spot. The search of Terror Bay was an extremely difficult one owing to the many long finger-like points that constituted its interior outline. While only about ten to twelve miles between its bounding capes, its contour furnished me with nearly ninety miles of very bad walking which it took seven days to complete. The game, luckily for us was very plentiful in the neighborhood, on one day alone having seen no less than thirty-four reindeer, during my search, grazing quietly (?) among the different valleys through which I passed. Col Gilder secured five and I without leaving the route my other duties imposed killed three that so to speak were in my way. So we had an abundance of substantial food, and better than all its condition was rapidly improving from the lean stringy quality which characterized our spring supply of venison. (The Arctic reindeer is an awkward clumsy animal, and when trotting along – which gait is its favorite one unless closely pursues – it goes stumbling over the rough ground in a manner that often leads the amateur hunter, who perchance has risked a long shot at him into the belief that his fire has been effective. I believe the reindeer to be the most reliable game in which dependence for regular continuous subsistence can be placed, that exists. While in general they have migratory habits, dependent upon weather and season there are always stray animals + small herds scattered around some portions of their regular feeding grounds, and as they are animals tolerably easily secured by an average rate hunter, these small erratic detachments are equally as good as the larger herds and magazine guns are the more remunerative. Without the reindeer my expedition of from nineteen to
twenty-two souls and forty to fifty dogs could never have accomplished the journey it did, having only about a month’s ration when it started from Camp Daly on April 1st 1879, and being absent eleven months and five days. From June 24th, the white men as well natives, lived upon venison alone, save a few stray meals of seal + polar bear meat, and from Sept. 2d. a great deal of this was eaten in a raw frozen state, thus living literally like the natives themselves. When first

thrown wholly upon a diet of reindeer meat, it seems inadequate to properly nourish the system and there is an apparent weakness and inability to perform severe exertion or fatiguing journeys, but this soon passes away in the course of two or three weeks, and, I think, is more dependent upon the fact that at first the white man takes to the new diet in too homeopathic a manner, especially if it be raw. However, seal meat which is far more disagreeable with its fishy odor, and bear meat with its strong flavor, seems to have no such a temporary debilitating effect upon the economy. The reindeer are scattered during the spring and summer, which is the breeding season, but as the cold weather approaches they herd together in vast bodies. I have never encountered a larger band than some three or four hundred which I saw on the Leroy Lakes, near North Hudson’s Bay, in the autumn of 1878, but during the subsequent autumn on King Wm’s Land I have seen no less than a thousand to fifteen hundred in a single day, in herds ranging from ten to a hundred. Other Arctic travelers however have noticed herds of much larger dimensions. At this time also they take up their southward migrations, but as I have said one can nearly always depend upon encountering some stray animals on their not totally deserted grounds. Not to see a reindeer during the day when on our sledge journey, especially if travelling, was an exceptional affair, and for Toolooah my most excellent Innuit hunter not to secure one, at least, from every herd that he attempted to stalk was equally exceptional. It was seldom that he confined his killings to a single deer if the herd was at all large or in a favorable position, and on one occasion I knew him to kill seven out of a band of eight with the eight shots of his Winchester magazine gun before they could get out of range. On ten different occasions he killed two deer at one shot and once three fell at a single discharge while the number of times that he dispatched one and wounded others or wounded two or even three at a single shot which he afterwards secured seemed countless. The statement that he supported an average of nine souls – not counting double that number of dogs dependent upon him – for about ten months coupled with a score of 232 reindeer during that periods besides a number of seal, musk-oxen + polar bear it becomes possible to give him due credit as a hunter in these inhospitable climes. The bleating of the reindeer fawn is very similar to that of the buffalo calf of our western plains – a sort of hogging grunt. The native hunter can imitate this so closely that he often lures the does to within easy range during the breeding season, and is almost certain of his victim if the fawn has been previously killed or otherwise separated from its mother. I have several times

been informed by Innuit hunters that the reindeer when travelling will always face the prevailing wind, but I have so often seen them grazing + migrating directly with it that I hardly think that this can be laid
down strictly as a rule. I believe it probable that when the first cold snaps of the approaching winter determine their southward migrations or the spring time the reverse, that the wind has little or no influence with them, but at other times the prevailing storms may, in the manner they say, indicate their local migrations. The Innuits are very fond of the raw frozen marrow from the leg bones of the reindeer, and I must say that after I had become habituated to a raw meat diet I found it a great delicacy myself. Of all the oleaginous material which forms such an essential component in the Arctic diet, I know of nothing so palatable as the fat of the reindeer. About September or October this animal attains his finest condition, his flesh being then literally marbled with the interstitial fat. Laying along the back just underneath the skin, of all the reindeer except the does with fawn and the very old bucks is a layer of fat about two to three inches in thickness, eighteen wide and some two feet and a half long. This the natives religiously strip from the carcass when butchering it and retain it until the cold weather of winter makes it more acceptable. The reindeer of King Wms Land are especially fat and during the short time intervening between the first cold snap that drove them southward and the formation of the ice sufficiently strong to allow them to cross Simpson Strait, my hunters stored away about five hundred pounds of this tood’-noo as they call it, which I afterwards found to be most necessary addition to the limited diet on which the party subsisted during the winter’s return journey to North Hudson Bay. The fat of the viscera is stripped there from and if not eaten immediately is tried out and run into short lengths of the intestines not unlike the familiar link sausages. Col. Gilder at one time ingeniously constructed a candle upon this principe by suspending some wicking within the moulds but as Susie, Toolooah’s wife, considered this a very inappropriate use for such delicious food the experiment was not continued. To the large quantities of toodnoo partaken of by the white men of our sledge party upon King Wms Land + subsequent journey home to Camp Daly I attribute more them to any other source their almost perfect immunity from suffering as the cold weather approached, and settled down upon us, contrasting most favorably with our previous winter’s experience at Camp Daly. We thought nothing of eating from half a pound to a pound, either raw or cooked at every meal and one occasion, there being no meat to be had I ate about two pounds of pure rendered reindeer tallow and found it agreeing perfectly with my

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hunger stomach. Everything said of the reindeer and his products can not be praises, or of all the nuisances that afflict the Arctic landsman there is none which is so constant a source of irritation as the loose drifting clouds of the hair of this animal coming from the clothing and bedding made from his skin. It forms a clotted coat over the meat before he is completely butchered, and the dozen duties of Hercules would be light work compared with removing it. In fact, a second skinning, so to speak is absolutely necessary to get rid of it. When cooking they form a capillary frosting over everything that may perchance for the moment be left exposed, and even while eating, they demand the nimblest of fingers to remove them faster than they accumulate. Every person that comes into an igloo is announced by a dusty cloud of these inanimate pests which only settle after everything is perfectly quiet and resume their aggravating excursions as soon as the least movement is again commenced. In fact you are constantly breathing them and much of your time is consume in keeping them out of your eyes ears nostrils and mouth. They are very brittle and constantly breaking and the fine hair dust thus formed is an enemy to watches chronometers and other delicate working instruments that has to be guarded with eagle eyes. Arctic expeditions living on shipboard, even if clothed with reindeer habiliments, which need not be worm while below, have the advantage of being but slightly bothered by this affliction, but to a
party living à la Innuit compelled to be constantly wrapped in reindeer clothing it is no inconsiderable nuisance. Page 474

On the 16th of August we had quite a thunder shower, the heaviest I have ever seen in the Arctic. The Esquimaux acknowledge that they have great fear of the thunder + lightning which occasionally visits their country in the summer time, a fact, which I might add to be general among savage communities. The most diligent search of nearly one month’s hard labor failed to disclose the spot spoken of by Ah-lang’-nyuck, the Netchilluk woman where so many of Franklin’s men had perished in and around a tent that her party had found the following summer near the head of Terror Bay, and it was not until I had rejoined the Netchilluks that I learned from them that nature had anticipated e in performing the last sad rites of burial due these dead heroes, and that the sea obliterated the very last trace of them some six years ago. Toolooah’s party which I expected back in about two weeks, failed to put in an appearance as August rolled away, and I was getting somewhat anxious and had determined to move Eastward by the 1st of Sept if nothing was heard from them. The fact that that day – a du-

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plicate of several on both sides of it – was an extremely stormy one, delayed my starting, and that day Toolooah marched in throughout the driving storm, half worn out with anxiety expecting to find such rash Kooloowah as the Colonel and myself in a starved condition for which he had provided with a piece of reindeer killed the day before. The unusual delay of the party was explained by the continued bad weather and the fact that all the Netchilluks were absent inland either salmon fishing or reindeer hunting. No kiaks could consequently be procured and as my own natives were anxious to remain on King Wms Land until Simpson Strait froze over to hunt reindeer, there was nothing left for me to do but to submit with the best grace possible to this arrangement which I foresaw delayed my homeward start at least a month or six weeks. The remainder of my party that I had left at Cape Herschel had joined the Netchilluks on the Adelaide Peninsula and Ebierbing who was in charge had been suffering throughout the summer with his old complaint – the rheumatism. With Toolooah came his famiy, Ikqueesik Mitkolluk + Frank to explain the status of affairs and to help us move down to Gladman Pt where the reindeer would soon be congregating. Bad weather delayed our starting until Sept 5th when we commenced a series of short marches – for everything was now packed on our backs and those of the few dogs that Toolooah had brought – of from six to ten miles long which brought us to our permanent camp on Simpson Strait that Toolooah had picked out as a favorable spot, a high hill – at whose base our tents were pitched – giving a splendid lookout over the surrounding country. On our journey a thorough search was made of that portion of the coast that Frank + Henry had not previously looked over, but nothing rewarded either our or their labors, except an oar found near the head of Washington Bay. Our trip was also our first continued experience with a raw meat diet, and whenever the weather was sufficiently cold to freeze it into a hard mass we found it not altogether unacceptable. The consideration of raw versus cooked meat brings up the practically interesting subject of the different methods the Innuits – and we no longer considered ourselves aliens in this foreign land – have of producing fire dependent upon season and its use for light, warmth or cooking, even though I may digress somewhat and anticipate some facts not clearly belonging to this chapter. While living in igloos or snow huts, which may be said to be the greater portion of their lives, the greater majority of them use solely the kood’-le-uk a flat shallow semi-circular stone lamp of from six to thirty inches in diameter. The fire – ik’-koo-mah – is maintained by means of mun’-nah a compact variety of Arctic moss, used as wicking, a thin narrow
line of which is strung along the diametrical edge of the lamp just in contact with the oil by raising or lowering the back portion of the lamp, or by filling it at intervals the even steady contact of the oil with the moss is regulated, and to do this properly and the more difficult task of maintaining the moss at a proper tex-

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ture and amount – which is done with a small stick of wood – so as to produce a clear uniformly even line of flame which will not smoke requires an experience and dexterity which reaches perfection only in the old woman of the tribe or the more intelligent of the middle-aged ones. I have had a light placed in my by stone lamp, by Toolooah’s mother, in my little igloo at Camp Daly, about 10 P.M. which lasted all night and until nearly the same time the next morning, but such instances are very rare, as they generally require attention every two or three hours and oftener if not carefully made. The oil (ook’-eook) used is that obtained from the blubber of the walrus and seal, the latter being preferable as giving a flame less liable to smoke. Among the Netchilluks seal oil alone is employed, the walrus being an animal unknown to them, as they will not inhabitate a sea which is not open in some parts during the whole winter, which is not the case with the many tortuous channels just north of the American continent. The kood-le-uk is generally upon three upright wooden sticks which are first driven firmly into the snow, that one rests under each end of the straight edge along which the flame is maintained and one under the deeper back portion in the center of the semi-circular part which is employed in regulating the height of the oil in the lamp as described. Over the lamp at a distance of about 19 inches is rigged a sinew-netting on which are placed the seal + deer skin boots slippers stocking etc. or whatever is required to be warmed dried or thawed out. From the wooden framework which supports this netting is suspended the kettle (oo-quee’-sik) a rectangular stone vessel about ten to twenty inches in length by 3 to 5 in breadth and depth, its bottom juts in contact with the flame. It is used for cooking or melting ice or snow for procuring water when the fresh water lakes are frozen to the bottom. The kood-le-uk and oo-quee-sik are made from a variety of soft black soapstone or steatite which is held in high estimation by the natives owing to its rarity. It hardens by use, and if broken, a frequent occurrence it is repaired by a cement of blood hair and soft clay and beyond its appearance it seems to be as good as ever. The Kin’-ne-pe-too’ Esquimaux of Chesterfild Inlet and adjacent coasts of North Hudson’s Bay and the Oo-quee’-sik Sa-lik Esquimaux living about the mouths of Back’s Great Fish and River are the only Innuits with which I am acquainted who seldom or never use the Kood-le-uk. The little cooking they do – for they live almost wholly upon a raw meat diet – is accomplished with moss, even in the severest cold of the winter time. Their igloos receive only the escaping warmth of their bodies and are consequently cold clammy and cheerless beyond all conception. If anything requires drying, they place it, often frozen stiff with ice, directly against their bare bodies and hold it there

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until their object is accomplished. When the approaching spring melts their igloos and the Esquimaux move into their seal-skin tents (tupies) they do most of their cooking in rudely constructed stone fire
places, using moss and sometimes strips of seal + walrus blubber. There are two varieties of moss which are thus employed and the two are seldom found in the same locality. The best is the ix-shu-tik or prairie moss a light piney resinous species found widely scattered over the whole North American Arctic region. The other it the ting-now-yak of the Esquimaux, or mountain moss, a black scraggy kind which grows on the warm southern slopes in hilly districts, and makes a most excellent fire, if mixed with a few thin strips of blubber, but otherwise it is too light + transient in body. If a fire is needed simply for illuminating purposes, a little piece of numnah is placed upon a small flat stone, and a lamp of tood-owo or rendered reindeer tallow is placed alongside of it which supplies the inflammable material as it melts.

The next day – the 20th – Henry suddenly loomed with his 6 feet 3 into our new camp and informed us that he with the remainder of the natives of the party had crossed over from the mainland from whence the reindeer had all disappeared, forcing them to live at intervals on not overly fresh salmon furnished by the Netchilluks. Their present camp was about seven miles Eastward pitched on a very high hill and here shortly afterwards Frank + Ikquesik + his family joined them preparatory to receiving the expected reindeer exodus. Toolooah’s camp was certainly well chosen for on the 21st he madea short sally before breakfast, returning thereto he informed us that he had killed four deer and wounded three others so that he thought he would get at least two, a prediction which he not only verified but secured another that came in sight while butchering his first half dozen. That same day we had a most exciting chase after a huge near, that appeared near camp in which we all joined but Bruin placed Simpson Strait between the pursues + pursued and thus saved his robe. Toolooah, never exhausted, waylaid a herd of deer that had remained stupid spectators of the chase killing two and wounding two others that he let as being secured, but which he afterwards lost, making a handsome score of nine in one-third as many hours. On the 22d the thermometer reached zero for the first time in the season. That day I took my light reindeer sleeping bag weighing about 10 or 12 pounds strapped across my back, and joined the “lower camp” as we designated it. From thence with Henry I intended to connect my search with Capt Hall’s as marked by his monument at the mouth of Pfeffer river. En route I met Ebierbing, attempting a short reindeer hunt, gun on shoulder and a cane in hand, a victim to a now returning rheumation, he formed a singular looking Nimrod, bent over and hobbling along at the rate of a mile an hour. But, as he said, the “tuktoo” were so thick that one was not compelled to hunt them but securing a favorable place lie in wait and they would soon hunt the hunter in course of a short time. Returning Ebierbing narrated to me the results.
medal, had been carefully stored away to be picked up on our homeward journey. The next morning at early daybreak Henry + I started on our eastward trip for Capt Hall’s monument where we had been told were several skeletons which the natives had for the second time torn from their shallow graves in the hope of gain, and which they were informed we could easily reach in a few hours and still plenty of time after searching to return that day. About one o’clock we found a very deep inlet putting in from Douglas Bay which was not charted and which destroyed all hopes of reaching Pfeffer River that day. Returning inland I believe we passed some five hundred reindeer grazing on the low hills, and I encountered, for the fire time in my life, the singular phenomenon of game being so thick that it was almost impossible to hunt them, although though no very strenuous efforts were made in that direction by either of us. The few attempts we did make were rewarded by the knowledge that before we could get on any of herds under the protection of the hill slopes those numerous other herds on either sides, acting as sentinels, gave the alarm and away they would go, keeping an aggravating circle of animals some nine hundred to a thousand yards around + abreast of us of which we formed the centre. As it proved about a week afterwards, the skeleton to which the Netchilluks referred was on the western cape of the inlet that Henry + I had discovered, and the two white men at the lower camp visited the spot forthwith and found quite a number of bones – some seventeen altogether, an unusually large number, and undoubtable seems from the grave that it was that of a white man. There was one sadly interesting fact connected with this grave and that was the very small stones with which its walls had been constructed, although there were plenty of large + more suitable ones conveniently by, and with which they had always made their dead comrades sepulchers, that had

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died previously to this point being reached, and which pointed unmistakably to the fact of the fast waning strength + energies of the starving survivors. On the 24th the ice in Simpson Strait was nearly frozen over and on the 25th we moved into an igloo built of ice near a large fresh-water lake some two miles Eastward of our camp on the hill, being one month + five days earlier than we had made ??? at Camp Daly the previous season. The hill as a lookout for reindeer was now no longer necessary as these animals were getting so thick as the cold became more intense that any desired member could be seen from any station whatsoever. On the 30th I estimated that at least a thousand deer passed within that many yards of our ice habitation and on Oct 1st + 2d the number was no less. The 3d saw the ice thick enough on the Strait to bear them and the first herd was seen to cross that day and by the 7th the vast swarms had departed southward leaving only a few straggling herds. The 30th its total score showed 26 deer Toolooah killing twelve a number to which he limited himself only from the fact that it was the maximum that he could properly dispose of in his stone caches which were now making the surrounding locality look a well settled but dilapidated cemetery. With this wholesale slaughter of the reindeer came all the known carnivorous scavengers of the this portion of the Arctic the foxes, the wolves, the wolverines and the Netchilluks, the last the most numerous and troublesome of the whole lot. We put them to use scraping skins + making our winter skin clothing and bedding and thus exacted some small compensation for the vast quantities of meat that disappeared down their throats which seemed to have a capacity only second to Communipaw itself. The most obnoxious of these sarcophagous humans was the medicine man or asik’-e-ko, a pot-marked brute with an appetite as unlimited as his ideals of soap and society were deficient, and a persistency that foreshadowed perpetual motion. He gave me a long history – all his narratives were long and freely punctuated with huge chunks of frozen reindeer – how his disfigured face to which he proudly pointed and which resembled a badly prepared zoological
specimen of speckled trout, had me with its mosaic character. Among the many articles that we found at
the boat place in Starvation Cove was a red tin canister full of black sand as he called it. The canister was
valuable but having no use for the contents he poured it with a poetical flourish alongside of the lamp
and the subsequent proceedings were described by an ascending Sh-h-h that ended like a starting
locomotive. As the hole in the top of the igloo was the largest and most convenient he went out that
way, and when he returned to the site of his snow-house as near as he could locate it the parlor
furniture + companion who had come for a prescription, he said, went + joined the Ook-joo-lik a
neighboring tribe whose medicine men were of a more homeopathic + less heroic school.

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The accident had evidently never shattered his gastronomic system and I think it would puzzle General
Newton to get up a blast commensurate with such a dynamic possibility but that fatal story of his gave
us a key on which we hung many hopes, and thereafter the apparent careless handling of a fire-arm or a
powder flask was a sure means of inducing his departure. Some few of the Netchilluks were less
obnoxious, and would often tell us something really worth knowing if we took the trouble to sift it from
the mixture of rubbish and reindeer. I remember one story of a strange animal that they met at long
intervals where upon their summer reindeer hunts with kiaks and spears. They describe it as an lack
animal as large and heavy as a musk-ox, with a face like that of a man and feet like those of a bear. They
are very ferocious, making sad havoc among the Esquimaux dogs that attempt to bring them to bay, and
when thus irritated do not hesitate to attack the natives themselves. Ebierbing tells me that the Kin-ne-
pe-to Esquimaux of Chesterfield Inlet, who are armed with guns obtained from the Hudson’s Bay
Company, have killed several, so they report but I have never been able to procure or even see any of
the robes. I think it can be no other than the grizzly bear of North America, which is thus shown to
extend his limits as far north as the Arctic ocean during the short summer of that season and, no doubt,
returns to the timber limit, far to the southward, to hibernate. While showing my maps to some
Netchilluk men for the purpose of obtaining information relating to the lost Franklin ship which sank off
Grant Point, they spoke to me of a deep inlet towards the south, which was not marked on the chart.
They call in King-mik-tok or Inlet of Dogs and its mouth which is very narrow, and which accounts for it
being overlooked by Dease + Simpson while surveying this coast, is near the head of Wilmot Bay. From
thence it bears easterly and so deep is it that the Ook-joo-lik Inuitts, in whose country it is, occupy from
nine to ten days travelling along it. The narrow isthmus which separates its head from Elliott Bay in the
mouth of Back’s river is traversed in one day. As the return trip by way of this inlet is but a short detour
from the journey as contemplated I determined at once to survey it and locate its principal points. On
the 14th of Oct Toolooah started back for Terror Bay to procure the things left there and came back on
the 23d having killed three bears in Terror Bay after a long and exciting chase. Everything wore an
industrious look at both camps after that making eager preparations for our homeward journey which
was to commence on the 1st of Nov. Promptly on that date we got away, for I think it would be
impossible to describe the longings with which we all pined for the rough but civilized fare that we had
become accustomed to at Camp Daly. My party consisted besides myself of Col Gilder, Toolooah + family
and Ebierbing and family with one sled with which I intended to

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survey the unknown inlet and join the remainder of the party at the [???] who under the charge of Henry were to collect and bury the bones of the lost Franklin men at Starvation Cove and obtain the relics left there and then proceed to meet us at the designated point. Our sled was very heavily loaded, and we made slow progress even on the salt water ice. Stormy weather delayed us also and it was not until the 12th that we came upon an encampment of mixed Netchilluks + Ookjooliks in Wilmot Bay who told us that we were within three miles of the mouth of the inlet. The stormy weather had brought us in contact with many bands of ptarmigans who seem to enjoy this sort of weather and they cheered the dreary wastes when all other life had taken up its journey for the more congenial south. With his brother of the black coat – the crow – he is the only living winged thing that remains to cheer the long Arctic winter. Long after the great flocks of dovekies, the noisy loons and the stately flying burgomaster gulls have departed for the south the ptarmigan may be found diligently searching the barren rugged hill-tops for his daily food. In the summertime or breeding season they are rarely seen + then have a beautiful light brown plumage which is so much like the prevailing color of the mossy plains as to afford them splendid protection. They are then only seen singly or at most a pair but as winter time approaches they flock together often in bands of hundreds, their plumage then of a pure white and so heavy that they waddle along like overfed farm ducks. The sportsman seldom has much trouble in securing ten or fifteen out of a flock, for when frightened they fly but a short distance and for five or six times after firing they will allow him to approach quite closely. Amongst the Innuit men that we encountered at Wilmot Bay I soon found an intensely pugilistic desire to indulge in the rough gladiatorial contests (1) These affairs sometimes indulged in by those polar pugilists are rather strange methods of determining the respective belligerent qualities of the two parties. They generally take place between the best men” of two different tribes and are managed according to the following “rules of the ring”. One of the combatants sitting or standing leans partially forward with both hands or elbows resting on his knees, when his opponent with clenched fist deals him such a blow on the temple as he may see fit, the first stroke being usually comparatively light. No 2 then takes his turn leaning forward and No 1. deals him a lick on the temple generally increasing the force of the blow over the previous one. This alternation goes on the strokes increasing in intensity until they have reached the full powers of the bellicose blubber-eaters to deal them, only one of which it must be observed is allowed at a time, until one or the other of the gladiators is generally knocked senseless, or rendered helpless from sheer weakness or exhaustion. Both Toolooah + Ebierbing were feather-weights and as the two most importunately of these of these boreal bullies might be classified “heavy”, I told Ebierbing
had this threatening danger been apparently avoided, when Ebierbing, whose fears seemed to have been unnecessarily alert while we were among these strange people, during the last few months, informed me that he believed that another, more secret and more desperate was on foot. It comprehended no less an undertaking than the assassination of one of the Innuit men of my party, or possibly a white man should more favorable circumstances present themselves for that purpose. The various Esquimaux tribes of these localities very seldom indeed war against each other, and no such tribal collisions have occurred within “the memory of the oldest inhabitant.” Family feuds, between the different tribes are unfortunately more frequent, and should a death have been consummated, every male relation of the murdered man feels in duty bound to avenge his death by the killing of any man of the offending tribe, a near relation to the murderer however being preferable. With characteristic Esquimaux slowness this vengeance may be postponed almost indefinitely, limited only by the powers of the memory to retain it, and during the meantime the most intimate and apparently friendly social relations may be maintained should the proximity of the tribes allow it, but slow as it is it is sure to come sooner or later, unless a relative has done justice to the family escutcheon in some other quarter. In these individual contests the combatant has the hearty sympathy of his tribe but nothing more, and a single man of determination may enter a large camp of his antagonists, there take his vengeance and leave unharmed at his pleasure, unless a near relative with alacrity greater than is usual amongst them slays his new enemy on the spot. I have known one of these murderers, with a sang froid [?] that would have done justice to a coolly take up his residence among his enemies if they can be properly called such, and to all intents and purposes be as one of them. “To the victor belongs the spoils and nothing preventing the murderer may consider the wife, children and property of his victim, as his reward, but this procedure is not frequent. Singular as it seems these feuds never swell into tribal wars, although the Kid-ne-likes, a more belligerent tribe than usual whose abode is along the southern shore of the Erebus Sea are generally shunned with a pertinacity bordering upon open hostility by their Netchilluk and Ookjoolik neighbors. These bloody encounters are however much less frequent than one would suppose from the natural tendency of conflicts of such a vengeful character to spread and increase in rapid ratio when there is no law to restrain them but as nothing is ever done by these slow-moving people rapidly, it is probably due to this failing that the other does not assume more formidable proportions. Among the Netchilluks at this camp was a powerful built specimen of this tribe – who are nearly all large and physically well made savage far above the Esquimaux average of stature, - who has already figured in my narrative having given me some information of Starvation Cove of the lost Franklin boat found near there. Tooooloah, also by name. Many years ago, so many that he could not count them on his fingers and therefore could not tell, a relation of his had fallen a victim to these strange encounters at the hands of an Iwillik amongst us, strictly speaking, still in general we hailed from that country, and Ebierbing felt sure that any of us might fall to atone for the ancient crime that in a civilized country would have long since passed into oblivion. Again the practice of the white men in such matters came to our aid and I told Ebierbing to inform them that if a single person in the party was harmed “as long as a single one of us remained alive that not only the murderer but every male combatant in the camp, some twenty in number, should pay the penalty of the act, in short, that any murder would be a signal for war. Whether Ebierbing’s fears were great or exaggerated which I believed, even at the time, or whether he told them my story which presented the astonishing aspect, to them, of a party united for defense, bound to preserve its integrity, certain it is that we never heard anything more of Tooooloah’s revenge, although Ebierbing told me that
he felt satisfied that the many natives which watched our sledge-loading that morning we exported had long knives secreted in their sleeves, ready for use should they need them to defend Toolooah who still persisted in his ideas of revenge should opportunity offer, but which the sight of our many and wonderful weapons frightened into a peaceful attitude. Among them we found a few unimportant relics, from various places the most interesting of which were a piece of boat’s mast from the boat found in Wilmot Bay and a piece of ship’s block, from the ship lost off Grant Pt. marked with the number 10 or the letters OR, the letter R being imperfect. We left the camp of our friendly enemies on the 14th some four of five of them, evidently actuated by a desire to acquire some of the presents we had distributed, generously added their fine large dog teams to ours to assist us over the hilling country that separated us from the mouth of our destined inlet, and

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these left us much to Ebierring’s satisfaction, having received the usual payout of needles, beads etc. We travelled on the new-found inlet until the 19th when we reached its eastern limits and there left it although it could still be seen trending to the south. Its whole length – that is as far as we travelled upon it – was forty-nine geographical miles. For the first fifteen or twenty miles of its course it is very narrow rarely exceeding two miles in width and generally averaging about one-half of that amount. It then widens out into large bays filled with small granite islands, the first group of which I could not keep from naming “The School of Whales” so closely did it resemble a number of these huge monsters. The general trend of the inlet from its mouth is S.E. and I think it is simply the usual salt water bay at the mouth of a large river, upon which we afterwards travelled some three or four days, and which had a varying width from 260 yards to a mile. The sun was now so low at noon that a meridian altitude could not be taken and the observations were confined to those upon the moon. On the night of the 20th I succeeded in getting a meridian altitude of the latter despite the temperature of -38° using kerosene oil for an artificial horizon which at these low temperatures works admirably. Following up our newly discovered river we ran well southward and I therefore determined to try and reach Cockburn Bay instead of Elliott Bay as had been the original intention and which is the route used by the Esquimaux. This new plan would take us directly across the Chantry Mountains, as charted, but our four days travel across the isthmus revealed nothing unusual in the way of hills or mountains + I should have been strongly tempted to proclaim another gross Arctic error, had I not looking back from Cockburn Bay beheld the paradoxical sight of a distant blue mountain range seemingly barring the very direction from which we had come. We also found the Adelaide Peninsula to be some ten or twelve miles wider than charted, a fact which had been noticed in our spring journey along its northern shore and confirmed by observation. We reached Backs River on the 5th of December, 12 miles west of the Dangerous Rapids, not having seen a single reindeer during the trip from King Wm’s Land our dogs having suffered badly in consequence, averaging eight dogs between feeds, during the last three times were doing hard, though fortunately not continuous, service meanwhile. The powers of endurance of these brutes seems absolutely beyond comprehension, and they bear up under this terrible strain of fasting with a fortitude that would bring compassion from the heard of a hickory tree. At our new camp on Back’s river however we found several caches of fish and our half-starved dogs had a most royal feed, but no trace was seen of the natives known to live in that vicinity beyond their fish cairns, and worst of all nothing could be found of the whereabouts of Henry’s party, whose shorter route should have brought him here some days ahead of us. Starting to the Dangerous Rapids next day to look up the natives, we were agreeably surprised
to find a sled with three Oo-quee-sik Sa-lik boys come in sight, who were after a sled load of fish. They told us that they had seen nothing of Henry’s party, and after purchasing several caches of fish from them I determined to move westward the next day where I thought I should find the remainder of my party waiting for us to come up. That night – however – brought a light sled with Henry himself and two natives, who informed that his party had just reached the Dangerous Rapids, having been delayed by the hummocky ice in the mouth of Back’s River and the almost stolid indifference of his natives to move forward as long as they had such a great plenty of food as was piled upon their sledges. Several days were now occupied in feeding up our worn out dogs – although Henry’s had fared far better than ours laying in a stock of fish for man and beast, and preparing for a new start which we hoped would carry us to the Kinnepetoo Esquimaux known to be living along the Chesterfield Inlet. The weather was now getting intensely cold. On the 11th the thermometer stood at -66° at noon. Henry cooking us a warm meal of victuals out of doors that day and I see chronicled in my diary that then I got the first cup of coffee since June 20th, nearly six months. I received one severe disappointment in losing Now-le-you my Oo-quee-sik Sa-lik guide that had been with me during the summer, and who had promised to accompany me to Camp Daly, lured by the superior advantages to be gained by living near white men. He knew the route to the nearest Kinnepetoo viillage perfectly, having been over it twice and which he describes as being near the head of large river which empties into Chesterfield Inlet. But family complications and influence were too much for his stability and he determined to remain with his old companions, first explaining the route to the Kinnepetoos to my natives the best he could. The fish which we purchased from the natives they called cow-we-sil-luk + very much resemble overgrown herrings. They are very numerous in the summer, the natives raking them up, with rough wooden rakes on the shallow ripples of the small creeks and rivers. On Dec 12th we started my course carrying me up Back’s River to near Mt Meadowbank, and over this portion of the route all of us expected to make a flying trip of four or five days, even during the short daylight of that season, the sun’s face appearing above the horizon at noon, as if a single peep at this desolate country was enough to thoroughly discourage him from tarrying longer. But also for the calculations of even experience in this abstrusely ruled zone, we found travelling on this river to be so exceedingly slow and laborious that by the 31st of December – having only made miles upon it with the advice of my natives I abandoned it and my route to the Kinnepetoos at the same time.
of two or three miles, there was an alternation of snowbanks and bare ice every few yards which was
annoying in the extreme, the latter ruthlessly sweeping the ice from the shoes of the sledge runners
making it the work of Hercules to get through the latter. Either ice or snow alone would have allowed us
to proceed at a good gait but their motled combination at once checked us completely and we
considered we were doing well I our mornings igloos were out of sight around some friendly bend when
we crawled into our new ones to spend the night. Another serious disadvantage was in the intensely
cold weather – for the thermometer averaged below – 60° while we were on the river, once getting as
low as -69° which produced a grittiness in the snow as if it was a mixture of sand and pulverized rosin.
This effect of intense cold upon the snow is universal but we always found it much worse near the open
rapids owing to the constant vapor that is here condensed into a fine frosting of ice that clings to the
sledge-shoes with the pertinacity of set glue and to the snow beneath with a stubbornness worthy of an
army mule. We had been fortunate in securing a few reindeer, most of which we found well inland from
the river and it was also this fact added to the many other reasons that induced the natives to ask me to
leave its barren bed. This scanty supply with the rapidly disappearing fish gave our poor dogs but a few
scanty meals, which coupled with this razor edged weather told terribly upon them, and before we left
the river we had lost one fine dog and so drained the vitality out of the rest that we increased the
mortality to twenty two before we reached Camp Daly. It was pitiable in the extreme to be compelled to
notice the silent sufferings of these faithful companions, as they slowly fell by the wayside, with a
seeming devotion as if this sacrifice was self-imposed to aid as much as possible our uncomfortable
journeyings. Ravenous as they were, tearing everything to pieces not actually wood or iron, or raiding
fearlessly into the igloos in quest of food, they are faithful respecters of their human companions not
ever once attempting to harm the little children that wandered innocently among them petting them
with their toy whips, when a half an hour afterwards they would be savagely tearing a dead starved
companion limb from limb to secure the hide which

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was nearly all that was left of him. Every time one entered the igloo they wedged themselves in along
with you so tightly that to stir was almost impossible, hoping thereby to steal some choice morsel of
meat, and when outside every motion made was intently watched and if it bon a resemblance to
obtaining anything eatable, they would make a rush that would pile the pack around you in a most
alarming looking but harmless way until some new feature drew their attention in another direction.
These facts have sometimes led persons to believe that “assault with intent to do bodily harm” was the
motives actuating the fierce-looking gang under these circumstances, but my experience with
Esquimaux dogs has been that when starving, I they desired to make a meal of their human allies, that it
would take more effective means to prevent it than those recorded where the imaginations of the
writers conceived that their lives were in danger. The Esquimaux of my acquaintance know of no such
cases. The Esquimaux dogs seldom bark but it must not be inferred thereby that they are not a noisy
race. Their half starved condition keeps them in a chronic state of belligerency growling and fighting
over everything that bears even a resemblance to food. During the night, especially those cold bright
moonlight ones so common in the Arctic winter, they will frequently favor you with a canine concert of
prolonged howls that makes sleep impossible. The native driver awakened by the melody attempts to
suppress it by sharply shouting Yager! Yager!! at the top of his voice. This in the small closed igloo
sounds not unlike a 15-inch gun in a turret and you feel like the small boy that would rather have the
chills than take the cholagoque. They are particularly prone to these midnight ravels when tied up, a
course which it is necessary to pursue, in the early autumn, to prevent them scampering after the reindeer, that may be grazing near and driving them away. At this time they are muzzled that their noise might not frighten the game and unless some very energetic canine liberates himself one may have comparative quiet. Every time they are harnessed to the sled, the first crack of the whip to start is a signal for what might be called in frontier parlance “a free fight.” The first dog struck makes a belligerent spring for his nearest neighbor, who in turn retaliates on the next and so on, until, like the proverbial row of upright bricks, they are all down in a matted mass of hair harness and howls which the native driver at once proceeds to unravel with the but end of his whip. Having taken their preliminary “bitters” they are then ready for a serious start and trot along the rest of the day in a manner worthy of Barnum’s happy family. They are in general a most unbearable nuisance. Two or three heads can always be seen closing the igloo door ready to steal anything eatable that may be left unwatched for a moment, and then ensues a noisy wrangling over the capture which generally ends in some big aggressive dog who by the way has not risked getting his head broken at the igloo entrance, walking off with the spoils, unless speedily recaptured.

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by the inmates, which in the case of eatable unless of unusual size is very rare. While travelling the Innuits make quite small igloos, just large enough to hold everybody when properly “spooned” and store all the harness, meat, etc in as small an igloo as possible alongside. When everybody has retired the dogs commence their engineering to get at the contents, scratching away as it for dear life, until a stentorian yell from the native driver frightens them away; but he is very lucky indeed if he is not compelled to get up once or twice during the night and repair some damage they have committed. This can be forestalled by pouring water on the snow converting it into ice, but with the careless indifference so characteristic of the Esquimaux they seldom do this until the dogs have demolished several small store igloos and stolen their eatable contents. When one reflects that these animals are only fed every other day, when there is plenty of food or them, and oftentimes only every third or fourth depending upon the state of the canine larder, their voracious ferocity becomes susceptible of rational explanation. On King Wm’s Land, at one time, the dogs of Henry’s party returning from Terror Bay to Gladman Pt. were seven days without food, doing hard work at the time the party itself meanwhile being nearly three days without anything to eat. I have already given several more extraordinary instances of their abstinence in former chapters. I have known them to eat sole-leather pistol holsters, canvas gun-covers, oilcloth clothes cloth saturated with grease, tarred rope, and enroute to Back’s river had them devour a pair of india-rubber overshoes that I was depending upon for summer wear, as if their consciences were not sufficiently elastic without them. So much for the subjects of Sirius; let us now return to the sledge party who in travelling along the river, crossed the Arctic Circle Dec 19th, having been in that zone seven months and thirteen days. On latitude 6° ‘ large river, not charted, was discovered coming in from the eastward, which Ikquesik, who hunted some ten miles along it, pronounced to be as large as the one we were now on. Leaving the river Dec 31st we pulled out over a gentle but steadily upward grade and the superiority of the sledging over the river bed was noticeable immediately, despite the ascending grade. A new source of delay was found in our diminished supplies which often compelled us to lie over to allow the hunters to obtain some reindeer, which would consume a whole day, so short were they. We were now fortunate in having a bright noon to aid us in lengthening our daily journeys. During the short winter days in the Arctic, the Inuit traveler regulates his march a great deal by the moon
starting very early in the morning if she is in the last quarter, or travelling until very late at night, should she be in the first. The full moon shining upon the glistening snows converts the Arctic night into a broad twilight, and an Arctic expedition is fortunate if the moon, at full, is at her highest declination north (which occurs every 18 years) when they desire to prosecute those sledge journeys which are made after the sun has nearly or quite disappeared. At this time she becomes a circumpolar body, giving uninterrupted light throughout the twenty-four hours, and if full this light is sufficient to prosecute sledge journeys over all except rough and unknown tracts. On the night of the 28th of Dec. Ishoowark, pointing at Betelguese and Bellatrix the two bright stars in the shoulders of Orion, told me that the Innuits of North Hudson’s Bay call them ah-quee-too’-yoke and whenever they see them just rising diametrically opposite the vanishing twilight of the sinking sun, they know that he has started on his northward journey to gladden their desolate land with his bright beams. This was just seven days after that luminary had actually reached his southern (winter) solstice, and I was consequently much impressed with the nearness to the truth of this unlearned savages rough astronomical calculations. I doubt if the gnomen of the ancient Chaldeans could approximate much nearer.

On the 3d of January the thermometer reached -71°F. 103 degrees below the freezing point the coldest we observed on the trip and the coldest I believe ever experienced by white men in the field. That day we moved camp 10 miles south-eastward and the temperature was not at all disagreeable, until long towards the early night when a light breeze sprung up from the S. It is not so much the intensity of the cold that determines the disagreeableness of Arctic weather as it is the strength and direction of the wind. I have found it far pleasanter with the thermometer at -60° to -70° for travelling hunting or other out-door exercises with little or no wind blowing at the time, than to face a rather stiff breeze when the little tell-tale showed fifty degrees warmer temperature. A white man facing a good strong wind at -20° to -30° is almost sure to freeze the nose or cheeks slightly however much he may be inured to the climate, and it takes but little lower than this to induce the natives to keep to their igloos under the same circumstances. It is consoling, however, to add that the intensely cold weather of the Arctic, is nearly always accompanied by calms or at the worst only light winds. In fact, except a few pleasant still days in the summer, these cold calm ones of the winter are about the only ones when the wind is not blowing rigorously from some point of the compass.

Properly dressed in good reindeer clothing, the subject of temperature in Arctic calculations, strange as it may seem, becomes a matter entirely of secondary if not tertiary importance, and I believe that any Artic expedition can be successfully prosecuted in the continuous cold of the lowest recorded temperature -74° other things being favorable. At -71° the unclouded sky assumed a leaden hue, faintly tinged with a dirty brownish red in the vicinity of the sun, not unlike the skys of the cheap lithographs seen in the windows of third rate shops. Clouds of vapor roll away from everything animate and the sledge with its ten or fifteen dogs and three or four humans in harness look like a starting locomotive
enveloped in its escaping steam. Even the foot as it is lifted from the ground leaves a perceptible puff of smoke to float away from the spot as if one had stepped upon a sponge saturated with steam which was thus liberated. Halting to rest in a small valley a fog-bank soon collects that oftentimes obscures the originators from a person at a distance, but makes their presence doubly certain from this very sign. Herds of deer and musk-oxen can be located from six to eight miles away by this means and from favorable heights at from fifteen to twenty.

The native hunters claim that they can readily determine the difference between the two kinds of animals even at these distances by some varying peculiarities of the vapors. Water poured upon ice crackles like a bunch of miniature firecrackers and the clear transparency of the latter is instantly converted into a whitish opaque mass, caused by the numberless seams opened by the unequal expansion. The iced sled runners as they drag over the fine gritty snows give forth a clear metallic musical ring, that sounds not unlike the slow continuous drawing of a rosined bow over a tuning fork, so well known in acoustic experiments, and this can often be heard at a distance of two or three miles, especially if the ear be held near the ground. At the maximum distances at which it can be heard it closely resembles the soft murmurings of an Aeolian harp or distant guitar. During the much cold weather that we encountered on this winter’s trip I was pleased to note the fact that the acclimature of the white men of the party seemed perfect, and their powers of resistance to the cold equal to the average of the natives that accompanies us. Whenever the white men were frozen or complained of the cold, nearly always an equal proportion of the native party were similarly situated. At any temperature below zero the beard must be kept closely cut or it will form a base for a congealed mass of annoying ice whose size is a increasing function of the time exposed, and from -60 to -70 glues the lips and nostrils together in a most diabolical manner. The few scattering bristles that the Esquimaux call...
dignity, or rather the dignity of his position, which must be maintained be it pole or tropics, is marked at about -50° on the Fahrenheit scale, and below that he must grab a snow-shovel or snow-knife and help the builders of the igloos, or continue to walk backwards + forwards on his already satisfied legs. Those persons are peculiarly fortunate who have a strong vigorous circulation in the extremities, as indicated at home, by never knowing the common complaint of cold hands or feet. Another desirable quality is a non-tendency to profuse perspiration (see top next page) a complaint previous long experience on the Great western plains had taught me to often result from the partially controllable habit of drinking too freely of liquids or beyond the necessary requirements of the system. If the party has plenty of tea, coffee, soup or other aqueous food not too strongly salted as each of the two daily meals it is amply sufficient to meet all the demands of the economy for the day and a persistent determination to limit ones appetite to that amount will soon be repaid by steadily decreasing desire to drink at

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Drowsiness Near-sightedness Beard

other times (*1 which saturates the fur clothing with every continued exertion rendering rest uncomfortable from sudden chilling, and converting the clothes into solid ice bags when taken off or the night’s sleep, besides rapidly wearing them out by knocking off the fur when ridding them of ice). The subject of thirst brings before me the use of snow in quenching the same which has been enlarged upon by so many Arctic writers with such unanimity of ideas as to the injuries resulting therefrom, as to have long since passed into an Arctic oxiom, and yet it is true only within certain limits, which are susceptible of perfectly rational explanation. Every school boy knows that any substance snow or ice not excepted whose temperature has been lowered very far beyond freezing when applied to a moist surface will adhere (*) more or less rapidly depending upon the conductivity of the substance and the degree of temperature (*by converting the interstitial moisture into ice).) If the temperature be below about -30°F, and snow or ice be brought in contact with the moist mucus lining of the mouth it will freeze that delicate membrane and the effect will be the same as if hot water had been taken thereinto. At still lower temperatures, the effect becomes deeper and the constant cauterizings produce the swollen state so often noticed, the same as upon any other organ, and this is particularly the case if the temperature of the mouth has been lowered by previous rapid ingestion of these substances, and in this very fact lies most of the secret of this troublesome complaint. A single mouthful of snow or ice does no harm, even if a person feels it frozen fast to the tongue when first taken. I have often seen the Esquimaux take an iron or steel snow knife, and placing it on the tongue freeze it first and swing it to and fro like a pendulum, until the returning warmth of that organ liberated it and it fell to the ground; but they were always careful not to do it more than once or twice, and I have never seen them do it when it was intensely cold, (-60°F to -70°F). The natural conclusion from this is to allow the mouth to return to its normal temperature, from every second or third mouthful, and if the temperature be very low, it may be taken for a few seconds in the hand or breathed upon rapidly a score of times, before transferring it to that organ. In this manner the most intense thirst can be readily quenched or, still better, thirst never need reach such a state if taken in time, by this means. The Esquimaux, with whom I came in contact, in the above manner, use both snow and ice freely* to quench their thirst (even at the lowest temperatures).* Ice is superior to snow directly in proportion to the greater amount of water in it for the same bulk. I have never experienced the drowsiness and apathetic feeling so often

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referred to as a necessary concomitant of intense cold and I am rather inclined to believe that it is a
dangerous symptom of a weak resistance to that element from improper acclimatization caused by an
abode in warm ships or other unsuitable habitations. (*473) (Top page 166, The cheeks and chin soon
become inured to the cold and as these are the only parts protected by the beard since the hood facings
amply shield the throat and neck, no great evil results from its loss.) There are some advantages and
disadvantages connected with near-sightedness in the Arctic. Near-sighted persons, I compelled to use
glasses labor under the annoyance of having them clouded over by the frozen moisture of the breath, if
it be but a short distance below freezing, with every little gust of wind or change of posture. The
squinting so usual among persons thus afflicted is a great protection to the eyes from the intense
dazzling light of the sun when reflected from the polished surface of the frozen snows, so much indeed
that I have never known a near sighted person to be attacked by snow-blindness. The Innuits of my
party would not use the colored snow-goggles that I furnished them, on account of their clouding over
in the cold while hunting, but preferred their own make. These consist of a thin piece of wood about an
inch wide in which are cut two very narrow slits the length of the eye and about one-eighth of an inch
wide, and a vertical fissure to receive the bridge of the nose. Sometimes they build a projecting shade
about three inches wide over these wooden spectacles and secure the whole to the head by means of a
sinew string. The Innuits of my party suffered more from this complaint than the white men. During very
low temperatures it becomes necessary to “bank” the igloo or give it an extra covering from one to
three feet of loose snow, to render it comfortable, especially if there be a strong wind. A recently
constructed igloo is more comfortable than one long used. The thawings and freezings to which the
latter has been subjected by the alternating heat and cold of the day and night, converts a snow-house
in the course of ten or twelve days into translucent mass of ice which is uncomfortably chilly during a
very cold night. Also the steam from the cooking and the moisture from the breath congeals upon the
roof and in course of time becomes so thick as to form a base of supplies for a constant Lilliputianal
snow storm which is disagreeable beyond measure. One of the comforts of Arctic travelling is the
continual changing of igloos. * Our course now took us over a flat uninteresting country the only relief to
the monotony being the varying incidents. On the 10th of Jan I notice in my diary that a light wind
directly in our faces rendered the day extremely disagreeable the thermometer standing at -68°F. We
often separated parties thus increasing the chances for game. Even at the lowest temperatures I noticed
with pleasure

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that the breech loading guns furnished us by the various American companies worked perfectly, after
we had learned the simple lesson to keep their working parts free from oil. Had they done otherwise, I
am afraid we would have suffered the fate of those whose mysterious history we had been trying to
unravel. My Esquimaux hunters told me that the breech loader is far superior to the muzzle loader in
these cold snaps, owing to the greater fouling of both kinds which makes it almost impossible to load
the latter, but which only slightly affects the accuracy of the shot in the former. On the 19th of January
we had a long exciting chase of thirty or forty miles after a herd of musk-oxen, but by doubling back
nearly on their former track they “winded” us as a hunter would say, and we lost our chance. The
thermometer stood at -65°F, and I was often uncomfortably warm and never once felt disagreeably
cold. On the 24th I notice recorded in my diary “Ther. -57°. It seems very warm now when the
thermometer gets above -60°F. Saw old signs of where the Kinnepetoos had been drying fish. *This has given fresh encouragement to all especially the natives who now believe they are but a short distance from home. Jan 25th “The dogs ate up my morocco valise and two gun-covers that were carelessly exposed during the night. An attempt to get a meridian altitude of the sun for latitude was a failure as it was not high enough to use an artificial horizon.” Jan 30th. “Toolooah, while hunting to-day, saw where the Kinnepetoos had killed and cached a reindeer last summer. Our dog teams are now reduced to nine animals to each of the three sleds. It looks very much as if a portion of our loads must be abandoned.”

Jan 31st, To-night Henry brought me the meteorological table for the last month which shows a mean temperature of -55°. Feb 5th. “The wolves which have been steadily increasing, are now very troublesome at night, boldly driving the dogs from their feed right at the igloo door. Toolooah killed a large one in the dark at about two paces, and fired at several others nearby. There is one consolation in their presence in that it indicates our proximity to the Kinnepetoo hunting grounds” Feb 9th. “A nice pleasant day, the first one after thirteen days continuous storm.” Another storm commenced on the 11th which lasted uninterruptedly until the 17th. Feb 18th. “From the top of a high ridge that we crossed to-day we could see the water-sky of Hudson’s Bay bearing South-east apparently from sixty to seventy-five miles distant. Toolooah recognized it immediately as we mounted the elevation and seemed overjoyed at the discovery.” (See Feb. 19th) Feb. 20th. “An observation at noon showed latitude 64°23’ differing two miles in latitude from the dead reckoning in running a distance of 409 geographical miles and three degrees and ten minutes in latitude from the last observations.” Feb 19th. (500)

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Sir John Franklin was born at Spilsby, England, April 16, 1786. He entered the British navy when yet a boy and was assigned to the *Porpoise* as midshipman in which capacity he served in her under Capt Flinder on exploration duty along the Australian coasts until she was there lost. From 1801 to 1808 he served as midshipman and master’s mate in the Polyphemus, and under Nelson participated in the great naval victory off Copenhagen on April 2d 1801. His next commission was in the Bedford as acting-lieutenant, and was lieutenant o the Bellerophon in the battle of Trafalgar in 1805. In 1815, commanding in the boats, he participated in the attack on New Orleans, where he was gazette and highly complimented for his bravery, also, receiving a severe wound. Sir John Barrow speaks of him as being considered “a good nautical surveyor, well versed in the use of instruments, and a thorough seamen.” Having thus briefly sketched his life previous to his Arctic explorations, in which he became so distinguished, we will follow him in his journeys through those frozen regions more in details, as furnishing us with one of the most interesting and appropriate chapters of the work. His first visit to the polar seas, was as Lieutenant and Commander of the *Trent* in Capt. David Buchan’s expedition in 1818, which has been described at length in the previous chapter, being one of the attempts to force the Northwest Passage. Capt. Buchan having fruitlessly attempted to make northward through the ice near Spitzbergen stood towards the Greenland coast to essay that point, and en route encountered a violent gale of wind which proved disastrous to the expedition. From Lieut. Beechey, the chronicler of the expedition we learn much of the action of the Trent, Lieut. Franklin’s ship, in that terrible storm. *The ice was setting fast upon them, and the Dorothea being nearest to it, in order to escape immediate shipwreck, it was deemed necessary to take refuge among it. The Trent followed her example, and dashed into the “unbroken line of furious breakers, in which immense pieces of ice were heaving and subsiding with the waves, and dashing together with a violence which nothing, apparently , but a solid body could withstand, occasioning such a noise that it was with the greatest difficulty we could make our orders heard by the crew. No language I am convinced can convey an adequate idea of the terrific grandeur of the effect now produce by the collision of the ice and the tempestuous ocean.” But when the moment arrived that the strength of the little bark was to be placed in completion with that of the great icy continent, and doubts might reasonably have arisen of her surviving the unequal conflict, the crew pre-

Sir John Barrow’s Work

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served the greatest calmness and resolution. Captain Beechey says: “If

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The History of Previous Search Parties

As early as the first year after the departure of the Erebus + Terror from England apprehension for their safety was experienced in that country. Sir John Ross, a veteran explorer in these regions, in a letter to the Admiralty, advancing the probability of Sir John Franklin being frozen in on Melville Island, unable to proceed in either direction. Sir John Ross’ idea being that the expedition would either succeed the first season or be a failure, as to remain a single winter in the ice would be fatal to success. The Lords Commissioners of the Admiralty however did not deem Ross’ suggestions of sufficient weight to base thereon an immediate relief party, as Franklin was known to be fitted out for three years, and, even if not successful in the object of the expedition he would more than probably be able to retrace his course as previous expeditions in these parts had done. In these ideas they were, unfortunately, supported by officers who had seen more or less of Arctic service. They determined, nevertheless, to make preparations for a search party to start in the spring of the next year -1847- should no intelligence of Franklin be obtained by that time. Accordingly, in June of that year, four small boats amply fitted and provisioned for one year were put on board the Hudson Bay Company’s ships + sailed for Hudson’s Bay, which would be a base of supply using the Company’s posts for that purpose. These four little craft were the commencement of that series of search parties which has no equal in the annals of history extending over a period of a third of a century. This small fleet was only intended as a relief based on the urgency of immediate assistance, and the Lords of the Admiralty further ordered an expedition with supplies to proceed to Behring’s Strait in the autumn of 1847, there to meet the Erebus and Terror should they accomplish their intentions, and also ordered the necessary repairs and strengthening to be put on two ships which were destined to follow Franklin’s route, if practicable, in 1848. Sir John Richardson whom the reader will remember as the companion of Sir John Franklin in his former Coppermine River Explorations and Dr. Rae, from 1847-50, made thorough search down the Coppermine River and from its mouth both ways along the Arctic coast of the mainland of America, but, of course, only proved that the explorers had not visited that portion of the country during their travels. The Plover. Capt. Thos Moore and the Herald. Capt. Kellett, the former from 1848 to 1852, the latter from 1848 to 1850, attempted to rescue Franklin’s party by way of Behring’s Strait but with no success. Even private vessels this early in the long category of expeditions were devoted to the cause of rescue. Robert Sheddon in his own private yacht

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The Nancy Dawson cruised for two years about Behring’s Strait eagerly searching for tidings of the lost explorers although he was very ill at the time with a severe malady of the lungs to which he shortly afterwards succumbed. The first large Expedition sent out by the British government was that of 1848-49 under Sir James Clark Ross in the Enterprise and Investigator. Capt. Bond, second in command in the latter. Their instructions, in brief, were to follow up all reasonable traces of the Erebus and Terror, if any could be found, and rescue the living, or if none could be discovered to change their plan at any time, there were to search Wellington Channel along the northern coast of north Somerset Land from Capes Clarence to Walker; failing here the ships would take to winter quarters and the search prosecuted on the west side of North Somerset and Borthia (then supposed to be one) by means of dog sledges. A steam launch was also sent along to push through, if the ice permitted to Melville Island in furtherance of the ideas of Sir John Ross, previously explained. Most of the orders had been carried out and no traces found, and when the summer of 1849 opened the ice Ross left his winter harbor, en route to
Cape Walker but unfortunately was caught fast in the drifting ice of Lancaster Sound and he went with it into Baffin’s Bay, and when liberated returned to England. Many interesting accounts of the ingenuity displayed by Ross are given in attempting to communicate with the sufferers. He deposited cairns of provisions in prominent and easily accessible points, many of which still exist. Descriptions of these were left in other cairns and put in bottles and thrown in the drifting currents. Even Arctic foxes were captured and the descriptions carefully and securely tied around their necks and then liberated hoping that they, and their more precious messages, might fall into the hands of their lost countrymen. But all this ingenious trouble proved futile for after history shows Franklin and his men were then beyond the help of human hands. The next expedition that we notice is a private one of Dr. Good sir’s of Aberdeen, Scotland, commanded by Capt. Wm Penny in the Advice. Dr. Good sir’s brother, Dr. H. D. Good sir, had been the Assistant Surgeon of the Erebus on the ill-fated expedition and it was with no uncommon interest that this search was undertaken. Capt. Penny bore a splendid reputation as a whaler and a navigator in these dangerous seas, and much was expected of him but although everything that mortal man could do was done yet it was the old story over again only varied in detail by a few different but interesting Arctic adventures. Upon the return of the Enterprise and Investigator they were immediately refitted and manned for a second attempt and dispatched this time to Behring’s Strait, under command of Captains Collinson and M’Clure. Their first failure had thrown a deep gloom over the whole world, and widely opened the eyes of the general public to the desperate circumstances in which the exploring party must be, if any still survived, for the greater majority had, even up to this late time, firmly believed that Franklin was yet safe, or within the limits of rescue, for so long a voyage had he been prepared and so undoubted was his ability and experience in navigating these seas that had not yet yielded such a harvest of death as was to be shortly presented to the world. Almost immediately following the Enterprise and Investigator, in due time to penetrate the first opening that the ice of Baffin’s Bay would offer, were sent by the Admiralty the two stout ships Resolute, Capt. Horatio Austin, and the Assistance, Capt. Ommaney. These two vessels were accompanied by two small steam tenders under Lieuts. Osborn and Cator. Private expeditions were also numerous and liberally equipped + amply manned by brave and self sacrificing volunteers. The Lady Franklin and Sophia under Capt. Penny, with Capt. Stewart second in command, the Felix under Sir John Ross, the American expedition fitted out by Messrs. Henry Grinnell and Peabody under Lieuts DeHaven and Griffin joined in the common cause (350) Capt. Ommaney in the Assistance saw relics on both Cape Riley and Beechey Island, but these were pertaining to their winter quarters, on Beechey Island, of the Erebus and Terror was nearly the sum total of information gleaned by all these various search parties. Here Capt. Penny found the graves of three men that had died during that winter. He found quite a number of relics, a tent upon a high hill, evidently used as an observatory to watch the movements of the ice, for which it was favorably situated; a towel and glove hung out to dry, and to use his own expression “pyramids of tin canisters.” These empty cans were largely in excess of those that would be used during a single winter’s stay and the only reasonable conclusion was that their contents were not such as an honest contractor would furnish. That this was more or less conducive to the loss of Sir John Franklin’s party seemed very evident, and forms a sad commentary on that already mournful history. Capt. Penny seems to have worked hard but attributes the lack of further success to a want of proper support from Capt. Stewart, his second in command. Although these many expeditions were
unfortunate in their main object, the geographical information obtained was extended and valuable and the map of Arctic North American [??]

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but few exceptions was completed to the incredible limit of 80° north latitude, a boundary beyond which but few brave hearts have ever dared to penetrate. Capt. Collinson in the Enterprise did not succeed in forcing his way through icy Behring’s Straits and was compelled to return to Hong Kong. His companion the Investigator under Capt. M’Clure was more fortunate and he wintered in 1850-51 near the mouth of the Mackenzie River. From this point he made valuable geographical researches and when the spring of 1851 opened and the ice broke up he started northward, having been baffled by the ice packs of Melville Sound in forcing that channel, He finally succeeded in reaching the bay of Mercy on the north side of Baring Land, where after spending two winters and there being no hope of release he made preparations to abandon his ship. Having previously left a dispatch at Winter Harbor of his intentions Capt. Kellett of the Resolute fortunately made this point and discovering this record of M’Clure’s sent a relief party to Mercy Bay under Lieut. Pim, who succeeded in reaching there before the Investigator was abandoned. M’Clure’s party was now transferred, a distance of 170 miles eastward to the Resolute in the summer of 1853, where the two crews again wintered in 1853-54, and after being transferred to the North Star returned to England, having made one of the longest sojourns ever experienced in the Arctic. M’Clure’s party was the first that ever passed from Behring’s Straits to Baffins Bay, and discovered a Northwest Passage distinct from that generally credited to Franklin, although the navigability of either, under even the most favorable circumstances is as much a mystery as in the days of the Cabots, who first essayed them. Collinson in the Enterprise in 1851 succeeded in getting through Behring’s Straits, but accomplished nothing beyond obtaining a few relics – an iron bolt and a hutch-frame, which, beyond doubt, were portions of the Erebus and Terror. The Albert, Capt. Kennedy, in 1851 attempted the rescue of Franklin by following his route as nearly as possible. Having wintered in 1851-2 in Prince Regent’s Inlet, Kennedy undertook a sledge journey in which he discovered Bellot Strait, which separates North Somerset from Boothia Felix. This he named after Lieut. Bellot of the French navy, who accompanied him on this expedition, and lost his life by the breaking up of a pack of ice. Kennedy overlooked Peel Sound which is completely blocked up by islands and thus his journey southward was prevent, the only direction that he could have prosecuted his travels with success. In 1852 Sir Edward Belcher in a squadron composed of his own vessel the Assistance, and her steam tender the Pioneer, the Resolute, Capt. Kellet, with steam tender Intrepid and the North Star, Capt.

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Pullen, visited the Arctic but devoted his time to the exploration of the Parry Islands, all of which he correctly charted, but no information was obtained of the whereabouts of Franklin’s party. The two vessels the Assistance and Resolute with their steam tenders were abandoned being caught fast in the ice. The Resolute afterwards drifted from her position through Lancaster Sound into Baffin’s Bay, a distance of 1200 miles from the point where she had been abandoned, and when of Cumberland Inlet,
she was picked up by the American whaler Rescue, Capt. Budington of New London Conn. and after paying salvage and being sumptuously refitted by the United States Government was presented by them to the British Government. Afterwards Lady Franklin vainly attempted to secure her from the Admiralty for another search expedition but she was unshipped and laid up in ordinary. In fact, with the loss of five ships and a transport the Admiralty forever closed all further attempts, it being evident that the crews of the Erebus and Terror were lost and the value of the records not justifying the further risk of life and property. The next expedition was that sent out by the Hudson’s Bay Company under Dr Rae to Repulse Bay. As Dr Rae met with the first valuable success and his letter to the Admiralty contains the entire history of that success I transcribe it in full:

Repulse Bay,

July 29th, 1854

“Sir, - I have the honor to mention, for the information of my Commissioners of the Admiralty, that during my journey over the ice and snow this spring, with the view of completing the survey of the west shore of Boothia, I met with Esquimaux in Pelly Bay, from one of whom I learned that a party of white men (Kabloonans) had perished from want of food some distance to the westward, and not far beyond a large river, containing many falls and many rapids. Subsequently further particulars were received, and a number of articles purchased, which placed the fate of a portion, if not of all, of the then survivors of Sir John Franklin’s long-boat party beyond a doubt – a fate as terrible as the imagination can conceive.” The substance of the information obtained at various times, and from various sources was as follows: “In the spring, four winters past – (1850), a party of white men, amounting to about forty, were seen travelling southward over the ice, and dragging a boat with them, by some Esquimaux, who were killing seals near the north shore of King William’s Land, which is a large island. None of the party could speak the Esquimaux language intelligibly; but by signs the part

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were made to understand that their ship or ships had been crushed by the ice and that they were now going to where they expected to find deer to shoot. “From the appearance of the men, all of whom, except one officer looked thin, there were then supposed to be getting short of provisions and purchased a small seal from the natives. At a later date of the same season, but previous to the breaking up of the ice, the bodies of some thirty persons were discovered on the continent, and five on an island near it, about a long day’s journey to the northwest of a large stream, which can be no other than Back’s Great Fish River (named by the Esquimaux Doot-Ro-hi-culik), as its description, and that of the low shore in the neighborhood of Point Ogle and Montreal Island, agree exactly with that of Sir George Back. Some of the bodies had been buried, (probably those of the first victims of famine); some were in a tent or tents; others under the boat, which had been turned over to form a shelter; and several lay scattered about in different directions. Of those found on the island, one was supposed to have been an officer, as he had a telescope strapped over his shoulders and his double-barrelled gun lay underneath him. From the mutilated state of the corpses, and the contents of the kettles, it is evident that our wretched countrymen had been driven to the last resource, cannibalism, as a means of prolonging existence. “There appeared to have been an abundant stock of ammunition, as the powder was emptied in a heap on the ground by the natives out of the kegs or cases containing it, and a quantity of ball or shot was found below high-water mark, having probably been left on the ice close to the beach. There must have
been a number of watches, compasses, telescopes (several double-barrelled), +c. all of which appear to have been broken up, as I saw pieces of those different articles with the Esquimaux, together with some silver spoons and forks. I purchased as many as I could get. A list of the most important of these I enclose, with a rough sketch of the crests and initials of the forks and spoons. The articles themselves shall be handed over to the Secretary of the Hudson's Bay Company on my arrival in London. “None of the Esquimaux with whom I conversed had seen the whites, nor had they ever been at the place where the bodies had been found, but had their information from those who had been there, and who had seen the party when travelling. “I offer no apology for taking the liberty of addressing you, as I do from a belief that their lordships would be desirous of being put in possession at as early an date as possible of any tidings, however meagre and unexpectedly obtained, regarding this painfully interesting subject “I may add, that

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by means of our guns and nets we obtained an ample supply of provisions last autumn; and my small party passed the winter in snow houses in comparative comfort, the skins of the deer shot affording abundant warm bedding. My spring journey was a failure, in consequence of an accumulation of obstacles, several of which my former experiences in Arctic travelling had not taught me to expect.

I have, +c. John Rae M.D.

Dr Rae received £10,000 from the Lords of the Admiralty, the reward offered by them to any person or persons who would succor the distressed voyagers, or obtain reliable information of their fate. The time mentioned by the Esquimaux as being 1850 when the travelling party was seen is evidently incorrect, as further information obtained by Sir Leopold Maclintock conclusively proves that it was in 1848 that the party mentioned abandoned their stranded ships, and this brings us up to a narrative of Capt. Maclintock's expedition in 1857. Much as the Admiralty thought that the fate of Sir John Franklin was definitely settled, especially by the report of Dr Rae, there were many persons who felt that there might by a reasonable chance that some of the party still existed, living among the Esquimaux a forced savage life, waiting for the help that their government had now definitely settled should not be sent. At the head of that party stood the noble-minded widow of the commander of the unfortunate expedition. They vainly petitioned their government for further aid for one final search with all the arguments and facts that could be brought forth. They quoted the words of Dr Kane who in his worst situation consoled himself in the manner which his journal briefly states as follows: “I well know how glad I would have been, had my duties to others permitted it, to have taken refuge among the Esquimaux of Smith’s Straits. Strange as it may seem, we regarded the coarse life of these people with eyes of envy, and did not doubt that we could live in comfort upon their resources” Sir John Franklin himself was known to have said “Where Esquimaux do live out a fair period of life, it is but reasonable to suppose that Europeans may subsist and survive for many years. Might he not be putting these precepts into practice, argued the hopeful. Although Dr Rae speaks of no information gained of such a state of affairs one of the men of his party circulated a report that he knew such to be the fact, and this unreliable straw was eagerly grasped. Numerous as were the relics obtained from various sources, there had not yet been brought to light any record to show the condition of the party after

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they had given up hopes of success and a safe return home. The letter from Lady Franklin, asking for a final search, having failed to move the Admiralty to even a reply, a strong memorial was submitted to them, supplicating this aid, signed by the leading geographers of Britain, all the British captains then in London, and many of the influential people of the realm. They claimed that the duty of England had not ended until every record that could be reached had been procured, and cited the example of the French Government in the case of La Pérouse, which after many failures to ascertain his fate, no sooner heard of the discovery of their famous navigator than they immediately made every exertion to procure all his relics and records. They argues the superiority and great chances of success attending the use of steam, (a means not yet thoroughly employed in the previous search parties); the act that Dr Rae had demonstrated that the search would be confined to a circumscribed area, easily explored in a thorough manner in one or two seasons; an area that had not yet been visited by previous searchers. It was the failure of this memorial, and a strong petition to the government, besides two other letters from Lady Franklin that decided her to start a private expedition, founded upon private funds, and right nobly was this appeal responded to by a generous public. The Fox a screw-yacht of 177 tons burden, was properly prepared for an Arctic expedition. The command was given to Capt. Leopold Maclintock of the Royal navy who volunteered his services gratuitously. Three other volunteers, Lieut. Hobson R.N., Capt Young of the merchant service, and Dr Walker were assigned positions, the total crew consisting of twenty-six souls. The Fox left Aberdeen, Scotland, July 1st 1857, and touching at the Danish settlement of Upernavik in Greenland there obtained thirty-five dogs for intended sledge journeys and left that port August 6th for Lancaster Sound. In forcing her way through the ice, she was finally beset and frozen in. During the whole autumn, winter and spring she drifted southwards until released in 63.°5 north latitude, on April 8th 1858. She had been firmly held for 242 days in the ice-grip, and had drifted during this time 1194 geographical miles, an involuntary journey only second to that of the memorable drift of the Polaris party in 1872-3. Seal-hunting afforded the prisoners some employment during their lonesome voyage, besides affording food for dogs and oil for lamps. The number they obtained exceeded seventy. Once more clear from his icy prison, Maclintock returned to the Greenland settlements along the western coast to replenish his exhausted supplies, but owing unfortunately, to a similar dearth in theirs, he was only partially success-

ful. The second attempt to cross through the ice was more successful. Pond’s Inlet was made by July 27th; Beechy Island on Aug. 11th. Here Maclintock placed a memorial stone sent out by Lady Franklin to perpetuate the memory, in this, the then last known place trod by their unfortunate countrymen. On the 20th they reached Bellot Strait, and from this point as a supply base, they attempted to shove out supplies towards King William’s Land, to be used in the succeeding spring sledge operations. The breaking up of the ice toward the southward, however, most seriously interfered with this undertaking and Lieut. Hobson, who conducted these expeditions was compelled to return to the ship by the middle of November having accomplished but little. Bellot Strait seems to be completely denuded of game, compared with other Arctic countries, so reported Maclintock’s party, who obtained during their whole sojourn of nearly a year only three reindeer, two bears, eighteen seal of three experienced hunters, two Esquimaux, and the interpreter Mr Petersen, besides the crew who were frequently out hunting to pass
away the time. Moss, lichens, and all varieties of Arctic vegetation were plentiful enough and Maclintock could only account for the scarcity, by the frightfully cold storms that were so common in Bellot Strait. Two sledge expeditions were started early in 1859, (about the middle of February. Capt Young crossed Franklin Strait and established a depot of provisions, which Capt. Maclintock travelled southward to obtain any information he could from the Esquimaux with whom he might meet. He fell in with a small party of them near Cape Victoria on the 28th of February and from that date others visited him from various portions of Boothia. He obtained many relics of the Erebus and Terror from them, and what was more precious information of a character which he so much desired. They told him of a ship that had been crushed by the ice off the north-west portion of King Williams Island and that the men belonging to her had gone south, where they afterwards heard they had all died. Many of these natives had seal spears, harpoons, sledge runners and other articles evidently made from the wrecks of the stranded ships. After an absence of twenty-five days of very severe weather Maclintock regained the Fox. Early in April he commenced his contemplated search. He had four sledges, two of them to be drawn by four men each, the other two, by six dogs each. He revisited Cape Victoria where he obtained the additional information from some Esquimaux that a second ship had been found wrecked on the western shore of King William’s Land the same year that the other had been seen. From the wreck the had obtained

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the wood and iron which Maclintock had previously observed. On the strength of this information, Maclintock divided his party, at Cape Victoria, Lieut. Hobson with one-half being ordered to search the northern and western shores of King William Land for any traces that he could fine and in successful the same was to be followed up. Capt. Maclintock determined to search the eastern and southern shores of the Island in the same manner. Lieut. Hobson often separating from the main party, first touched King William’s Land at Cape Felix, the most northern point of the island, and started westward. He soon came upon a large cairn, surrounded by a lot of cast-away articles, which Hobson surmised had been used for an observatory or magnetic and astronomical purposes by Franklin’s party. Among the articles were the national flag, three tents, old blankets and worn-out clothes. He carefully examined the cairn, even digging up the earth under it, but nothing was found. Hobson secured the flag and a few of the most portable relics and continued his journey towards the southwestward, finding two small cairns which yielded nothing until he got to Point Victory, where a very large cairn was discovered. Hobson, at first, that this had been erected by Sir James Ross, as this was known to be the extreme point reached by him in 1830. He searched it however, and he soon found a little tin case covered up by some loose stones, that had tumbled down from the cairn, as if it had been previously disturbed. That little tin case contained the first and only record ever found of Franklin’s party. Its sad story is told, briefly, in a facsimile of it which is attached. These 105 survivors mentioned in the record, under Capt. Crozier had evidently landed at this point visited by Lieut. Hobson and deposited the record in a cairn, once built by Sir James Ross and no doubt, afterwards robbed by the Esquimaux. This latter fact was probably the salvation of the record, for having once despoiled the cairn, they gave it no further notice, and Capt. Crozier’s dispatch thus remained safe. The record shows that they started for Back’s River on April 23d. They must indeed have been in a most pitiable condition with exhausted supplies and diminishing strength. The first three days’ march, reports Hobson, was marked by clothing and provisions that they had thrown away, too weak to drag it in their sinking condition. In continuing his journey he found nothing of the wreck or of any Esquimaux who could give him further information, so when near Cape Herschel, the limit of his assigned search, he retraced his footsteps, and about twenty miles north-east
of Cape Crozier, he found a boat embedded in the snow. She was twenty-eight feet long, mounted upon a large sledge, and was intended by her preparation, no doubt, by the escaping party, to be used in crossing Simpson Strait and ascending Back’s Fish River, as far as that tributary

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lay in their course. Upon removing the snow there were found two human skeletons, one in the forward and one in the afterpart of the boat. Their bones had been much disturbed by wild animals. In the boat was also found a quantity of clothing, two double-barrelled guns, loaded, some watches, silver forks, and spoons, and a great many other relics; but there was no writing in any form to add further information to this sad history which was thus presented to them. A note was left for Captain Maclintock and the homeward journey resumed. Captain Maclintock after leaving Cape Victoria directed his party along the Eastern shore of King William’s Land. On the 8th of May he came upon an Esquimaux village of about thirty souls near Cape Norton (Cape Smith). Their testimony corroborated that received from the natives of Cape Victoria in regard to the missing vessels, and they produced many articles gleaned from the wreck. Here Maclintock laid in a supply of reindeer meat, seal, salmon, etc. and purchased as many of the more interesting relics as he could well carry. The natives said that they had frequently travelled to the wreck to obtain its wood iron and other supplies and that but little of it was remaining above the ice when they last visited it over a year before. They showed Maclintock the direction they took in visiting it, a distance of about five or six day’s journey. Some of these Esquimaux claimed to have seen the white men travelling southward, many seasons before, and when they afterwards visited their route many bodies and articles were found strewn along it. Resuming his journey, he found near Booth Point, a native who informed him, after corroborating the previous stories that there were still some of his countrymen on an island at the mouth of the “big river” to the south, which Maclintock believed to be Back’s River, and the island to be Montreal Island. These natives had never seen them, nor any recent information regarding them. Upon this testimony Point Ogle, Montreal Island, Barrow Inlet and their vicinities were thoroughly searched but nothing found except a few unimportant relics of iron and wood that the neighbouring Esquimaux had made into native implements and abandoned. Nothing further to be gained in going over the country explored by previous search parties, Maclintock started homeward by way of the western shore of King William’s Land. After recrossing Simpson Strait he encountered nothing until near Cape Herschel when he came upon a bleached skeleton which from the dress and surroundings he supposed to be that of a steward or an officer’s

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servant. Simpson’s cairn on Cape Herschel which he examined showed signs of having been despoiled of its contents by the Esquimaux. After leaving Cape Herschel the traces of natives grew less and ceased altogether by time he reached Cape Crozier. North-east from this he saw the boat which Lieut. Hobson had left five days before and there found his note of his previous discoveries. He again took up his homeward journey and reached the Fox after having been absent seventy-nine days and travelled about
1000 geographical miles. Maclintock from all that he saw concludes that the imprisoned party had decided upon the abandonment of the ships long before it actually took place, owing to the impossibility of escape and the scarcity of game. That they were very weak from scurvy and had greatly overestimated their strength, as Hobson’s description of their route clearly proved. He describes King William’s Land as the bleakest and most inhospitable of the Arctic regions. There is but little game to be found and the few Esquimaux that attempt to inhabit its desolate shores have a hard struggle for an existence. As to whether any of Franklin’s party still survived the Esquimaux, with the single unreliable exception already noted were confident that all had died. Nearly a decade had worn away before another attempt was made to clear up the mystery of a quarter of a century. This attempt was made by Capt. Charles Francis Hall of Cincinnati, Ohio, in 1864. He had made a previous endeavour to reach King William’s Land from Cumberland Inlet in 1860, whither he had been furnished transportation by and American whaler, but owing to the loss of his expedition boat that he had taken along he was compelled to relinquish his main object at the time. Returning to the United States after an absence of two years and four months, nothing discouraged he refitted as well as his limited means would allow and sailed in the Monticello, an American whaler, in June, 1864, and arrived in North Hudson’s Bay in August of the same year. Capt. Halls plan of operations was a wide departure from any hitherto adopted. Depending entirely upon native help, his idea was to live among them, learn thoroughly their language, adopt as far as necessary (1) their food ‘(and as near as possible)habits (and customs, and when opportunity offered, to visit the land of Franklin’s loss with all the advantage of an Esquimaux and a white man combined. His first journey to Cumberland Inlet, therefore, had partially served him this purpose at least. On his second journey, as upon his first he was accompanied by his two faithful Esquimaux Joe Ebierring (known as “Esquimaux Joe”) and his wife Tookoolito. He was absent five years, but as the substance of his success in searching for traces of Franklin’s

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eastward, on a long low point of King William’s Land, where one man died and was buried. Then about
S.S.E. two and a half miles further, the next trace occurs on Todd’s Inlet, where the remains of five men
lie. The next certain trace of this party is on the west side of the inlet, west of Point Richardson, on some
low land that is an island or a part of the mainland as the tide may be. Here the awning-covered boat
and the remains of about thirty or thirty-five of Crozier’s party were found by the native. Pooyettah, of
whom Sir John Ross has given a description in the account of his voyage in the

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Victory 1829-34. In the spring of 1849 a large tent was found by some of the natives whom I saw, the
floor of which was completely covered with the remains of white men. Close by were two graves. This
tent was a little way inland from the head of Terror Bay. “In the spring of 1861, when the snow was
nearly all gone, an Esquimaux party, conducted by a native well known throughout the northern regions,
found two boats, with many skeletons in and about them. One of these boats had been previously found
by Maclintock; the other was found lying from one-quarter to one-half mile distant, and must have been
completely intombed in the snow at the time Maclintock’s parties were there, or they most assuredly
would have seen it. In and about the boat, besides the many skeletons alluded to, were found many
relics, most of them similar in character to those Maclintock has enumerated as having been found in
the boat he discovered. “The same year that the Erebus and Terror were abandoned one of them
consummated the Great Northwest Passage, having five men aboard. The evidence of the exact number
is circumstantial. Everything about the Northwest Passage ship of Sir John Franklin’s expedition was in
complete order; four boats were hanging high up at the ship’s sides, and one was on the quarter-deck;
the vessel was in its winter housing of sail or tent cloth. This vessel was found by the Ook-joo-lik natives
near O’Reilly Island, latitude 68°30 N., longitude 99° W., early in the spring of 1849, it being frozen in the
midst of a smooth and unbroken floe of ice of only one winter’s formation. From certain evidence that I
have gained both at Igloolik and King William’s Land, there must have been a dog of the grey-hound
species belonging to one or the other of the two ships. I only know this through native testimony. It is
quite likely that some one in England can tell whether there was a dog on board either of the two ships
when Sir John Franklin left in 1845. “My sledge company from Repulse Bay to King William’s Land
consisted of eleven souls, all Esquimaux. Although they are as untamable as eagles by nature, yet by
their aid alone I was enabled to reach points otherwise inaccessible, and when there to gain much
important information relative to the fate of Sir John Franklin’s Expedition, x x x x x x x “ Could I and my
party, with reasonable safety, have remained to make a summer’s search on King William’s Land, it is
not only probable that we should have recovered the logs and journals of Sir John Franklin’s expedition
but have gathered up and entombed the remains of nearly one hundred of his companions; or they lie
about the places where the three boats have been found and at the large camping place at the head of
Terror Bay, and the three other places that I have already mentioned. In the cove, west side of Point
Richardson,

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however, Nature herself has opened her bosom and given sepulture to the remains of the immortal heroes that died there. Wherever the Esquimaux have found the graves of Franklin’s companions they have dug them open and robbed the dead, leaving them exposed to the ravages of wild beasts. On Todd’s Island the remains of five men were not buried, but, after the savages had robbed them of every article that could be turned to any account for their use, their dogs were allowed to finish the disgusting work. Wherever I found that Sir John Franklin’s companions had died I erected monuments, then fired salutes and waved the Star-spangled Banner over them in memory and respect of the great and true discoverers of the Northwest Passage. I could have gathered great quantities – a very great variety – of relics of Sir John Franklin’s expedition, for they are now possessed by natives all over the Arctic regions that I visited or heard of from Pond’s Bay to Mackenzie River. As it was I had to be satisfied with taking upon our sledges about one hundred and twenty-five pounds total weight of relics from natives about King William’s Land. Some of those I will enumerate: 1. A portion of one side (several planks and ribs fast together) of a boat, clinker-build, and copper-fastened. This part of a boat is of the one found near the boat found by Maclintock’s party. 2. A small oak sledge runner, reduced from the sledge on which the boat rested. 3. Part of the mast of the Northwest Passage ship. 4. Chronometer box, with its number, name of maker, and the Queen’s broad arrow engraved upon it. 5. Two long heavy sheets of copper, three and four inches wide, with counter-sunk holes for screw nails. On these sheets, as well as on most everything else that came from the Northwest Passage ship, are numerous stamps the Queen’s broad arrow. 6. Mahogany writing desk, elaborately finished and bound in brass. 7. Many pieces of silver plate – forks and spoons – bearing crests and initials of the owners. 8. Parts of watches. 9. Knives, and very many interesting things, all of which you, and others interested in the fate of the Franklin expedition, will take a sad interest in inspecting on their arrival in the States.

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Elisha Kent Kane M.D. discoverer of the “open Polar Sea” was born at Philadelphia Feb. 3 1820; died at Havana Feb. 16 1857.

273 This expedition sailed from New York Harbor May 23d 1850.

During the spring of 1854, the British Government in anticipation of the (1) coming war with Russia 1 (then) saw fit to issue a parliamentary paper containing the instructions issued to the commanders of her majesty’s ships then engaged in the Arctic regions in search of Sir John Franklin. They were to leave in the summer of 1855, and not to wait the winter of that year. Should England be engaged in hostilities with any other power, they are to take no part in it, it being the established practice of all civilized nations to consider vessels engaged in scientific discoveries as exempt from the operation of war.

It is understood that, at the commencement of the year (1854), the name of Sir John Franklin was to be struck off the navy list. (Gleason’s Pictorial Feb. 4 ’54)

Feb.-11-1850. = Arctic expedition in search of Sir John Franklin sailed from Woolwich, England.

The writer remembers that on the 16th-28th December, 1851, Lieutenant Pim, on his way on an overland expedition in search of Sir John Franklin, had an audience of the emperor, (Nicholas), in which his majesty declared his unwillingness to afford him any assistance; but at the same time wished him every success though he thought it a fruitless search. The reason the emperor gave for not affording him any assistance was solely his reluctance to incur any responsibility for his life, as he was going among the
Chickchucks, {[(Tchuctchus-Bush.) (Chookchee-Kennan)]} a tribe of wild, ferocious barbarians, over which he had no control whatever. But his majesty would submit the matter to a committee, and would abide by its decisions. At the head of this committee was Count Menchikoff; but that committee expressed its disapproval of the projected journey. Russian and the Russians, D.E. De Lara, Gleason’s Pictorial. Apr. 22, 1854

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Chronological Summary of Franklin Search Parties

<table>
<thead>
<tr>
<th>Vessels, Tons, Commanders, Fitters, Year Departed, Returned, Description Vessel, Number of Men + Officers</th>
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</thead>
<tbody>
<tr>
<td>Enterprise, Sir James Clark Ross, RN.British, 1848-49</td>
</tr>
<tr>
<td>Investigator, Capt Bond. RN., British “ “</td>
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<tr>
<td>Plover, Capt. Thomas Moore, 1848-52</td>
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<tr>
<td>Herald, Capt. Kellett RN, 1848-50</td>
</tr>
<tr>
<td>Nancy Dawson, Robert Sheddon, Private, Br., Sailing Yacht</td>
</tr>
<tr>
<td>Sir John Richardson</td>
</tr>
<tr>
<td>Dr John Rae</td>
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<tr>
<td>Advice, Capt. Wm Penny, Private Br.</td>
</tr>
<tr>
<td>Investigator, Capt. M.Clure R.N., Br. Gov’t., Lost</td>
</tr>
<tr>
<td>Resolute, Capt. Horatio Austin. R.N., Br. Gov’t</td>
</tr>
<tr>
<td>Assistance, Capt. Ommancy, R.N., Br Gov’t</td>
</tr>
<tr>
<td>Lieut. Osborn R.N., Br Gov’t, to Resolute Steam-tender</td>
</tr>
<tr>
<td>Lieut. Bertie Cator R.N., Br Gov’t, to Assistance Steam-tender</td>
</tr>
<tr>
<td>Lady Franklin, Capt. Wm Penny, 2d voyage, Private Br.</td>
</tr>
<tr>
<td>Sophia., Capt. Stewart., Private Br.</td>
</tr>
<tr>
<td>Felix., Sir John Ross, R.N., Private Br.</td>
</tr>
<tr>
<td>Lieut. De Haven U.S.N, Private U.S., May 23d 1850</td>
</tr>
<tr>
<td>Albert Capt. Kennedy R.N. Br Gov’t, 1851</td>
</tr>
<tr>
<td>Assistance, Sir Edward Belcher R.N., Br Gov’t, 1852, Lost</td>
</tr>
<tr>
<td>Pioneer, Br Gov’t, 1852, Lost, Stea, tender to Assistance</td>
</tr>
<tr>
<td>Resolute, Capt. Kellett R.N. 2d voyage, Br Gov’t, 1852, Lost</td>
</tr>
</tbody>
</table>
**Intrepid**, Br Gov’t 1852, Lost, Steam tender to Resolute

**North Star**, Capt. Pullen R.N., Br Gov’t, 1852

  Dr. John Rae, H.B.Co.

**Fox**, 177, Capt. Leopold Maclintock R.N., Br. Private, July 1st. 1857, Screw yacht, 26


**Rescue**, Charles Francis Hall, Private U.S., Whaler, Alone

**Pandora**, Capt. Allyn Young. 2d voyage, Private Br, 1874., 1874, Screw-yacht

**Monticello**, Charles Francis Hall, 2d voyage, Private U.S., Whaler, 5

  Anderson, H.B.Co

**Blossom**, Capt. Frederic Wm Beechey R.N., Br. Gov’t, 1846

Vessels in heavy type were lost or abandoned

Brackets indicate combined Expeditions under command of the first named.

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1 Sir John Ross.

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The History of the North-West Passage.

The story of the North-West Passage is a link in great history of Oriental Commerce, a history which is almost as co-extensive as that of civilization. In the dim half legendary annals of the past when the art of navigation had its inception, the Phoenicians of Tyre + Sidan crawled with their frail craft along the shores of the Red Sea + the coasts of Iran to the mouths of the Indus, and drew such immense benefits from this secret commerce that the Tyrian merchants were styled “princes, and her traffickers the honorable of the earth” After thirteen centuries of exclusive commercial supremacy in the Orient Alexander the Great laid Tyre in ruins and reared Alexandria in Egypt to perpetuate his name and grow opulent on the great Indian trade. Alexandria secured it to herself for six hundred years, until Byzantium in her rising glory during the fourth century diverted a portion of this Eastern commerce through the Black and Caspian Seas, and thence for the we find it reaching Europe by diverse routes and the struggles between the Mediterranean cites to monopolize it is a long and interesting history. In the 15th century Venice “mistress of the seas” leagued with the Turks against Popish + Rome + Greecian Empire held the Indian commerce through the clothes of the Mamelukes upon Egypt when Vasco Da Gama in 1498 doubled the Cape of Good Hope and discovered a new route to the Indies, which the Pope of
Rome, that sphinx of medieval history, by a bull gave to Portugal in order to humiliate + crush his Eastern enemies. A consequent war between Turkey + Portugal resulted in the defeat of the latter but hardly had Portugal commenced to reap the benefits of her adventurous explorers + victories when Spain entered the lists to contend for a share of this seemingly exhaustless traffic of opulent Orient. She too, servile to the Pope, dreading to come in conflict with the monopoly that he had given to the Portuguese, sought a new way that the genius of Columbus pointed out across the unknown waters of the setting sun, and a new world was discovered. Columbus died believing that he had found the outlying provinces of the coveted Cathay and India, but his discoveries swelled into a vast continent whose mighty wings reaching across five zones barred the further progress of avaricious commerce from the yet distant East. Spain, seemingly disregarding the mighty kingdom that Columbus had placed in her hands, sent Magellan southward in 1519, to round this vast trail of land and England her young rival she too not daring to irritate the mighty Pope commissioned John Cabot to find a new + independent route to the northward of Columbus’ continent both of them to reach the wealthy Indies which were now becoming an infatuation with all maritime powers. Magellan discovered the South-West

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Passage to India through the Strait which perpetuates his name and immortalized himself by circumnavigating the globe which none but the most learned believed until that time to be round. With the voyage of John Cabot in 1498 begins the history of the North-West Passage, a mighty scheme which England prosecuted with all the well known vigor of the Anglo-Saxon that she might compete successfully with her Iberian rivals, who despite the naval victories of Drake, Cavendish + Burroughs over them, tenaciously held the southern water-ways by a sort of right of more fortunate geographical position. Years after when England had become the dictator of the deep, the newly developed commerce with China revived the necessity of that passage from the peculiar positions of the two countries, and the no less potent reasons that she saw her natural channels to India, now her own province, threatened by the invasion of Napoleon into Egypt in 1798, the menacing conquests of autocratic Russia, and the many other political complications which were constantly agitating the belligerent powers of little Europe, and which do not seem even yet to be settled. Such were the motive powers, coupled with a love of mysterious adventure and a sincere desire for the extension of science that has enabled Britain to prosecute this long series of Arctic explorations which commencing with Cabot culminated in the terrible and mysterious fate of the final discoverers and heroic efforts to succor them which proved the worthlessness of this thoroughfare guarded by a chilly castle with its countless bastions of bristling bergs and ceaseless curtains of eternal ice.

John Cabot – In the commercial city of Bristol, England, in the middle of the 15th century lived an Italian merchant who had seen much of the sea-faring life – Giovanni Cabota – much better known to students of history by his anglicized name, John Cabot. When Columbus visits Bristol (some time about 1467) from which port he made a voyage to Iceland (1) he here met his countryman and confided to him his long cherished plan of a western route to the Indies, and from Cabota received much sympathy + encouragement. Their ??? of efforts before the England Court shortly afterwards to obtain the desired aid for Columbus to consummate his grand scheme is well known to every reader of General history. Ferdinand + Isabella of Castile + Leon less parsimonious than Henry VII reaped the benefits of their liberality + the wisdoms of Columbus. The discovery of new lands and the consequent exaggerated + fabulous stories of their riches added to a desire to reach the better known and wealthy Indies, at last
aroused Henry VII from his miserly apathy and he granted royal letters patent to John Cabot of Bristol +
his three sons to said into unknown seas, discover new lands or to find better

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routes to those already known. Cabot believed that by sailing north + west he would avoid the obstacles
that had frustrated Columbus + thus secure an easy + independent route to the East Indies to Britain. His
biographers tell us that he was a man of iron will + indomitable energy, second not even to Columbus
himself in those courageous qualities necessary to manage the amphibious sailors of those days whose
resolution left them with the disappearance of the land. Though he near found his long sought North-
West Passage history credits him with discovering the mainland of America, a credit sufficient to
immortalize him.

Sebastion Cabot + Sebastian Cabo
t was the next person to undertake a voyage in search of the passage.
Several years after his father returned he sailed from England and adopting his father’s ideas plunged
boldly northward and from all accounts he must have reached a higher parallel than his parent +
predecessor. For the first time in the annals of navigation the sun never set, and great fields +
mountains of ice pressed around the terrified crew who had never heard of such dangers and who ???
believed they were reaching the perilous + unknown confines of the earth. Mutiny resulted and Cabot
prisoner to return home. On a subsequent voyage he skirted the land well to the southward o his
previous in which he discovered many miles of coast which he called Newfoundland. The name, now
confined to an island, it is thought on good if not conclusive authority to have embraced also Canada. It
is also generally believed that he visited the Eastern mouth of the strait through which Hudson
afterwards sailed and which yet bears his name; but many of his extensive discoveries while
investigating the whereabouts of the firmly believed in passage rest only upon conjecture and it is hard
to give due credit to the indefatigable old searcher. He always brought home specimens of the products
of the new lands that he had visited and once this included three natives clothed in the furs of wild
beasts, and whose diet consisted altogether of raw meat, a fact which would point somewhat closely to
the Esquimaux. As a reward for the glories he had conferred upon his country’s flag and under the
influence of his former steadfast patron, the Duke of Somerset. Edward the Sixth gave him the position
of grand Pilot of England in his old age with a pension of one hundred and sixty-six pounds thirteen
shillings and four pence. (450)

Jacques Cartier – However uncertain history may be as to the discovers of Canada and the country
which commissioned them there is no doubt but that France was the first to take formal possession of it
and the adjoining lands of the North American Continent, which she did about 1525 when ??? was on the
French Throne. Ten years later Admiral Chabot

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and the Seignior of Meilleraie, Charles de Mony influenced the French court to equip an Expedition to
discover the Northwest Passage which they believed might be found near their newly acquired
possessions. Jacques Cartier was given the command and he sailed from St Malo in May 1535 in three ships, well provisioned for a lengthy voyage. Reaching the coast of America in July he immediately ascended the St. Lawrence. From the many Indian tribes with which he came in contact and whose friendship he secured with a lavish distribution of presents he ascertained that he great river on whose waters he was now cruising was connected far to the westward with many great lakes and that there was a continuous outlet to an open sea beyond. This great sea was evidently Lake Superior and Cartier returned home shortly afterwards and announced with true French ilk that that the long sought highway to the Indies had been found. Cartier wintered in the St. Lawrence in 1535-6 and lost one of his vessels. 207 years later in 1843 the rotting hulk of this honored historical relic was found which from its surroundings left no doubt that it belonged to the brave + hardy old explorer.

Merchant Adventurers. – This company was formed about the middle of the sixteenth century with Sebastian Cabot, now too old to encounter the rigors of an Arctic voyage, as chief manager. It had a capital of six thousand pounds in shares of twenty-five pounds each, and its object which is so well indicated by its title as to require no further description, led it in many of its enterprises to seek some northern route to the East Indies, and with these only will we deal. Its first project brings us to the consideration of the North-East Passage, an undertaking so closely interwoven with its sister enterprise, the Northwest Passage that it becomes almost impossible and historically detrimental to separate them. Sir Hugh Willoughby received the command of the first expedition, consisting of three ships, Richard Chancellor being his second officer. He sailed the 10th of May 1553 from Greenwich where the royal court was then held amidst a grand popular demonstration, the firing of guns the ringing of bells and the shouting of the vast assembled throng, the royal palace itself crowded with those who bade him adieu and a prosperous voyage. When near the North Cape, amidst the desolate wastes of Arctic ice and snow, which had already chilled much of their tropical enthusiasm, one of those oft-encountered protracted storms of that region gave them the usual reception and when it finally cleared away Willoughby and Chancellor were separated completely. Of the former it is supposed that he still retained the smallest ship as consort for their whole after history is comprised in a dim Russian tradition that about this time some hardy Russian sailors had boarded two

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Stranded ships in the cold north seas and found all on board dead. Chancellor, more fortunate reached Wardhuys in Norway, and failing to hear anything of Willoughby during the course of a week he set sail to carry out unaided, the main object of the expedition. His route led him into the Whites Sea at that time unknown to Englishmen and from the inhabitants he ascertained that he was on the coast if a country called Muscovy, whose czar lived in Moscow. The chief Ivan Vasilovitch, received them cordially and communicated to them his desires to open commercial intercourse with their country. This proffer was later ratified by the home company and thence forth they were known as the Muscovy Company.

Stephen Barroughs, who had served as master on Chancellor’s ship was next dispatched to search for Willoughby, in the Searchthrift a small vessel or failing in following up tidings of his whereabouts, he was to endeavor to force a route through the northern ice to the Indies. He reach Nova Zemblu and after enduring many severe hardships was forced to return. Some of his hardships, however were of an imaginary character, as a polar whale that chanced nearby his ship filled the whole crew with terror. They were afraid to strike him lest he should injure the ship and rid themselves of them in a manner told by the commander as follows: “All of us shouted, and with the cry that we made he departed from us;
there was as much above water of his back as the breadth of our pinnace; at his falling down, he made such a terrible noise in the water, that a man would justly have marveled unless he had known the cause of it; but, God be thanked, we were quickly delivered of him.”

Pet and Jackman sailed with two vessels in 1580, and but little is known concerning them beyond that they were frozen in on the bleak coast of Nova Zembla, and having been separated before their icy imprisonment made known their location to each other through the long winter nights by beating drums and firing guns.

Martin Frobisher is a well known name connected with the history of the Northwest Passage, besides many other adventurous discoveries. His oft repeated solicitations in every favorable quarter to secure command of some discovery ship finally found him in charge of two fine barques the Gabriel and Michael with which he left England one fine June day and started into the seas of ice-bergs and ice-floes. The sight of these discouraging objects had the old effect of terror upon all, and his consort the Michael at the first favorable separation turned helm and sailed back to England. Frobisher still continued his course and reached the coast of Labrador where he came near being ship-wrecked. On his voyage he captured an Esquimaux and

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his kiak which he brought back to England. The nationality of this strange being has been inferred from Frobisher’s description that these people were “like the Tartars, with long black hair, broad faces, and flat noses, tawny in color, wearing seal-skins. The women are marked in the face with blue streaks down the cheeks and round the eyes.” He brought home not only a savage, but glowing accounts of his probable success on finding a highway to Cathay and “many black stones that were supposed to contain gold.” His subsequent voyages were are enlisted in the search for this valuable metal, during which he discovered the bay (then supposed to be a strait) on July 15th 1557, in which he afterwards planted a colony, that were only too glad to leave these barren shores of the “Meta Incognita” as Queen Elizabeth had designated it, at the very first favorable opportunity. This ended his Arctic discoveries, but not his active life as he afterwards prefixed a “sir” to his name in the famous contest with the Spanish Armada. The then status of Arctic history is thus described by an English writer: “The melancholy fate of Sir Humphrey Gilbert* cast a gloom over Arctic discovery. So much had been lost, so little had been gained by the several expeditions sent out, and the finding of the Northwest Passage seemed no nearer than when John Cabot made his first voyage into the desolate ice-burdened waters. From the old traditions of the Norsemen, it would appear that these ancient mariners knew far more of the region reaching to the North Pole then the skilled seamen of Tudor age. Sailing to the north-west, our Tudor explorers came within sight of a headland called Friesland, or Cape Farewell; then to the west lay the coast of Labrador, or, as they called it, Old Greenland; then, beyond, were bays and channels, widening into one broad strait; and then there was a passage leading they knew not whither. Sailing to the north-east, they knew that they could skirt the shores of Norway, could sight the

“huge and haggard shape
Of that unknown Northern Cape,
Whose shape is like a wedge.”
They knew that, coasting by Lapland, they came into a wide sea, and then holding eastweard, crossed the mouth of a river, and came upon a slip of land with two openings, one called Pet's Strait, and the other Burrough's Strait; the amid was Waygut Island and Nova Zembla. Passing the Straits, the voyagers entered on the sea of Kava; and beyond this, the river Ob, and table-lands of Tartary; beyond, incognita. There was no known passage to the Indies, either by the northwest or the north-east.

Yet the idea of the passage being yet discovered was not abandoned. *Sir Humphrey Gilbert’s voyage was not one of those in quest of a NW and is therefore not given.

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Perhaps the hour had not come; perhaps the man had not come; perhaps in a stout Devonshire man, Davis, the hour came, and with the hour the man.”

John Davis sailed from Dartmouth in June 1585 in two vessels, the Sunshine and Moonshine. Approaching the south-western coast of Greenland he named it the Land of Desolation, its bare and rugged mountains like a fortress with outlying glacis of cheerless pack-ice, presented no vulnerable breach for debarkation and he stood well out to sea. A few days later he again sighted this polar continent, and was more successful in landing. His encounters with the timid Esquimaux that he here met in large numbers quaint in these later days. Playing upon musical instruments dancing and other singular methods were adopted to induce these savages to approach or prevent their flight when nearing their village. His many presents readily effected a good understanding between them and he was soon afterward visited by some forty of their little skin canoes, anxious to trade, but Davis gave them all they asked and would receive nothing beyond a few little trinkets which he carried home as curiosities. His second voyage in the Mermaid, accompanied by a boat and pinnace, had been obtained through the influential solicitations of a devoted friend, Mr Sanderson. He received a cordial welcome from his old Esquimaux friends, and added to his already high standing among them by numerous presents. On this voyage he discovered the strait which yet bears his name separating Greenland from America and uniting Baffin’s Bay to the Atlantic. He made several other voyages to northern waters, extending the geographical knowledge of these lands, all of which were embodied after his death on a splendid globe, comprising his many discoveries made by Molyneux at the solicitation of Davis’ old friend Mr Sanderson and which is yet preserved in the Middle Temple, London. Like so many of England’s sturdy navigators, he lost his life amongst strange people. Rescuing a crew of Japanese who had been shipwrecked, these cruel and suspicious people, fearful that they had fallen into a more terrible fate than a watery grave, watching their opportunity, murdered him.

Wilhelm Barentz, a well-tried navigator, under the auspices of a private body of Dutch merchants, who had obtained the permission of the United Provinces thereto, attempted to reach the Indies by way of the north-east passage, having three ships and a small yacht. Their many adventures, chronicled by Gerard de Veer one of the party forms an interesting, but too long a story to be noticed here. They encountered an ice pack hugging Cape the northernmost point of Nova Zembla, which they essayed to penetrate for many days. Two of the vessels finally succeeded and brought back the cheering news that they had sailed upon a great ocean which could be no other

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than the Pacific. This seeming success procured for Barentz means for undertaking a second voyage, but history records it as a failure. Nothing undaunted, however, neither company nor commander, he was again fitted out and sailed in two ships May 10th 1596 and sighted Nova Zembla on the 17th of July. Barentz’s vessel was here imprisoned in a pack of drifting ice and we come to the first attempt, involuntary though it was, to winter in these Plutonic regions. “Everyday the pressure upon the ship became greater; it seemed probable that it would soon be crushed like a nutshell, and that, to defend themselves against the inclemency of the weather, as also against the white bears, the crew must betake themselves to building a house on the land. Fortunately they found a quantity of driftwood, which they speedily turned to account, and by the middle of October they had erected a large hut, thatching the roof with sail-cloth and seaweed. Then came the long night of the Arctic winter; the sun disappeared; bear froze and became tasteless; the snow fell heavily, and buried the house beneath it; they were forced to eke out their scanty store of provisions by snaring foxes and eating the flesh, making caps and mittens of the skin. Once they were so happy as to kill a bear nine feet long, one of those bears who, according to Gerald de Veer, the chronicler of the voyage, “were very obstinate to know how how Dutchmen tasted.” This bear yielded them good meat, and a hundred pounds of lard. They kept Christmas under the snow, and Twelfth-day also; but the cold was so intense, and the difficulty of obtaining fuel so great, that the men thought it would be easier to lie down and die rather than make further effort. In January, one of their number died, and they buried him in a small grave, seven feet deep. Then, when a deeper gloom than that of the Arctic night was upon them, the sun rose, and, says the chronicler “They all rejoiced together, praising God loudly for His great mercy.” The ship was quite unfit for sea, so that they resolved on using the shallop and long boat; with these they contrived at length to get away from their winter quarters. Six days afterwards Barentz died, very deeply and sincerely regretted.

The return of the norther voyagers was a great event in Amsterdam, where the expedition had been given up as lost. The shallop and long-boat were carried in procession to the town-hall, and there, with much of rhetorical flourish, dedicated to the memory of the great voyage; while, at a grand banquet, the adventurers related the story of their great peril, - the icebergs, the bears, the foxes, the long night, and all the other marvels of the frozen deep.”

Henry Hudson, one of the most eminent of the old-time navigators, who spent many of his voyages, and finally lost his life in the Arctic, in such a sad and deplorable manner, now claims our attention for a few pages. His first voy-
new land in sight received the name of Cape Hold with Hope. Nearing Spitzbergen the ice commenced getting thicker and thicker, and at last they reached a solid pack that stretching its desolate length for many miles on either side they found impenetrable. The only favorable report that he could place before his masters was the fact that the frozen seas that he had traversed abounded in seals, and their capture might be remunerative. The next year this same Company fitted him out to seek the North East passage and to defray his expenses, if possible, by the capture of seal and walrus as he had proposed. He was unsuccessful in both projects. He was next equipped by the Dutch East-India Company to find a route to their terminal object, but failing in this, he stood boldly across the Atlantic and his discoveries along the sea-board of America, near the mouth of the beautiful river that bears his name, are too well known and too foreign to our purpose to minute here. His fourth expedition, in which he lost his life, set sail from England in April 1610, carrying provisions for a six months voyage, in a little vessel of fifty-four tons manned by a crew of twenty-three men. Standing by Iceland, they were rewarded with a sight of Mount Hecla in full eruption, and the boiling Geysers in fit condition to cook eggs. Keeping well to the north of Labrador he entered and forced the icy packs that barred the strait which history still calls after him. Here his crew became disaffected, but fortunately not united with any definite purpose Hudson managed to continue his journey, the majority of the malcontents being only anxious to get rid of the dreaded ice, and believing the onward course as good as any for that purpose and far more honorable to themselves. A few days brought him past the westward bounding capes of the strait which he named Wolstenholme and Dudley Digges, and he entered the blue expanse of the great Pacific ocean, as he then thought. That sheet of water now serves him for an immortal epitaph and a grave. The Arctic winter setting in sharp and decisively, found him still coasting the shores of the great bay, and pre-
and necessary ammunition, and then cast loose from the ship which with fulling sails sped homeward. Nothing was ever heard of the little boat and its precious freight, and Hudson’s name is chronicled with that long list of Arctic heroes whose final fate is written upon the mysterious pages of the unknown. When Prickett reached England that year he and his accomplices fabricated a story to meet the occasion and account for the lamented Hudson’s disappearance, and although suspicions leaned strongly towards the acts, the mutineers escaped their deserved hanging and the two worst of them Prickett and Bylot were re-employed to accompany the next expedition, which England sent out to follow up the supposed success of Hudson in discovering the much-wished-for passage.

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Sir Thomas Button in two vessels, Capt. Ingram second in command, sailed from England to accomplish this object. Passing through Hudson Strait he sailed across the bay and vainly essayed its land-locked shores to reach the Pacific Ocean. Hopes Checked was the appropriate name he gave the last point he saw on its impenetrable bank. Wintering in the bay he returned next year, to report his failure, but the Company of Merchants still believing that a passage was discoverable by this route fitted out another expedition under command of Capt. Gibbons, who had served in Sir Thomas Button’s expedition. His vessel got embayed in the pack ice off the Labrador coast, and nothing of importance came of his voyage.

William Baffin, a well-known and intelligent commander, who had had much experience in the northern waters, was next selected by the company to try his powers on the yet undiscovered passage. He left England in the Discovery in 1616 and crossing the Atlantic coasted the west shores of Greenland up to Davis’ farthereset (Sanderson’s Hope), when he crossed over touching at and naming Women’s Islands Horn Sound and Cape Dudley Diges. He then entered the Sound afterwards so closely associated with the labors of our own illustrious countrymen Kane, Hayes and Hall, and like the former believed that it indicated a great open polar sea to the northward. His home journey brought him past Carey’s Islands, Jone’s Sound, Lancaster Sound and Cookins Sound and he reported to his company “the certainty that there was no passage, nor hope of passage, in Davis’s Straits.” Ross Parry and other Arctic navigators who followed Baffin’s route bear testimony to the accuracy of his chart which considering the difficulties at such a period stamp it as one of the most remarkable voyages of the times despite the fact he was unsuccessful in the main object of the expedition and did not bring back the live Japanese which his letter of instructions required as a proof of his success. The great sea which Baffin circumnavigated appropriately bears his name, and since the day he first noticed the numerous schools of whales that inhabit its depths, a fleet of vessels in pursuit of these monsters has yearly entered these waters, dangerous though they be, and bring before us one of the many cases wherein Arctic discovery and exploration have opened the way to a lucrative industry, that have brought a national wealth many-fold greater than the sums expanded. The failure of such an intrepid and intelligent navigator as Baffin and the probably wealth to be obtained by whaling – the first whale taken Englishmen was

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one of twelve tons killed by Captains Edge and Poole on the 12th of June 1611, - turned the Anglo-
Muscovy Company to this latter business, and Arctic navigation was for some time confined to national
wrangles to monopolize this industry, most prominent among which were the English and Dutch.

Captain Munck, a Danish commander, was the next whose instructions – only in part however – pointed
to the Northwest Passage. He sailed from Elsinore about the middle of May 1619, in two vessels, and
that summer entered Hudson Strait and sailed across the bay to which he gave the name Mare
Christianum in honor of ??? sovereign King Christian. He luckily found a harbor near the mouth of
Chesterfield Inlet before the Arctic winter set in. The weather is described as being very severe, “the ice
was nearly four hundred feet in thickness.” Liquors became a solid mass, and worse than all to the
minds of the superstitious sailors “frightful omens appeared in the sky-two suns, and an eclipse of the
moon.” They were destined however to more palpable sufferings, scurvy, and before the warm
summer’s sun released them all but the captain and two sailors had perished from this terrible malady.
In the smaller of the two ships the survivors managed to reach Norway and from thence home. After a
few years he was given another expedition, but on the eve of departure he incurred his sovereign’s
displeasure by assuming to reply to an insulting reminder of his former failure, and his words cost him
his commander’s commission, and we hear but little more of Danish venture in the boreal seas.

Luke Fox, an enthusiast on Arctic exploration, for which he had prepared himself by a long study of the
subject during his younger day, strove hard to secure a position on some Northern expedition. When
but a youth he had been refused admittance to the crew list of the ill-fated John Knight who perished off
the Labrador shores, but not discouraged he persistently persevered. Finally through the kind influences
of a friend Mr Briggs and Sir John Brooke, Charley the First granted him a pinnace of seventy tons, the
Charles and he sailed from Deptford early in May 1631. His idea was to prosecute the search from the
unexplored northern portion of Hudson’s Bay, an idea which in carry out he entered the estuary now
called Fox’s Channel as far as Peregrine Pt in lat. 66° ‘ Farther his expedition amounted to but little,
having had the negative success not to encounter much in the way of suffering. Not so with a rival ship
fitted out by Bristol Merchants, the Maria, which sailed from Bristol on May 3d of the same year, but
returned next year half wrecked, with half her crew suffering with sickness, the other half having been
left dead in the icy bay wherein

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Bay, and before the spring came all of them had succumbed to the scurvy. The company supposed that this sad-ending expedition would materially check all forth-coming aspirants whose ambition lead them to the far-famed but unknown passage, but in this they were mistaken as shortly afterwards a Mr. Dobbs pointed out their neglect so plainly that they furnished another expedition under the command of Capt. Middleton, who sailed as far north as Repulse Bay, to which inlet he gave the foregoing appropriate name. From a high elevation in the vicinity he saw and named the Frozen Straits, but rightly inferred that it would not lead him on the desired route, so he quietly returned homeward, his limited geographical discoveries being his only success. The British Parliament in 1743 offered £20000 to any person or persons finding a route to the Pacific leading from Hudsons Bay. This monetary stimulus, like all others where the purchase is hardship and risk of death, utterly failed to bring forth a champion. In fact, it afterwards had to be withdrawn in order to allow those to contend for the prize whose more landable object lay in their honor and character of the dangerous undertaking.

Mr Samuel Hearne, in 1769, was intrusted with a land expedition to the shores of the Arctic ocean to find out, if possible, the outline of that half-fabled sea, in order to direct a naval expedition more intelligently upon its waters. This was undertaken, at the desire of the home government, by the Hudson’s Bay Co. and Hearne was selected on account of his influence among the neighboring Indian tribes, some of whom would form part of his expedition. Foolishly starting in November, his Indian allies deserted him at the first favorable opportunity, and he and his remaining comrades suffered terribly in the cold winter months and accomplished but little. On his third attempt he reached the Arctic Sea at the mouth of the Coppermine River, having descended that river, but he brought back no reliable information of the practicability of navigating this frozen sea.

Capt. Phipps, (afterwards Lord Mulgrave), commanded an expedition in 1773 that had been fitted out by the British Admiralty, at the solicitation of the Royal Society, to reach the Pacific directly across the Pole, an effort similar to that of Hudson in 1607, which we have already described. His vessels were the Racehorse and Carcass, and it is worthy of note that on the latter was young Nelson, afterwards England’s most famous naval hero, who managed to secure the subordinate position of coxswain, despite the stringent orders forbidding boys from forming a part of the crew. Sailing north of Spitzbergen near Phipps’s rock they were caught in an ice-pack for five days, and when released returned homeward.

Capt. James Cook, one of the most celebrated of the world’s navigators, was the first Englishman to essay the passage from the Behring’s Straits side. So confident were his countrymen of his success, that a ship was ordered to Baffin’s Bay to meet him, and resupply his vessel. Sailing from Asia he entered the Straits and proceeded on his way until near the Icy Cape he came upon a dense ice-pack, that he vainly attempted to penetrate, cruising along its edge even to Cape North on the Asiatic side.

We must now turn our attention to the Russians who had vainly attempted to force the Northeast Passage, and obtain a route along their extended sea-board to the Indies. The importance of such a route was most thoroughly appreciated by the great czar Peter, who with his well known energy took definite steps to thoroughly analyze the great question. The few vague and indefinitely chronicled expeditions first sent out by this Government were signal failures, and Peter died leaving this with many
other cherished objects to his no less ambitious and energetic czarina to accomplish. One very important problem that it was necessary to solve, before too much money and energy had been expended in the search, was to establish the continuity or otherwise of the Asiatic and American continents, and this difficult Behring undertaking was intrusted to Vitus Behring, “a likely man.” Doubly difficult as everything that was required for the voyage had to

be transported from civilized Russia to savage Kamtschatka across the dreary expanse of frozen Siberia. These seemingly insurmountable obstacles having been bravely overcome Behring sailed from Petropaulski in the summer of 1728, and cruising northward determined the fact that the two continents were separated by a narrow strait of thirty six miles. This narrow but geographically important channel have since been appropriately named after its intrepid discover. Its influence upon the physical geography of the Arctic seas is far beyond the measure it contracted dimensions would indicate. Through this inter-continental gateway pours the warm waters of the Kuro Sivo or Great Japanese Current discovered by Lieut. Bent U.S.N a deflected continuation of the broad equatorial current of the mighty Pacific, a grand Occidental Guld Stream, the hot shot of whose silent artillery plows watery gaps through the ice-ribbed battleships of old Boreas so deep, that the whalers in their ordinary pursuits reach points much higher than is often attained by the more adventurous spirit of exploration in less favored localities, not without paying occasional tribute however to the abstruse physical laws which govern this fickle zone * 1 Sailing from Okhotsk in 1740, upon a voyage of discovery to the American coast Behring was wrecked upon one of the rocky desolate Aleutian Islands (Behring’s Island) and there miserably perished upon the following year. This boreal bosphorus being established lead to a survey of the Arctic coast of the Russian dominions, by land expeditions, but promised so little to encourage its difficult navigation that as a commercial highway it was forthwith abandoned and handed over to the enthusiasm of the scientific explorer to test its icy gates. Russia’s transmaritime possessions were not so easily outlined. Schalauroff, a public spirited Muscovite Merchant, fitted out a an expedition for that purpose, but his history is only that oft repeated role of sad disaster so often enacted in this death-dealing waste of those brave souls none of whom ever returned. The great wars which convulsed all Europe during the latter part of the eighteenth and beginning of the nineteenth centuries, ended exploration and scientific discovery In the Arctic as well as all other zones, and it was not until Waterloo gave peace to civilization that they were renewed. A fortuitous event turned ambitious eyes to the northward in 1815-16-17 to which attention was called by a whaling master cruising in those waters, Capt. William Scoresby, who added to his whaleman’s duties, a higher task of scientific reasearch well supported by a keen, observing and educated mind.

2 Behring’s Straits, besides a loss at various periods of sail

*1 The American Arctic whaling fleet lost ships in 187 and in 187 in the ice north of
This event was nothing less than a gigantic disruption of the vast ice-field that hug the Arctic coast of North America and Greenland washed by southward trending ocean currents, a disruption of such an extraordinary magnitude as to have no equal in an ancient Norse legend of six centuries before.

Iceland in 1816 and 1817 was surrounded by the ice that had dwelt for decades on the East Greenland coast, choking up its bays and creeks in a manner unknown to the oldest of its old inhabitants, and subsequently floating away to the southward to swell the already continental ice packs that were dangerously forcing themselves upon the amazed sailors of old established routes between Europe and America as far down as the 40th parallel of latitude.

“The Halifax packet reported that she has passed a mountain of ice newly two hundred feet high, and at least two miles in circumference. A ship belonging to the old Greenland Missions, was eleven days beset on the coast of Labrador in floes of ice mixed with icebergs, many of which had huge rocks upon them, gravel, soil, and pieces of wood; in short, every account from various parts of North America agreed in stating that larger and more numerous fields and bergs of ice had been seen at a greater distance from their usual places, in the years above mentioned (1815-16-17), than had at any time before been witnessed by the oldest navigators. (The face, therefore, might be considered as too well authenticated to admit of a doubt.) Then interesting fact of this unprecedented convulsion of nature, was communicated by Scoresby in full to Sir Joseph Banks, from whom it found its way to the Admiralty, to the Royal Society and back again to the Admiralty who ordered two expeditions upon a plan proposed by Sir John Barrow, to take advantage of the favorable state that must necessarily exist in the polar seas, caused by this vast drainage of its natural impediments to navigations, to launch once more upon the almost abandoned Northwest passage. One of these expeditions was to sail into Baffin’s Bay and use any favorable channel that presented to reach the straits of old Vitus Behring, while the other with the same objective prior was to find its route directly across the waters of the Pole itself, entering between Spitzbergen and East Greenland. A great deal of complaint has often been advanced to urge the claims of Scoresby to the command of at least one of the parties, as it was undoubtedly his keen discerning mind that had first appreciated the importance of the issue on which the expeditions were founded besides his well-known experience and ability in navigating these peculiarly difficult and dangerous ice-meshes. He was also an enthusiast on the subject of the Northwest Passage, in the

practicability of which he firmly believed. His arguments in favor of that scheme comprehend so fully the geographical physics of that zone, so far as they relate to the subject at hand, related so concisely that I transcribe them in full “1. The prevailing current in the Spitzbergen sea flows, we are well assured, during nine months of the year, if not all the year round, from the north-east towards the southwest. The velocity of this current may be from five to twenty miles per day, varying in different situations; but it is most considerable near the coast of Old Greenland. The current, on the other hand, in the middle of Behring’s Straits, as observed by Lieutenant Kotzebue, sets strongly to the northeast, with a velocity, as he thought, of ten miles and a half an hour, - which is greater, however, by one-half, than the rate observed by Captain Cook. “2. By the action of the south-westerly current, a vast quantity of ice is annually brought from the north and east and conducted along the east coast of Old Greenland as far as Cape Farewell, where such masses as still remain undissolved as soon destroyed by the violence of the solar heat and the force of the sea, to which they have become exposed from almost every quarter. This ice being entirely free from salt, and very compact, appears originally to have consisted of field ice, a
kind which, perhaps, requires the action of frost for many years to bring it to the thickness which it assumes. The quantity of heavy ice on the surface which is thus annually dissolved may, at a rough calculation, be stated to be about 20,000 square leagues, while the quantity annually generated in the region accessibly to the whale-fishers is, probably, not more than one-fourth of that area. As such, the ice, which is so inexhaustible, must require an immense surface of sea for its generation, perhaps the whole, or the greater part, of the so-called Polar basin – the supply required for replacing what is dissolved in Behring’s Straits, where the current sets towards the north, being, probably, of small amount. The current in opposite parts of the northern hemisphere being thus found to follow the same line of direction, indicated a communication between the two across the Poles; and the inexhaustibly supply of ice, affording about 15,000 square leagues to be annually dissolved above the quantity generated in the known parts of the Spitzbergen seas, supports the same conclusion. “3. The origin of the considerable quantity of drift-wood found in almost every part of the Greenland Sea is traced to the same country beyond the Pole, and may be brought forward in aid of the opinion of the existence of a sea-communication between the Atlantic and the Pacific, which argument receives additional strength from the circumstance of some of the drift-wood being worm-eaten. This last fact I first observed on the shores of the island of Jan Mayen, in August 1817, and confirmed it by more particular observation when at Spitzbergen the
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year following. Having no axe with me when I observed the worm-eaten wood, and having no means of bringing it away, I could not ascertain whether the holes observed in the timber were the work of a ptinas or a pholas. In either case, however, as it is not known that these animals ever pierce wood in Arctic countries, it is presumed that the worm-eaten drift-wood is derived from a trans-Polar region. Numerous facts of this nature might be adduced, all of which support the same conclusion. “4. The norther faces of the continents of Europe and Asia, as well as that of America, so far as yet known, are such as render it difficult even to imagine such a position for the unascertained regions as to cut off the communication between the Frozen Sea, near the meridian of London, and that in the opposite part of the northern hemisphere, near Behring’s Straits. “5. Whale, which have been harpooned in the Greenland seas, have been found in the Pacific Ocean; and whales, with stove lances sticking in their fat (a kind of weapon used by no nation now known), have been caught both in the sea of Spitzbergen and in Davis’s Straits. This act, which is sufficiently authenticated, seems to me the most satisfactory argument.” The expedition to seek the passage through Baffins bay, consisted of two vessels, the Isabella, 385 tons, and the Alexander, 252 tons, under command of Commander John Ross R.N., Lieut. Commander Wm. Edw. Parry R.N. second in command. 450. On the Isabella were Admiralty Midshipman James Clark Ross, nephew of the commander, who afterwards figured so meritoriously in Arctic and Antarctic exploration, and Captain Sabine of the Royal Artillery, whose after voyages to the Polar as well as other zones in determining the earth’s oblateness by pendulum observations were the first extensive and systematic application in that useful and interesting problem. The ships sailed on the 18th of April 1818, and on the 1st of June reached Davis Straits, and from there stood to the northward keeping between the drift-ice and the Greenland shore. Near the Island of Disco Ross was so badly delayed by the ice, that although he reached its neighborhood on the 17th of June he was unable to proceed until July 3d, a hampered fate in which forty-five embayed whalers participated. He explored and named Melville Bay after the then First Lord of the Admiralty, and on the 10th of August came upon some eight sledges drawn by the natives who from the long and interesting account given by Ross of the meeting
and their curious habits customs and appearances had evidently for the first time encountered white men. Near Cape Dudley Digges, the voyagers first encountered the red snow of the Arctic, which at that time was quite a wonder, although mentioned as far back in history as the works of Pliny, and found by Saussure in the Alps and by Martin in Spitzbergen. Of it Ross says; “We now discovered that the snow on the face of the cliffs presented an appearance both novel and interesting, being apparently stained or covered by some substance which gave it a deep crimson color. This snow was penetrated even down to the rock, in many places to a depth of ten or twelve feet, by the coloring matter.” Ross probably saw in these instances where the coloring material had formed over the steep shelves of the overhanging snow drifts, as better developed investigation seem to place the limit of saturation at a depth of a very few inches. His rediscovery of this material, however, lead to the first thorough investigation of its nature, both on the ship, where it was conjectured at once, to be of a vegetable origin, and upon the return to England, where it was variously pronounced to be the excrement of birds (Brande, chemist), or derived from some of the algae, confervoe or tremelloe (Tremella cruenta); the more probable, as the roots of the moss (a species of Polytriam), common on those cliffs, are deep scarlet (Brown, botanist). A little way beyond Cape Dudley Digges they fell in with some Esquimaux whose knives were made of iron, which material they said came from a mountain, of which it was part, and also lay scattered around in detached masses. They obtained it by cutting it off with stone hatchets. An examination in England pronounced the iron to be of meteoric origin from the proportion of nickel which it contained, a fact of whose existence in Greenland has been repeatedly confirmed by subsequent investigators. Approaching Sir Thomas Smith’s Sound o Baffin which that old navigator says “is the largest and deepest in all this bay” he christened the limiting capes after his two vessels Capes Isabella and Alexander, and made a very singular mistake when he considered “the bottom of this sound to be about eighteen leagues distant.” Baffin before him says “It runneth to the of 78°, and is admirable in one respect, because in it is the greatest variation in the compasse of any part of the known world; for by divers good observations I found it to be above five points, or fifty-six degrees, varied to the westward,” and with a conjecture akin to prophesy Lord Burleigh, nearly three centuries ago says in an autograph paper on the subject of a north-west passage to Cathaia, still preserved in the Lausdowne Collection in the British Museum. “Considering Groynelande is well known to be an islaunde, and that it is not conjoyned to America in any part, and that there is no cause of doubte but that upon the north of Baccalaos the seas are open” +c. But Ross, seemed peculiarly unfortunate on this expedition in his geographical conjectures, a fact which afterwards called for unnecessarily severe censure from many persons in England who found it an easy matter to point out past errors, without offering any advice that the future confirmed as being anything more substantial. It was reserved for Kane, Hayes and Hall to connect Baffin’s Bay with the unknown polar sea beyond by a channel nearly four degrees of latitude in length. Turning southward, he
soon found an estuary which “answered to the description of Alderman Jones’s Sound given by Baffin, who discovered it. Toward evening we successively made out the north and south points of the land across the bottom of this bay or inlet; at midnight a very high ridge of mountains was seen to extend nearly across the bottom of it; and joining another from the south.” Subsequent exploration has shown Jones’s Sound to be a thread of the vast mesh-work of channels that surround this North American Polar Arctic pelago, connecting Baffins Bay with Belcher Channel whose terminus is incognita. But both of these mistakes in Smith’s and Jones’s Sounds affected but little the result of the main object of the expedition, for had he entered them it is not likely that he would have fared much better at the hands of the elements than subsequent expeditions, with their experience of defeats to pilot them and with more modern appliances at their command. But on reaching Sir James Lancaster’s Sound of Baffin (1) through which so many intrepid and almost successful attempts at the passage were subsequently essayed by Parry (then commanding the Alexander) Franklin and even Ross himself (on the 31st of August) he again found obstacles to impede his passage of the Sound of the following character “I distinctly saw the land around the bottom of the bay, forming a connected chain of mountains with those which extended along the north and south sides.” These range which Ross named the Croker Mountains, in honor of the Secretary of the Admiralty of course, had no existence, as subsequently proven, and while it may be the most glaring of Arctic mistakes, as his censors would fain lead their readers to believe, it must not be forgotten that it heads a very long list of similar errors of others in a region where it is not too much to say that correctness is the exception instead of the rule. In fact, Ross is not the only one who had placed mountains across the paths of subsequent navigators, or run water channels through extensive continents with a pencil easier than the Great Chinese Canal or our own Erie was consummated. Leaving Lancaster Sound on the 31st of August he continued down the west coast of Baffin’s Bay, which he may have said to explored (1) as far as Cumberland Inlet.’ (and certainly named) This stretch of coast he divided into a couple of Scotch counties, and several times sent boats ashore to make botanical and geological collections. About twenty miles from an island which Ross calls Agnes Monument, quite a party of officers boarded an ice-berg grounded in sixty-one fathoms of water and much to their astonishment found a large white bear in apparently peaceful possession, a possession which he immediately sur-

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rendered by jumping off a precipice fifty-one feet high into the sea and effected his escape by swimming to the land. On the 1st of October Ross found himself off Cumberland Strait (of Davis). It was here of all other openings that he had expected to find the desired thorough fare but his instructions were to leave the ice about the 15th or 20th of September or at the very latest the 1st of October, as a winter’s sojourn had not been contemplated as a part of the programme of the expedition (1). So he stood to the southeastward (so terrible had been the previous experience of Arctic voyagers who had dared to venture it) with his two ships, and returned to England, where upon being paid off in December Commander Ross was advanced to the grade of captain. The expedition was a very short one consummated in the summer months and therefore devoid of that interest which is always associated in these regions with the intense cold and its products. During the three or four months that the ships were within the Arctic limits, the lowest indicated by the thermometer was -26 ½ ° and the general average was about 35° to 37°. There was but little sickness, none from scurvy, as might be anticipated from the shortness of the voyage, and no deaths. Parry from what he saw says that a ship’s crew “might
winter in the highest latitudes we have been in without suffering materially either from cold or disease,”
a conjecture which he afterwards proved to be true.

Buchan. The associate expedition of Ross, whose course lay to the eastward of Greenland, was also
composed of two vessels, the Dorothea and Trent, under Captain David Buchan R.N., Lieut. John
Franklin, R.N. second in command. Capt. Buchan had already seen much service in the ice around
Newfoundland and had received his promotion as commander in 1816 for the ability he had shown
when on duty in this neighborhood. He also made a sledge-journey across that island over the winter’s
snows in order to obtain an interview with some native chiefs, he being the first white man that
attempted this undertaking. Of Lieut Franklin it is unnecessary to speak further than to say his life is
dwelt upon at length in the succeeding chapter. On the Trent, Lieut. Franklin’s vessel, was Admiral
Mate George Back who was afterwards so closely + honorably associated with many of Franklin’s
subsequent land-journeys, and whose exploration of the great Arctic river, which now deservedly bears
his name, is well-known to those conversant with the literature of these regions. On this ves-

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sel was also Lieut. Frederic Beechey who figured in Arctic exploration in the vicinity of Behring’s Strait,
and who, after twenty-five years had elapsed (1) became the historian of this expeditions, 1(in 1843)
Buchan’s orders were, after leaving England, to proceed to the northward keeping between Greenland
and Spitzbergen in the deepest portions of these waters and as far from land as possible where it was
expected that they would be the least encumbered with ice, and through the most favorable channel
found to make their way directly to the Pole. Their instructions upon reaching this remarkable spot were
carefully dictated and in minute detail. From this point they were to make their way to Behring’s Strait
and thence homeward. On the 24th of May they reached Cherie Island, latitude 74°33′, first discovered
by Stephen Bennett in 1603, near which the walrus or horse whales as they were then frequently called,
had been often seen in such vast numbers that on one occasion a single ship’s crew succeeded in killing
no less than a thousand in seven hours slaughter. Lieut. Beechey devoted much time, to a close study of
the habits of these strange animals who have been hunted as far back as the days of one Ochter a
Norwegian who made a voyage beyond the North Cape in the year 890, “for the mere commoditie of
fishing o horse-whales, which have in their teeth bones of great price and excellence, whereof he
brought some on his return to the King.” He dwells at length upon their affection for their young, and
the bravery they will display in protecting them also a wounded comrade to whom they will lend the
most courageous assistance, until the unfortunate one has reached a place of safety, a fact which many
subsequent voyagers have amply corroborated. In such contests, if the pursuers be in boats the utmost
vigilance is necessary to prevent their penetrating its frail sides with their huge tusks or overturning the
craft by reaching with them over the boat’s gunwales. Dr. Hayes in 1861, gives a spirited sketch of an
encounter with a large herd of these animals, in pursuit of a specimen for the Smithsonian Collection,
wherein he had much difficulty in effecting his escape. The use of the modern breech-loading +
magazine rifles in such naval battles has however made the result more one-sided than formerly. The
Esquimaux often relate instances where walrus have occasioned the loss of some daring hunter, who
has been unfortunate enough to have the animal upset or smash his frail kiak and no helping hand near
has perished as the Esquimaux know nothing of the art of swimming. But to return from this digression
to Lieut. Beechey’s descriptions and I will copy a few lines from him to show the care and affection
bestowed upon their young. “We were greatly amused by the singular and affectionate conduct of a walrus towards its young. In the vast sheet of ice that surrounded the ships there were occasion-

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ally many pools; and when the weather was clear and warm, animals of various kinds would frequently rise and sport about in them, or crawl from thence upon the ice to bask in the warmth of the sun. A walrus rose in one of these pools close to the ship, and, finding everything quiet, dived down and brought up its young, which it held by its breast by pressing it with its flipper. In this manner it moved about the pool, keeping in an erect posture, and always directing the face of the young toward the vessel. On the slightest movement on board, the mother released her flipper and pushed the young one under the water; but when everything was again quiet, brought it up as before, and for a length of time continued to play about in the pool, the great amusement of the seamen, who gave her credit for abilities in tuition which, though possessed of considerable sagacity, she hardly merited.” Captain Cook says of those he found in the Pacific Arctic, “They lie in herds of many hundreds upon the ice, huddling over one another like swine; and roar or bray so very loud, that in the night, or in foggy weather, they gave us notice of the vicinity of ice before we could see it. We never found the whole herd asleep, some being always upon the watch. These, on the approach of the boat, would awake those next to them; and the alarm being thus gradually communicated, the whole herd would be awake presently. But they were seldom in a hurry to get away till after they had been once fired at. They then would tumble over one another into the sea, in the utmost confusion; and if we did not, at the first discharge, kill those we fired at, we generally lost them, though mortally wounded. They did not appear to us to be that dangerous animal which some authors have described, not even when attacked. They are more so in appearance than reality. Vast numbers of them would follow, and come close up to the boats; but the flash of the musket in the pan, or even the bare pointing of one at them, would send them down in an instant. The female will defend her young to the very last, and at the expense of her own life, whether in the water or upon the ice. Nor will the your one quite the dam, though she be dead; so that if one is killed the other is certain prey. The dam, when in the water, holds the young one between her fore-arms.” The walrus is seldom seen in menageries, and with the single exception of one brought to England in 1608, as we learn from Purchas, I believe no living specimen have ever been exhibited. They are born so early in the spring, according to Esquimaux testimonies, that to separate them from the water is to insure their death from freezing, and when later, it gets warm enough to possibly keep them they have have acquired such growth, as to make their capture alive highly problematical. According to some authors the walrus has the power of prehension by suction with its broad flippers, and is thus enabled to drag its unwieldy weight for short distances up the flat perpendicular sides of ice cakes. The walrus is hunted for his oil and tusks, an average sized animal giving nearly a barrel of the former, while the latter vary from six to twenty inches in length, and average about five pounds in weight. They are seldom symmetrical one generally being shorter but more powerfully built than its
fellow. With them they secure their food, at the bottom of the sea, this being a species of clam or mussel which are unearthed so to speak, by these rude but effective prying machines. It is worthy of notice that the Austro-Hungarian expedition saw none of these animals upon Kaiser Franz-Josef Land, or in its vicinity. Their skin is of but little value, and among the Arctic natives it finds its chief use as food for dogs. If carefully split, for it is very thick, it makes a very useful translucent membrane often used for the front portion of the native tents, on account of its free admission of light. On the 23d of May during a heavy fog and severe weather, the two vessels became separated, and in case of such emergency, Magdalena Bay had been appointed as a rendezvous, the Trent stood for that point which she reached on the 3d of June, where the two ships anchored, as the earliness of the season rendered in inexpedient to proceed further northward until the ice was more broken. On revisiting the bay in the early part of August they found that the ice had completely disappeared. From Lieut Beechey’s account we learn that this bay contains four very interesting glaciers, which the officers had ample time to carefully study and afforded much interesting matter. The smallest one, which they christened the Hanging Iceberg, is two hundred feet above the water’s level upon a steep declivity of a mountain, and looks as if a slight force was all that was necessary to fling the gigantic mass from its unstable position into the sea below. In fact, sometimes the most insignificant of forces is all that is needed to bring on such a result, as they learned to their sorrow when in the vicinity of one of these ice-masses as the author says: “The first was occasioned by the discharge of a musket at about a half a mile’s distance from the glacier. Immediately after the report of the gun, a noise resembling thunder was heard in the direction of the iceberg (glacier), and in a few seconds more an immense piece broke away, and fell headlong into the sea. The crew of the launch, supposing themselves beyond the reach of its influence, quietly looked
been eaten away (homogeneous) as fast as presented until the projecting portion B cracks off, by virtue of its weight, along the line a.b. (the line of least resistance), the distance between the old and new terminal fronts a.c. being called 1. Thus a berg has been formed by the first theory. Set A' be a glacier of equal dimensions, or the same glacier if you please, sliding into the water which has but little affected 1-4

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[diagram]

its monstrous size until the ascending buoyant effort has broken it off along its line of least resistance a'b'. These two resultants which have thus disrupted equally tenacious substances along equal planes must necessarily be equal and the masses thus disengaged be proportional to the combined forces whose equal resultants have determined this rupture. Now in the first case the force F is a single one being simply the weight of the mass B. multiplied into the lever arm of that force bd, while in the second case the force is compounded being the resultant of two diametrically opposing forces the weight of the submerged body bearing downward and the weight of liquid displaced directed upward which resultant or difference of forces is called the buoyant effort or buoyancy. Now the general ratio of weights of fresh water ice, of which all glaciers and icebergs are composed, and the salt water of the seas into which they sink is about seven-eighths, and the buoyant effort of 2 therefore about one-eighth (or force F) and to be equal to the force F it is necessary that its lever arm a'd should be eight times as long before the rupture can be consummated which necessitates, as a glance will show, an equally larger proportional mass in the new iceberg B' than in its companion berg. It should not be supposed that such strict mathematical relations can obtain in nature. The unhomogeneity of the glacial substance, which often contains earth and stones ground from its bed the variable action of the atmospheric and solar forces which have not been estimated and many other abstruse elements which enter into this problem of creation all combine to destroy aby such simplicity, yet the above are the main forces which must be considered in their formation. The unsymmetrical glacier may also have its line of least resistance across some smaller plane as a "b" in which case a yet larger berg will result as the mass shown in cross-section by a "a" n will hold in hydrostatical equilibrium seven times its volume of submerged ice, which is about the amount of a freely detached berg beneath the waters in which they float, when in a state of stable equilibrium. Although about seven-eighths of an iceberg is submerged the remaining one-eighth only being visible, it must not be inferred, as has often been the case, that when its height has been determined that seven times that number is its depth, below the sea level. If of a tabular shape, this proportion becomes nearer correct, but if o a pyramidal or conoidal cross-section which is far oftener the case, the lineal proportions of height to depth approach each other more closely while the volumes necessary to hydrostatical equilibrium remain invariable (2-next page) Payer estimates that in an iceberg 200 feet above the water, a total height of

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600 to 800 feet may, as a mean, be inferred, which is the smallest ratio I have seen given, while the proportion of their specific gravities, which we have seen is nearly always erroneous, is the largest. It is more probably a variable ratio ranging between these limits (1). The height of bergs estimated or measured by various Arctic voyagers varies through considerable limits. Sir John Ross (1818), as already mention, places his highest iceberg seen at 51 feet; (1) Baffin (1615) 240 feet; Parry (1819) 258 feet; Kane (1853) 300 feet (438); and Hayes (1861)315 feet, submerged as her estimated nearly half a mile. 1 (Koldeway, 220 feet)(Weyprecht + Payer (1873) 200 feet.). During the warm months of summer, when they are mostly encountered by navigators, they are often surrounded by a hazy mist due to the condensation of the surrounding moisture by their chilly faces, and the effect is to make them appear much higher than they really are, which renders estimates of their heights particularly unreliable. Scoresby has seen as many as 500 icebergs in sight at one time (450) on the coast of East Greenland, and many others give numbers nearly equal. As would be expected it is only near glacier bearing lands, or in the course of the great ocean currents emanating there from that icebergs are encountered. On the shores of Siberia, the North American Continent, and Hudson’s Bay, though the annual temperature is as low if not lower than the rest of the Arctic, no glaciers and consequently no icebergs are ever seen. Baffin’s Bay, Smith Sound, Davis Strait, Austria Sound are all prolific depositories of these ice-colossi. In the Atlantic they are seen as low as 40°N.L. and in the southern hemisphere have reached to within 36° of the equator, or within nearly 500 miles of the torrid zone. Between this and 39°S.I. ice-bergs of large size have been described “One of these was two miles in circumference, and 150 feet above the water; appearing like chalk when the sun was obscured and looking like refined sugar when the sun shone upon it. Others rose to even 300 feet above the level of the sea; they must therefore be of great volume below.” The roughly granulated character of their ice, and their slight transparency, has often been described. Icebergs floating into shallow waters become stranded and will not resume their journeys until constant topplings and breakings have so dismembered them that the resultant masses can safely ride unsymmetrical decrease of its different faces. (p-450.)

sometimes happens when the conditions of equilibrium are disturbed by the not be in a state of stable equilibrium and would topple over, a fact which proportions did not obtain beneath the sea-level or the mass if homogeneous and they are nearly so could a feature generally characteristic of their outline, would show that these lineal

1 (dependent only upon figure) 2 (Their great height as compared with their breadth

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over the obstruction. These gigantic summersaults are not unfrequent. (Payer thus describes an adventure of his. “The south-west corner of Salm Island was beset by a crowd of apparently stranded icebergs. Under the sheltered side of one of these colossal masses I made a short halt, and lighted the cooking-machine to thaw some boiled beef, and enjoy a meal in common with my canine companions, who regarded all my movements with fixed attention. Just as I was intently observing a small dark point on the horizon advancing in my direction – it was Orel and his party – the iceberg, in whose stability I was placing complete confidence, suddenly capsizing, and, rolling on to the ice, shivered into fragments. In an instant, I was surrounded by fissures, pools of water, and rolling pieces of ice. Seizing the cooking-machine, which I had lighted, I escaped with great difficulty. I had often observed, that icebergs were surrounded by circles of shattered surface-ice, with sea-water standing in their fissures. The overturning of icebergs, which occurs, I apprehend, more frequently than is generally imagined, easily accounts for
the fact. It is therefore advisable to shun the immediate neighborhood of an iceberg, when the tent had to be erected, and to avoid using the iceberg itself as a place for a depot of provisions." It is seldom, however, that one has the good fortune to see one of these Polar giants nearly razed to the sea-level by this species of disintegration, but such good fortune fell to the lot of Dr. Hayes in 1860 in Baffin’s Bay. He says: “Scarcely had we been moored in safety when a very large one about two miles distant from us, resembling in its general appearance the British House of Parliament, began to go to pieces. First a lofty tower came plunging into the water, starting from their inhospitable perch an immense flock of gulls, that went screaming up into the air; over went another, then a whole side settled squarely down; then the wreck capsized, and at length after five hours rolling and crashing, there remained of this splendid mass of congelation not a fragment that rose fifty feet above the water.” I quote from old Hayes. “They are rarely known to break up except in the months of July and August. It must be then owing to an unevenly heated condition of the interior and exterior, caused by the sun’s warm rays playing upon them. From the sunny side of a berg I have not unfrequently seen pieces discharged in a line almost horizontal, with great force, and with an explosive report like a quarry man’s blast. These explosions and the crumbling of the ice are always attended with a cloud of vapor, no doubt caused by the colder ice of the interior being brought suddenly in contact with the warmer air. The effect is often very remarkable as well as beautiful especially when the cloud reflects the rays of the sun.” In no respect however do Arctic travelers so disagree in their descriptions of the (peculiar) giants as in their outlines. Some describe them as often having the most weird and fantastic shapes, channeled with caverns, grottoes, and groined arches and surmounted by Gothic spires and bristling minarets while others speak of their singularly simple outline either tubular pyramidal or conoidal form, every corner rounded off with rigorous plainness, and presenting but little that is pleasing to the eyes except the solemn massiveness of their mighty forms. Within the chilly regions of their birth they, no doubt, have but little chance to assume these capricious outlines, which are due entirely to their disintegration but as they take up their line of march for warmer climates, the more rapid action of the thermic forces often cuts them into curious forms, hardly equaling, however, the imaginative superlativeness often bestowed upon them by poetical writers. We have already noticed that icebergs undermined by warm waters are smaller than those formed by their buoyancy, and therefore in the course of these tepid currents we would expect these conditions to be fulfilled and quote accordingly from a well known Arctic writes “In the Arctic regions, a little to the north of Horn Sound, there is a fixed iceberg, 1 which occupies eleven miles in length of the sea-coast. It rises precipitously from the sea, with a side perfectly smooth, to the height of above four hundred feet. It extends back toward the summit of the mountains to about four times that elevation. These fixed icebergs become slowly corroded by the salt water, whose temperature has been raised by the Gulf Stream. As the ice of the glaciers in the Polar valleys is still pouring downwards, from behind, the mass projected into the sea can no longer support its own weight, it therefore snaps off, plunges into the deep sea, and splits into several masses, forming as many icebergs. Sea-currents drift them towards different coasts. The great glaciers, generated in the valley of Spitzbergen, in 79° of north latitude, are almost entirely cut of at the beach. But in Baffin’s Bay, on the west coast of Old Greenland, where the temperature of the sea is not mitigated by the waters of the Gulf Stream, the glaciers strike out from the shore, and furnish repeated crops of mountainous masses of ice, which, when disluented from the parent glacier, float off into ocean. Small glaciers shedding icebergs by gravity, like those of Novaya Zemlya cut off by the
1Really a glacier as now generally understood

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Gulf Stream, only strew the sea with a multitude of fragments which resemble broken sea-ice.1 But while continuing our subject let us return to our voyagers in Magdelena Bay who had the fortune to behold the ration of one of these curiously formed creatures which Beechey thus describes, “Lieut. Franklin and myself had approached one of these stupendous walls of ice, and were endeavouring to search into the innermost recess of a deep cavern that was near the foot of the glacier, when we heard a report as if of a cannon, and turning to the quarter whence it proceeded, we perceived and immense piece of the front of the berg sliding down from the height of two hundred feet at least into the sea, and dispersing the water in every direction, accompanied by a loud, grinding noise, and followed by a quantity of water, which, being previously lodged in the fissures, now made its escape in numberless small cataracts over the front of the glacier.” “The piece that had been disengaged at first wholly disappeared under the water, and nothing was seen but a violent boiling of the sea, and a shooting up of clouds of spray, like that which occurs at the foot of a great cataract. After a short time it reappeared, raising its head full a hundred feet above the surface, with water pouring down from all parts of it; and then laboring as if doubtful which way it should fall, it rolled over, and, after rocking about some minutes, at length became settled.” “We now approached it, and found it nearly a quarter of a mile in circumference, and sixty feet out of the water. Knowing its specific gravity, and making a fair allowance for its inequalities, we computed its weight at 421,660 tons. A stream of salt water was still pouring down its sides, and there was a continual cracking noise, as loud as that of a cart-whip, occasioned, I suppose, by the escaped of fixed (confined) air.” Lieut Beechey states that the officers and men were much impressed with the mildness of the temperature of this coast of Spitzbergen which formed a striking contrast with their preconceived ideas of it. They frequently observed the thermometer about noon at from 58° to 67° although in the shade at the same time it was only 36°. That such a mild climate should be found teeming with animal life is but natural, the luxuriant growth of Arctic plans, grasses, and lichens afford fine grazing for numberless herds of reindeer that here abound and that our chronicler informs us that he has frequently seen grazing at an elevation

1Payer.

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of fifteen hundred feet. Upon an 1 island (single)(Vogel Sang) they secured forty of these animals whose carcasses were in prime condition, the fat on the loins being from four to six inches deep, one animal prepared for dressing weighing two hundred and eighty-five pounds. During this season of the year they were found in pairs, and their affection for each other, never deserting a killed or wounded mate doubled their chances for success, but as the writer humanely confesses “it was obtained in violation of our better feelings. Our reindeer were captured in the water by the small boats from the Trent, in their endeavors to escape by swimming from islands and steps were taken to take them to England alive, but in their frantic efforts to escape their imprisonment they broke their legs and their captors were
unwillingly forced to kill them to put an end to their self-inflicted sufferings. Foxes an bears are found everywhere on the shore and on the ice. Winged life was even ten-fold more abundant. “From an early hour in the morning until the period of rest returned the shores around us reverberated with the merry cry of the little auk, Willocks, divers, cormorants, gulls, and other aquatic life.” The great King Eider ducks were so numerous about the little islets near Vogel Saug that it was almost impossible to walk among them with out treading on their nests, which they would bravely defend at the risk of their lives. Their nests are composed of the down feathers plucked from their breasts, the gathering of which in certain districts, Iceland and Greenland, forms a lucrative industry. When driven from their nest by intruding enemies this down is instantly used as a covering for the eggs, and is glued together by a yellow fluid, which is so offensive that the foxes, their most common foe, or other animals will not touch them. It also serves as a covering to retain the warmth of the nest while the mother is absent. The little auks (the Alca alleo of naturalists), sometimes called the rotge were so thick that the voyagers “have frequently seen an uninterrupted line of them extending full half way over the bay, or to a distance of more than three miles, and so close together that thirty have fallen at one shot. This living column might be about six yards broad and as many deep; so that allowing sixteen birds to a cubic yard, there would be four millions of these creatures on the wing at one time” Their chorus is easily heard at a distance of four miles, and when rising their vast numbers will often darken the scene as if by a passing cloud.

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The waters of the sea was no less active, “wherever we went, groups of walruses, basking in the sun, mingled their playful roar with the husky bark of the seal.” Many of the great polar whales, and their food, the minute olio, were seen, and as Sir John Barrow aptly says “in this respect of animal life, the Arctic regions of the globe essentially differ from those within the Antarctic Circle, where all appears to be stillness, silence, and solitude.” And we have also noticed in an article on the vegetation of the Arctic regions. Nature calls attention to the fact that although there is what botanists call an Antarctic flora, not a single flowering plant has been found within the Antarctic Circle. The expedition left Magdalena Bay on the 7th of June, bearing northward, as from information received from whalers they ascertained that a westerly course was completely blocked by the ice, in which were embayed several vessels engaged in that fishery. At first their route was much hampered by brash ice-ice (small fragmentary blocks) which had almost become thick enough to stay their progress when a favorable wind dispersed it so that the crawled up to Cloven Cliff “a remarkable isolated rock which marks the north-western boundary of Spitzbergen,” and from thence to Red Bay, where they became stranded firmly in an ice-pack. Here they remained imprisoned for thirteen days when the floe started southward at the rate of three miles an hour, and taking advantage of the consequent dispersion the two ships made the open sea, but soon afterwards sought refuge in Fair Haven. On the 6th of July they again started and found the ice now drifting to the northward. Reaching 80°15’ north, another ice pack temporarily detained them, but opening they pushed through the narrowing water-ways as high as 80°34’ N, but they \(^1\) (here) became firmly fixed in a dense pack of ice, and vainly essayed for two days to get a little farther to the north, a success which the southward trending current denied them. Believing from this severe experience that the ice-pack was impenetrable near the Spitzbergen shores, at the first opportunity he quitted it and trending along its southern edge stood over towards Greenland, watching every opening but with a constantly decreasing chance of success, as the pack was slowly forcing him into more southern waters. A sudden gale forced them to seek shelter in the grinding ice-blocks of the pack, where their utmost efforts were put forth to avert immediate destruction. When the gale shortly afterward
subsided, and they were released from the pack the Dorothea was found to be in a perilous condition, and the Trent not much better off. Making their way back to Fair Haven, the damage was roughly repaired, and on the 30th of August, both ships sailed for England and arrived at Deptford on the 22d of October. On his return from this expedition Buchan was appointed to the command of the Grasshopper and in 1820 returned to his old station at Newfoundland where served until 1823, when he received his promotion as captain. He was lost on the Upton Castle returning from India, a vessel from whom no tidings have ever been received since the 8th of December 1838. “Captain Buchan abstained from publishing his own journal, from a feeling that the matter it contained was not of sufficient interest to engage the attention of the general reader.” “I regret also that my immediate commander, Sir John Franklin, has not had leisure to attend to the publication of a voyage in which he bore so conspicuous a part” * “He, too, it may be suspected, declined from a feeling of delicacy, so long as the commander of the expedition was living, and might consider the time gone by after his death.” *It was only upon the earnest solicitation of Sir John Barrow that Lieut. Beechey was prevailed upon to give his interesting narrative from which we have gleaned the history of the expedition, to the public, which he did in 1843 twenty five years after the voyage had taken place.

Parry 1st voyage The next expedition was one under the command of Lieut Parry of the Royal Navy, who commanded the Alexander on Captain Ross’ voyage in 1818. He had two vessels, the Hecla, a bomb of 375 tons, and the Griper, a large gun-brig of 180 tons, both ships repaired and walls strengthened for this peculiar service, the latter raised upon to furnish more room.

The ships were commissioned, officered, and manned as follows:

Hecla

Wm Edw. Parry, Lieut. Commg.
Capt. E. Sabine, Astronomer.
Frederic W. Beechey, Lieutenant.
John Edwards, Surgeon
Joseph Nias, Midshipmen
Wm J. Dealey, Midshipmen
Charles Palmer, Midshipmen
Jas. Clarke Ross, Midshipmen
John Bushman, Midshipmen
James Hulse, Clerk
12 Officers

Griper

Matthew Liddon, Lieut. Commanding
H. Perkyus Hoppner, Lieutenant  
Chas. Jas. Beverly, Ass’t Surgeon  
Andrew Reid, Midshipmen  
A. M Skene, Midshipmen  
W. Nelson Griffiths, Midshipmen  
Cyrus Wakeman, Clerk, Midshipmen  
7 officers  
12 Warrant and Petty Officers  
12 Able Seamen  
5 Marines  
36 Total on board.

*Beechey,* Sir John Barrow.

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[Hecla continued]

12 officers  
16 (Gunner, Boatswain, Carpenter, Greenland Master, Greenland Mate, Cook, 4 leading men, Quarter Master, Gunner’s Mate, Boatswain’s Mate, Carpenter’s Mate, Armorer’s Mate, Sailmaker  
22 Able Seamen.  
8 Marines  
58 Total on Board

Among the above the reader will recognize many that had already served on Ross’ and Buchan’s expedition. Parry, while upon Ross’ expedition was dissatisfied with that officer’s casual investigation of Smith’s, Jone’s and Lancasters Sounds, especially the latter, and his opinions were so far respected that he was placed (by the Admiralty) in command of the above two vessels with instructions to proceed to Baffin’s Bay and try each of these channels in succession the first ones failing, with a view of reaching Behring’s Straits. The ships let the Nore May 11th, 1819 (453) and reach Davis Strait on the 28th of June and from thence proceeding northward, they kept between the Greenland coast and outlying southward-drifting ice-pack, crossing the Arctic Circle on the 3d of July, when they were greeted with the sigh of fifty ¹ (at least) large icebergs. The next day they fell in with a still grander group during a heavy ¹ swell from the (surging) south which “dashing the loose ice with tremendous force, sometimes raised a white spray over them to the height of more than one hundred feet, and, being accompanied with a loud noise exactly resembling the roar of distant thunder, presented a scene at once sublime and terrific.” Between one of these bergs that had stranded in one hundred and twenty fathoms (720 feet) of sea and a drifting pack the Hecla narrowly escaped being “ripped,” a result under such circumstances insuring certain destruction. Reaching 73º north latitude, and not desiring to pass the mouth of Lancaster Sound too far the ships stood across Baffin’s Bay and after seven days very tedious and
dangerous work they succeeded in warping through (sailing and tracking) eighty miles of ice-fields and disjointed fles, before they found clear open water. Here no bottom could be obtained with three hundred and ten fathoms of line, no ice to be seen, and the temperature of the water 37°, it having been 31° in the ice. Whales were plentiful, eighty-two being counted in one day. On July 31st a party visited the spot at the mouth of Lancaster Sound, where Ross the year before had taken possession of the country and left a flag flying. The flag-staff was still standing and the marks of their former foot-printed as fresh as if made the day before. On the 1st of August the ships entered Lancaster Sound, and with a fine easterly breeze and full sail they rapidly ran up the channel every thing betokening that crisis which was to crown their efforts or bitterly disappoint them. “The mast heads were crowded by the officers and men during the whole afternoon and an unconcerned observer, if any could have been unconcerned on such an occasion, would have been amused by the eagerness with which the various reports from the crow’s nest were received, all however hitherto favorable to our most sanguine hopes.”

Having reached longitude 83°12’ it was evident that the Croker Mountains of Ross had no existence, for the two shores were here about forty miles apart, and not apparently narrowing to the westward. On the 2d during a calm soundings were taken which showed a depth of of one thousand and fifty fathoms by the line, probably about four-fifths of that amount according to Parry, on account of the drift due to the swell. Here the sea was perfectly free from ice. Parry changed the name Barrow’s Bay (at the supposed head of Lancaster Sound) to Barrows Strait, and a deep inlet to the northward Croker Inlet, to make due amends for the obliteration of the Croker Mountains. Says Parry: “We now began to flatter ourselves that we had fairly entered the Polar Sea, and some of the most sanguine among us had even calculated the bearing and distance of Icy Cape, as a matter of no very difficult or improbable accomplishment.” Just as they were leaving Barrow’s Strait an impenetrable ice pack barred their further progress to the westward and seeing a wide open channel thirty miles wide at its mouth stretching to the southward Parry at once entered it, keeping between the eastern coast and an ice-pack which occupied the center of the channel. Reaching latitude 71°53.’5, a distance of about 120 miles from its mouth, he fell in with another dense barrier of ice beyond which no water could be made out, and he accordingly wove around standing back again for Barrow Strait. This channel Parry named Prince Regent Inlet, having entered it on his birthday, the 12th of August. He also named Port Bowen on the eastern shore. During these various meanderings, as Parry says, “they witnessed for the first time the curious phenomenon of the directive power of the needle becoming so weak as to be completely overcome by the attraction of the ship, so that the needle might now be said to Point to the north pole of the ship.” They reached the northern shore of Barrow’s Strait on the 19th of August and now found that sheet of water “so perfectly clear, that it was almost impossible to believe it to be the same part of the sea which, but a day or two before, had been completely covered with fles
to the utmost extent of our view.” On the 22d of that mouth they discovered “a noble channel” about twenty-five miles wide at its mouth which Parry named after the Duke of Wellington. To this channel he attached much importance having dwelt in constant fear that he would encounter a continuity of land springing from the American continent. “The appearance of this broad opening, free from ice and of the land on each side of it, more especially that on the west, leaving scarcely a doubt on our minds of the latter being an island, relieved us from all anxiety on that score’ and everyone felt that we were now finally disentangled from the land which forms the western sides of Baffin’s Bay; and that, in fact, we had actually entered the Polar Sea.” Cornwallis Island was discovered and named en route. The course to the west was tedious and difficult owing to the state of the ice and foggy weather. On reaching Sir Byam Martin’s Island a party visited its shores and here found remains of Esquimaux summer tent-places, consisting of circles of stones, from seven to ten feet in diameter, which have done duty as tent-pins in holding down the base of the seal-skin tent. Signs of musk-oxen and reindeer were also encountered, and an ample supply of luxuriant vegetation clothed the little valleys to furnish them with excellent grazing grounds. Here the variation of the magnetic needle was for the first time noticed to be East, -160°50’09” – from the last observation. 128°58’ W “so that we had,” writes Parry, “in sailing over the space included between these two meridians, crossed immediately to the northward of the Magnetic Pole, and had undoubtedly passed over one of those spots upon the globe where the needle would have been found to vary 180°, or, in other words, where the North Pole would have pointed to the south.” Owing to the extreme sluggishness of the needle on shipboard however they were unable to determine this point accurately as they passed it. Parry placed in approximately however on the meridian of 100°W and when the Magnetic Pole was discovered eleven years afterwards by James Clarke Ross, serving on his uncle ship, the Victory, and then midshipman on the Hecla, it was found to be but a few degrees east of that meridian. On the 4th of September the expedition passed the meridian of 110W, “by which,” says Parry, “his majesty’s ships under my orders became entitled to the sum of five thousand pounds, being the reward offered by the King’s order in Council, grounded on a late act of Parliament, to each

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of his majesty’s subject as might succeed in penetrating thus far to the westward within the Arctic Circle.” To the cape then in sight was given the name of Bounty Cape to signalize the event. The second landing which they made was in a large bay on the 5th of Sept which Parry named after his vessels Hecla and Griper Bay, and here for the first time since leaving England they dropped anchor. To the large island on whose shores they then rested he gave the name of Melville, after the then First Lord of the Admiralty. Parry determined to make this deep and well sheltered bay his future winter-quarters, but was also determined to prosecute his discoveries as far as possible that year although the nights were getting so long at that advanced period of the year, that it became imperative to stop sailing every night from ten until two o’clock, especially as the compasses were useless for guiding purposes. But as September is considered the most valuable month in the year, on account of the freedom from ice, he weighed anchor and stood to the westward until he encountered a dense floe near the western cape of Melville Island, extending from the outlying pack completely into the shore. An examination showed the utter uselessness of attempting to force through, and appearances instead of improving steadily grew worse for the next few days, until, on Sept. 12th both ships were caught in the pack. Coal having been discovered by a party that had landed efforts were made to secure as much as possible for their winters use during this involuntary delay. These land parties did not always fare so very comfortably. One having
become lost during a severe snow storm, others, to the number of four, were sent to their relief, some of which only got caught in the same trap, and it was four days before everybody had been brought back to the ships and quite a number with severe frost-bites, and exhausted with hunger cold and fatigue. By the 14th of September the mercury had sunk to 9°, and it became evident that winter was setting in and that the seeking of proper winter-quarters was advisable. By the 18th the newly-forming ice was so thick that the ships were brought to bay and placed in a most perilous situation from the severe pressure of the outlying floes. On the 20th the Griper was forced aground on the beach by a large flow and was not released until the 24th. The ice was now seven inches thick, and operations were immediately undertaken to secure the ships in winter harbor by commencing to cut a channel through the ice to a harbor near by. This occupied three days, the distance cut having been two miles and one-third nearly, and on the evening

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of the 26th the two ships were hauled into their anchorage with three rousing cheers from both crews. This point appears on the maps as Winter Harbor. Now commenced a task requiring delicate manipulation and rare qualities (and peculiar) in the commander, for which he had but little in the way of intelligent precedents (and successful) to guide him, and that was to carry his crews in a healthy comfortable and cheerful manner through the rigors of the long dark Arctic winter, or night as it might properly be called. The ships were carefully housed over to give deck room for exercise and other objects. Warmth and dry quarters were obtained by heated air conveyed in tubes to desired points, and in this manner a temperature of 87° could be maintained at a distance of seventeen feet from the fireplace. The quantity and quality of the food was regulated with regard to a healthy regimen, and an anti-scorbutic beer was manufactured and issued until the severely cold weather in preventing fermentation stopped this agreeable beverage. A theater was gotten up on the Hecla, in which the officers and even the commander cordially participated. Lieut. Beechey being stage-manager. To Captain Sabine fell the editorship of a weekly newspaper called the North Georgia Gazette and Winter Chronicle, all of which served admirably to while away the lonesome hours of the tedious winter. The officers besides these pleasant duties found more agreeable ones in the conduction of their scientific observation. A house, double planked and moss filled was erected on the shore, and here the magnetic, pendulum and other scientific apparatus was conveyed and regular observations instituted “The accidental discovery that a pendulum, on being removed from Paris to the neighborhood of the equator, increased its time of vibration, gave the first step to our present knowledge that the polar axis of the globe is less than the equatorial, *1 and that the force of gravity at the surface of the earth increases progressively from the equator toward the poles, *2

indirectly 1-590.

or briefly, stated this total increase of 1-194 is due to the earths rotation; directly 1-289 due to the variable distance from the center of the earth, or attracting mass (greater) being due to the variable centrifugal force of rotation between the two points, and 1/590 being of the whole weight of a body in its removal from the equator to the poles; 1/289 of this

2* This increase is the resultant of two causes, producing an increase of 1/194 part between a rotating fluid or plastic body and its consequent form of equilibrium.

*1 This had been previously inferred however from the physical relations existing
The instruments used by Capt. Sabine in the present experiments were two fine clocks furnished by the Royal Society and the result deduced by a long series of observations showed a mean daily acceleration of the two instruments of seventy-four thousand seven hundred and thirty-four vibrations (74.734) at Melville Island, latitude 74°47'14", over London in latitude 51°31'08".\(^1\) (the same carried by Captain Cook in his voyage around the world). These figures show a diminution of gravity from the equator to the pole, expressed decimally of .005528; and from this the deduced ellipticity of the earth's axial cross-section is 1/312.6. It may be interesting to state that Captain Sabine afterwards prosecuted a long series of these pendulum experiments at various stations on the earth's surface. Sierra Leone, Island of St. Thomas, Ascension, Bahia, Marauhuru, Trinidad, Jamaica, New York City, and again into the Arctic regions at Hammerfest, near the North Cape of Norway, 70°N.L.; (in 1823) then at the northwestern boundary of Spitzbergen, 80°N.L.; and finally on the Eastern coast of Greenland at Pendulum Island, latitude 74°5 N.L. The deductions from all these observations and many others -28 stations in all – shows an ellipticity of the terrestrial meridians to be 1/289.1, differing slightly from that obtained by the Melville Island experiment, 1/312.6. This fraction, it might be worthy of note, also differs from that obtained by measuring terrestrial degrees at various latitudes, about 1/300\(^\text{th}\), and those deduced by the moons perturbations in her orbit due to the protuberant matter of the earth’s equator. The greatest value, however, is attached to carefully made pendulum observations. Astronomical observations also served to usefully occupy the time, and in the one instance of “lunars” we find no less than 692 sets of observations, comprising 6862 lunar distances. Hunting parties were numerous in the early winter and a small amount of game was procured. Reindeer had migrated southward before the end of October; musk-ox as early as the end of September and on the 15th of that month the last covey of ptarmigans was seen. A polar bear was wounded near the ship while pursuing a man to that retreat, but managed to escape further injury. Gulls, and ducks so common in many other neighboring parts of the Arctic were not seen and seals were also not found. As a curious product “two or three specimens of a caterpillar were obtained, one of which was brought to England” The flora of the island was limited to a feeble willow, a saxifrage, lichens, and stunted grasses.” Hunting parties often suffered severely from the cold which by the 29th of October had reached 24° below zero. A marine from the Griper not having returned by sunset, as ordered, parties were sent to look for him up and one of them fortunately came upon him in the dark just after he had laid down, due to that drowsiness and torpor which is so common with the unacclimated and imperfectly dressed persons who subject themselves to the long continued action of cold. This man’s hand was frozen stiff in the shape he had bent it in carrying his gun, and the fingers had to be afterwards amputated. In conjunction with this Parry adds; “The effect which exposure to severe frost has in benumbing the mental as well as the corporeal aculties was very striking in this man, as well as in two of the young gentlemen, who returned after dark, and of whom we were anxious to make inquiries respecting Pearson. When I sent for them into my cabin they looked wild, spoke thick and indistinctly, and it was
impossible to draw from them a rational answer to any of our questions. After being on board for a short time, the mental faculties appeared gradually to return with the returning circulation; and it was not till then that a looker-on could easily persuade himself that they had not been drinking too freely.” Despite the intense cold the officers indulged in short walks during the middle of the day even when the thermometer was so low as 40° or even 50° below zero. One case of scurvy encountered which quickly succumbed to a vigorous anti-scorbutic treatment. The sun disappeared from sight on the 11th of November and was visible from Hecla’s mainstop on Feb. 3d an interval of eighty four days, being “twelve days less than the time of its remaining actually beneath the horizon, independently of the effects of atmospheric refraction.” Although the sun now commenced slowly climbing into view, its beams seemed to have no effect upon the temperature which kept sinking until the minimum was recorded February 16th, -55°. The observatory on shore caught fire on the 24th, the thermometer standing at -44°, and sixteen persons were more or less severely frosted in their endeavors to save the building and scientific apparatus. Says Parry: “Among these there were four or five cases which kept the patients confined for several weeks; but John Smith of the artillery, who was Captain Sabine’s servant, and who, together with Sergeant Martin, happened to be in the house at the time the fire broke out, were unfortunate enough to suffer much more severely. In their anxiety to save the dipping-needle, which was standing close to the stove, and of which they knew the value, the immediately ran out with it; and Smith, not having time to put on his gloves, had his fingers in half an hour so benumbed, and the animation so completely suspended, that, on his being

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taken on board by Mr. Edwards, and having his hands plunged into a basin of cold water, the surface of the water was immediately frozen by the intense cold thus suddenly communicated to it; and, notwithstanding the most humane and unremitting attention paid to him by the medical gentlemen, it was found necessary, some time after, to resort to the amputation of a part of four fingers on one hand and three on the other.” “The appearance which our faces presented at the fire was a curious one, almost every nose and cheek having become quite white with frost-bites in five minutes after being exposed to the weather, so that it was deemed necessary for the medical gentlemen, together with some others appointed to assist them, to go constantly round while the men were working at the fire, and to rub with snow the parts affected, in order to restore animation.” Luminous arches, parhelia and the Aurora were frequent, but not particularly remarkable, a fact which I believe has been noticed by all expeditions wintering near the Magnetic Pole. In the latter part of March the snow commenced melting in protected places in the sun, the thermometer standing at 22° to 25° in the shade. It commenced melting in the shade the latter part of April, during the day, and about the middle of May saw them afloat, a channel having been cut through the ice, six to seven feet thick to the water. Although afloat the advantages gained thereby were nil. “The sea still presented the same unbroken and continuous surface of solid and impenetrable ice, and ice that could not be less than from six to seven feet in thickness, as we knew it to be about the ships. When to this circumstance was added the consideration that scarcely the slightest symptoms of thawing had yet appeared, and that in three weeks from this period the sun would again begin to decline to the southward, it must be confessed that the most sanguine and enthusiastic among us had some reason to be staggered in the expectation they had formed of the complete accomplishment of our enterprise.” Further navigation being impossible, Lieutenant Parry determined on visiting the northern shore of Melville Island there to determine the state of the sea. The party consisted of Lieut. Parry, Captain Sabine, and ten others. The country passed
over is described as being level dreary and uninteresting in the extreme, the march over it being long and disagreeable. Reaching the northern shore, but still uncertain as to its identity a hole was cut and water, salt enough to convince them that they were on the sea-shore, was reached at a depth of fourteen feet and our inches. Returning by the western coast of the island, Parry

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describes Bushnan’s Cove in Liddon’s Gulf as “one of the pleasantest and most habitable spots we had yet seen in the Arctic regions, the vegetation being more abundant and forward than in any other place, and the situation sheltered and more favorable for game.” Barrow in commenting upon this says; “Thus we see that even in this, the most desolate region of the earth, the superiority of the western coast predominates.” A musk-ox was seen but escaped, and several golden plover our boatswains were met with. They reached the vessels on the 15th of June and near the end of that month the the ice began moving in the offing, and by the 5th of July in commenced melting being everywhere covered with little ponds of water. The highest temperature at the island was reached July 17th, 60°F. On the 31st of July the ice broke slowly out from the harbor, and on the next day the Hecla and Griper stood out to sea, having spent a portion at least of every month in the year in Winter Harbor. Parry stood boldly to the westward, but the navigation was tedious, slow, and extremely dangerous, both ships having had several narrow escapes by the time they reached the western extremity of the island. As future navigation in this direction, seemed to be getting only more hazardous, and August was fast drawing to a close, a consultation was held, and the unanimous opinion was that further attempts at progress in this direction was unsafe, and the best course was to return, keeping a sharp lookout to the southward for any channel that might offer them a feasible route to accomplish their object, and failing in this to return to England. The ships were wove around on the 26th of August and on the morning of the 27th the bade adieu to its eastern shores, immediately entering a free open passage way about ten miles wide. On the 31st o August they passed through Lancaster Sound, and stood next day into Baffin’s Bay. Calling at one place in Davis Strait Parry gives a long and interesting description of the Esquimaux there encountered, mostly favorable to these poor people, one virtue of which he dwells I shall transcribe “But the superiority for which they are most remarkable is the perfect honesty which characterized all their dealings with us. During the two hours that the men were on board and for four or five hours that we were subsequently among them on shore, on both which occasions the temptation to steal from us was, perhaps, stronger than we can well imagine, and the opportunity o doing so by no means wanting, not a single instance occurred, to my knowledge, of their pilfering the most trifling article. It is pleasing

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to record a fact no less singular in itself than honorable to these simple people.” Nothing unusual from a regular routine occurred in their return trip across the Atlantic and they landed at Peterhead on the 30th of October. Parry’s first voyage is remarkable for the good state of health preserved by his crews, despite the small amount of game procured which only amounted to three pounds and a half of meat per man each month.
Parry 2d voyage  We have seen in a perusal of Parry’s first voyage that he had discovered and entered, for about one hundred and twenty miles, a large inlet trending to the southward and slightly westward, which he had named after the then Prince Regent. At this time he was baffled by a heavy pack of ice, and the better prospects offered by the more open waters of the northern channels induced him then to abandon it despite its favorable bearing with reference to the Continent of America. His subsequent experience in these northern passages, again reversed his opinion and to give Prince Regent’s Inlet a fair trial as a route was the object of his second voyage. It was also the design to reach this body of water by Hudson’s Strait and Bay, instead of Davis Strait, Baffin’s Bay, and Lancaster Sound, the latter route being more difficult of navigation during a greater portion of the year. Parry says of this subject, “On an inspection of the charts, I think it will also appear probable that a communication will one day be found to exist between this inlet and Hudson’s Bay, either through the broad and unexplored channel called Sir Thomas Roe’s Welcome, or through Repulse Bay, which has not yet been satisfactorily examined. It is also probable that a channel will be found to exist between the western land and the northern coast of America.” His first conjecture afterwards proved to be correct, his second, wrong. The ships intended for this service were the Fury of 377 tons, and the Hecla, already described, Commander Perry’s flag-ship now being the former. These vessels were officered and manned as under; (451). Besides many officers that were on former voyages the reader will notice for the first time the name of Mid-shipman F.R.M.Crozier, the second in command of Sir John Franklin’s last expedition. The two ships let the Nore on May 8th 1821, accompanied by a transport the Nautilus, whose stores were to be transferred to the Fury and Hecla as soon as the navigation in the ice was deemed un-safe for such a craft. Bad weather detained them so that it was not until the 2d of July that they sighted Resolution Island, whose desolate comminglings of snow and for rendered the scene before us indescribably dreary and disagreeable. It requires a few days to be passed amid scenes of this nature to erase, in a certain degree, the impressions left by more animated landscapes; and not till then, perhaps, does the eye become familiarized, and the mind reconciled, to prospects of utter barrenness and desolation such as these rugged shores present.” But they were soon to encounter difficulties of a more tangible nature. On the 2d they were caught in the pack, which the eddying tides were drifting about in a most alarming looking manner. Some thirty icebergs that were in sight “whirled about by the tides in a most rapid manner” did not add to the safety of the ships. These masses of ice were estimated to be from fifty to ninety feet in height and “each probably almost as many fathoms below it.” These floating bergs however, as Parry correctly appreciated, were not so much to be feared as those which have become grounded in some tidal channel and on which the beset or becalmed ship is liable to be thrown by the current in her powerless condition. From the time they were first caught until about the middle of July, they were hampered by aggravating releases and besettals, when they finally got out of sight of the ill-tempered eastern entrance of Hudson’s Strait. Esquimaux which Parry encountered in Hudson’s Strait are thus summed up in his description of them; “On the whole it was impossible for us not to receive a very unfavorable impression of the general behavior and moral character of the natives of this part of Hudson’s Strait, wo seem to have acquired, by an annual intercourse with our ships for nearly a hundred years, many of the vices which unhappily attend a first intercourse with the civilized world, without having imbibed any of the virutes or refinements which adorn and render it happy.” The reader will, no doubt, remember that Captain Middleton, sent out by the Hudson’s Bay Company to discover the Northwest Passage had sailed as far as Repulse Bay, which he so named as signalizing his defeat, and
reported that there he had met an ice-gorged Strait, which trending eastward he had not considered as worth following. According to Parry’s theories and also his instructions from the British Admiralty, it was necessary to give Repulse Bay a thorough survey, and to reach it by the probably mythical Frozen Strait of Middleton or the more circuitous detour of Southampton gave him no little concern. He says: After the most anxious consideration, I came to the resolution of attempting the direct passage of the Frozen Strait, though

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I confess, not without some apprehension of the risk I was incurring, and of the serious loss of time which – in case of failure, either from the nonexistence of the strait, or from the insuperable obstacles which its name implies – would thus be inevitably occasioned to the expedition.” Repulse Bay being reached by the Frozen Strait after a few slight delays occasioned by the ice, an investigation soon proved it to be land-locked in every quarter, and in his narrative Parry does not fail to use some very truthful language in defense of the unwarranted attacks against Captain Middleton’s veracity. He adds “The whole account that he has given of this bay, with the exception of its geographical position, is in general very accurate, particularly in the appearance of the lands, their relative situation, and in the nature and depth of the soundings. Above all, the accuracy of Captain Middleton is manifest upon the point most strenuously argues against him by Mr. Dobbs; for our subsequent experience has not left the smallest doubt of Repulse Bay, and the northern part of the Welcome, being filled with a rapid tide, flowing into it from the eastward, through the Frozen Strait.” There seems to be a strange fatality attending these hap-hazard criticisms of parlor geographers. Measured against the veracity of explorers they have inevitably come to grief, and even in conjectural contests, always unsafe even from the best informed, they have fared but little better, as in the unmerited assaults against Sir John Ross’ conjectures in his second voyage, which have been verified with a minuteness bordering upon prophecy. Failing in Repulse Bay, his orders were “to keep along the line of this coast to the northward, always examining every bend or inlet which might appear likely to afford a practicable passage to the westward.” The return trip through the Frozen Strait was laborious and tedious in the extreme. The 3d of September found the two ships, fastened to an ice-floe, drifting rapidly before a heavy northern gale, until two remarkably shaped hills upon Southampton Island that had previously fixed their attention were again in sight. “Thus after a laborious investigation, which occupied one month, we had by a concurrence of unavoidable circumstances, returned to nearly the same spot as that on which we had been on the 6th of August. This untoward event may serve to show the value of even the smallest geographical information, in seas where not an hour must be

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thrown away or unprofitably employed.” With September came the threatening of the closing of the navigable season, and it was with no uncommon anxiety that the commander saw this month slowly gliding out of existence and no commensurable discoveries to show for the year’s work. Every recess and inlet was thoroughly probed to its end but no passage to Prince Regents Inlet could be found. A
particularly deep inlet, which Parry named after the commander of the Hecla, Lyon’s Inlet, seemed propitious for a while, but its head was afterwards reached by small boats. Esquimaux, plentiful signs of whom had been encountered around the shores of Repulse Bay, were met with in small parties, on these shore excursions. Many of these estuaries were gorged with ice and their examination rendered laborious in the extreme. During the latter part of September and first few days in October the thermometer averaged steadily below the freezing point, and the new ice had commenced forming so as to seriously impede their progress by the 8th of the latter month when the thermometer indicated zero. The action of this premonitory glacial sheet upon a ship’s progress through it is so well described by Parry that I quote him at length. “The formation of young ice upon the surface of the water is the circumstance which most decidedly begins to put a stop to the navigation of these seas, and warms the seaman that his season of active operations is nearly at an end. It is indeed scarcely possible to conceive the degree of hindrance occasioned by this impediment, trifling as it always appears before it is encountered. When the sheet has acquired a thickness of about a half an inch, and is of considerable extent, a ship is liable to be stopped by it unless favored by and strong and free wind; and even when still retaining her way through the water, at the rate of a mile an hour; her course is not always under the control of the helmsman, though assisted by the nicest attention to the action of the sails, but depends upon some accidental increase or decrease in the thickness of the sheet of ice, with which one bow or the other comes in contact. Nor is it possible in this situation for the boats to render their usual assistance, by running out lines or otherwise; for, having once entered the young ice, they can only be propelled slowly through it being digging the oars and boathooks through it, at the same time breaking it across the bows, and by rolling the boat from side to side. After continuing this laborious work for some time with little good effect, and considerable damage to the planks and oars, a boat is often obliged to return the same way that she came, backing out in the canal thus

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formed to no purpose. A ship in this helpless state, her sails in vain expanded to a favorable breeze, her ordinary resources failing, and suddenly arrested in her course upon the element through which she has been accustomed to move without restraint, has often reminded me of Gulliver tied down by the feeble hands of Lilliputians; nor are the struggles she makes to effect a release, and the apparent insignificance of the means by which her efforts are opposed, the least just or the least vexations part of the resemblance.” With such a state if the ice the going into winter harbor was at once determined upon, and a small island – Winter Island – near the mouth of Lyon’s Inlet affording good anchorage on its southern shore, the two ships were there secured, and preperations made for their long sojourn. Nearly all of Parry’s fertile devices for polar ennui were brought into requisition and many new ones added. A phantasmagoria presented by an unknown lady friend to the expedition, afforded a fund of amusement, fully answering her kind intentions.” A school was started upon both ships with the most beneficial results, both temporarily and permanently. Astronomical, magnetical and other scientific observations were carried on at an observatory erected upon the shore. The following interesting note occurs as a general observation “On the 2d of November the wind, freshened up to a gale from N. by W., lowered the thermometer at low temperatures. May not this be occasioned by a wind blowing over an open sea in the quarter from which the wind blows, and tends to confirm the opinion that at or near the Pole an open sea free of ice exists?” With Parry’s numerous and pleasant labors to occupy both body and mind the long winter soon was in a fair way to bring its weariness to a close. “With our time thus occupied, our comforts so abundant, and the prospect to seaward so enlivening it would indeed have been our
own faults had we felt anything but enjoyment in our present state, and the most lively hopes and expectations for the future." January was very cold and clear and speaking on this subject Parry notices a fact which I afterwards was enabled to confirm in the most satisfactory manner. He says “with the thermometer at \(-55^\circ\) and no wind stirring, the hands may remain uncovered for ten minutes or a quarter of an hour without inconvenience, indefinitely if exercising; while, with a fresh breeze, and the thermometer nearly as high as zero, few people can keep their hands exposed so long without considerable pain.” A visit from several Esquimaux in the vicinity who remained with them until the thermometer stood at \(23^\circ\) below zero. We soon found, however, that there was nothing so dreadful in this as we at first imagining, every individual among them having on a complete double suit. The whole were of deer skin, and looked both clean and comfortable.

The white men then visited their igloos and were no less astonished than pleased with their simple but effectual architecture, which was for the first time presented to the view of most of them. These natives afterwards made some of their snow-houses near the ships upon the solicitation of some officers who were desirous of seeing the process. “From the quickness with which they completed this,” writes Parry, “our surprise at the sudden appearance of the village ceased, as we now saw that two or three hours would be more than sufficient to have completed the whole establishment just as we at first found it.” A very favorable impression is conveyed by Commander Parry’s lengthy description of these simple people prominent among which is their honesty, a virtue which they yet retain after an interval of sixty years despite a lengthy commercial intercourse of twenty years with white men, a contact which always shakes this quality
speaking of this virtue that it was “a quality the more desirable to us, as we had on shore, besides the house and observatory, all our boats and other articles, which, had they been disposed to pilfer, it would have required all our vigilance to guard. If we dropped a glove or handkerchief without knowing it, they would immediately direct our attention to it by pointing; and if the owner had left the hut before they discovered it, they would run after him to return it. Nay, more, if anything happened to be left at the huts, they would travel down to the ships to return it to the owner. A pair of their dogs was purchased for the Hecla, which broke loose and disappeared; but next day two were found chained up on board the Fury, which, on inquiry, proved to be the animals in question, and which had thus been faithfully restored to their rightful owners.” One woman in particular, Iligliuk by name, is described at length as being remarkably intelligent, communicative, and agreeable. The wonderfully accurate manner in which she delineated the neighboring coast-line with which the explorers were already conversant lead Parry to induce her to extend her charts to that portion to the northward yet unexplored and of which the officers were extremely anxious to gain information. “With a countenance of the most grave attention and peculiar intelligence, she drew the coast of the continent beyond her own country, as lying nearly north from Winter Island. The most important part still remained, and it would have amused an unconcerned looker-on to have observed the anxiety and suspense depicted on the countenance of our part of the group till this was accomplished, for never were the tracings of a pencil watched with more eager solicitude. Our surprise and satisfaction may therefore, in some degree, be imagined when, without taking it from the paper, Iligliuk brought the continental coast short round to the westward, and afterward to the S.S.W., so as to come within three or four day’s journey of Repulse Bay. The country thus situated upon the shores of the Western or Polar Sea is called Akkoolee, and is inhabited by numerous Esquimaux, half way between that coast and Repulse Bay Iligliuk drew a lake of considerable size, having small streams running from it to the sea on each side. To this lake her countrymen are annually in the habit of resorting during the summer, and catch there large fish of the salmon kind, while on the banks are found abundance of reindeer. To the westward of Akkoolee, as far as they can see from the hills, which she described as high ones, nothing can be distinguished but one wide extended sea. Being desirous of seeing whether Iligliuk would interfere with Wager River, as we know it to exist, I requested her to continue the coast-line to the southward of Akkoolee, when she immediately dropped the pencil, and said she knew no more about it.” These interesting visitors commenced departing in the early part of April and the last party left them near the end of May “On taking their departure these good-humoured and ever-cheerful people greeted us with three cheers in the true Kabloona (English) style.” During their sojourn at Winter Island three men died and were as suitably interred as the rough materials at hand could allow. The latter part of June was occupied in cutting a canal through the ice and on the 2d day of July the ships were started from their winter moorings and on the 8th they recommenced their last year’s explorations northward. But their old vexations and dangerous adventures with the ice also re-commenced, and once more they drifted back in sight of Southampton Island. By the 12th of the month “after long and unremitting perseverance,” they had reached latitude 67°18’N. and a favorable point near the land offering a security against the ice. Parry determined to avail himself of it. It was caused by a strong current setting seawards which Parry, upon landing found to be affected by the mouth of a large fresh-water river. “Landing on the south shore and hauling the boats up above the high-water mark, we rambled up the banks of the stream, which are low next to the water, but rise almost immediately to the height of about two hundred feet. As we proceeded we gradually
heard the noise of a fall of water; and being presently obliged to strike more inland, as the bank became more precipitous, soon obtained a fresh view of the stream, running on a much higher level than before, and dashing with great impetuosity down two small cataracts. Just below this, however, where the river turns almost at a right angle, we perceived a much greater spray, as well as a louder sound; and having walked a short distance down the bank, suddenly came upon the principal fall, of whose magnificence I am at a loss to give an adequate description. At the head of the fall, or where it commences its principal descent, the river is contracted to about one-hundred and fifty feet in breadth, the channel being hollowed out through a solid rock of gneiss. After falling about fifteen feet, at an angle of

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30° with a vertical line, the width of the stream is still narrowed to about forty yards, and then, as I mustering its whole force previous to its final descent, is precipitated in one vast continuous sheet of water almost perpendicular, that we were enabled to let down a sounding lead and line for the purpose of measuring its actual height, while a man descended from crag to crag with a second line attached to him, to see when the lead touched the water below. The dashing of the water from such a height produced the usual accompaniment of a cloud of spray, broad columns of which were constantly forced up, like the successive rushes of smoke from a vast furnace, and on this, near the top, a vivid iris or rainbow was occasionally formed by the bright rays of an unclouded sun. “The roaring of the mountain-cataract,” which constitutes a principal feature of the sublime in scenery of this magnificent nature, was here almost deafening; and as we were able to approach the head of the fall even so close as a single yard, the very rock seemed to suffer a concussion under our feet. The basin that receives the water at the foot of the fall is nearly of a circular form, and about four hundred yards in diameter, being rather wider than the river immediately below it. After remaining nearly an hour, fixed, as it were, to the spot by the novelty and magnificence of the scene before us, we continued our walk upward along the banks, and, after passing the two smaller cataracts found the river again increased in width to above two hundred yards, winding in the most romantic manner imaginable among the hills, and preserving a smooth and unruffled surface for a distance of three or four miles that we traced it to the Southwest above the fall. What added extremely to the beauty of this picturesque river, * was the richness of the vegetation on its banks, the enlivening brilliancy of a cloudless sky, and the animation given to the scene by several reindeer that were grazing beside the stream.” Returning to the ships the ice had moved so far out from the coast-line that they were unexpectedly favored with a clear shore of fifty miles along which they rapidly sailed. Passing Amitiok which they recognised by the numerous herds of walruses, as formerly described by Iligliuk they sighted on the 16th a range of high land which, from former description, they believed to be the land near the great strait which was to lead them to the long expected north-

*named Barrow River, Ah-mee-took Innuit, narrow.

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west passage, “but, after sailing a few miles farther, it is impossible to describe our disappointment and mortification on perceiving an unbroken sheet of ice extending completely across the supposed passage, from one land to the other.” Many Esquimaux were fallen in with, near and on the island of Igloolik. Several ineffectual attempts to force the icy barriers of the frozen strait having only occupied a great deal of valuable time, Parry determined to explore the passage by a combined small boat and foot journey, and “thus to end every doubt as well as every conjecture respecting it.” On the 14th of August the party let the ships, and on the 18th they were on a small cape at the narrowest part of the passage, which from here stretched away in an east and west direction. “Beyond us, to the west, the shores again seperated to the distance of several leagues, and for more than three points of the compass in that direction no land could be seen to the utmost limits of a clear horizon, except one island six or seven miles distant. Over this we could entertain no doubt of having discovered the Polar Sea; and, loaded as it was with ice, we already felt as if we were on the point of forcing our way through it along the northern shores of America.”

“We hailed the interesting event of the morning by three hearty cheers, and by a small extra allowance of grog to our people, to drink a safe and speedy passage through the channel just discovered, which I ventured to name by anticipation, the Strait of the Fury and Hecla.” Shortly afterwards a favorable state of the ice and wind allowed them to enter the passage and after a long navigation remarkable only for its laborious tediousness they made as far as Ormond and Liddon Islands where they encountered ice connecting these points with the other shores, which had not yet been disrupted by summer’s thawing. This permanent barrier quenched all hopes of reaching the supposed Polar Sea, at least, for a while, and probably for that year as the end of August was already close at hand. Three land exploring parties were now sent out by various routes to determine fully the contour of this vexatious channel with a result shown in the chart accompanying. The long delay incident to these excursions had eaten well into the month of September, and when the 24th had arrived Parry seeing that the dangers of stopping in the new strait were daily becoming greater, determined to turn the ships around and seek winter-quarters in a more favorable locality. The island of Igloolik was fixed upon, and after cutting a canal through the newly formed ice nearly a mile in length – about one foot thick – the ships were moored into their quarters for

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the second time during the voyage. All of the entertainments of the preceeding winter were resumed, but as might be expected, they had lost much of their novelty, so essential an ingredient in their character. The schools were the most successful, the theatrical exhibition being inexpedient on account of the great separation of the ships. “This was however,” says Parry, “the less requisite, and, indeed, entirely unnecessary, on account of our neighborhood to the Esquimaux, whose daily visits to the ships throughout the winter afforded both to officers and men a fund of constant variety and never-failing amusement, which no resources of our own could possibly have furnished.” Comfortably housed for the winter, and the proper routine regularly established, Parry’s thoughts for future action, based on the not very flattering successes of the two years operations of the past, naturally occupied his attention. “Flattering as our prospects appeared at the commencement of the past summer,” he says, “our efforts had certainly not been attended with a proportionate degree of success, and little satisfaction remained to us at the close of the season but the consciousness of having left no means within our reach untried that could in any way promote our object. It required, indeed, but a single glance at the chart to perceive that whatever the last summer’s navigation had added to our geographical knowledge of the eastern coast of America and its adjacent lands, very little had in reality been effected in furtherance of
the Northwest Passage. Even the actual discovery of the desired opening into the Polar sea had been of no practical benefit in the prosecution of our enterprise; for we had only discovered this channel to find it impassable, and to see the barriers of nature impenetrably closed against us, to the utmost limit of the navigable season. "Viewing the matter in this light, it appeared to resolve itself into the single question, by what means the resources of the expedition could possibly be extended beyond the period to which they were at present calculated to last, namely the close of the year 1824. Only one expedient suggested itself by which that object could be attained, and this I determined to adopt, should no unforeseen occurrence arise to prevent it. It was, to send the Hecla to England in the following season, taking from her a twelve month’s provisions and fuel to complete the Fury’s resources to the end of the year 1825, and then continuing our efforts in that ship singly as long as a reasonable hope remained of our

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ultimate success. One or two collateral advantaged occurred to me as likely to be derived from this plan, the first of which was the opportunity thus afforded of transmitting to the Lords Commissioners of the Admiralty a full account of our past proceedings and present situation and intentions whereby, perhaps, much needless anxiety on our account might be prevented. It would also, as I hoped, allow their lordships the option of making any alteration which they might now deem requisite in the arrangements pointed out in my instructions respecting the ship to be sent to meet us near Behring’s Strait, for which the orders might not, perhaps, leave England before the arrival of the Hecla there in the autumn of 1823. These were, however, minor and less important considerations; my principal object and determination being to persevere, to the utmost extent of our resources, in the prosecution of the Enterprise with which I had the honor to be charged. Having suggested this expedient to Captain Lyon, I had much satisfaction in finding his opinion entirely coincide with my own, and without at present mentioning it to the other individuals belonging to the expedition, we continued to consult together from time to time during the winter concerning the arrangements it would be requisite to make for commencing the execution of our plan in the course of the following spring.” During the winter and spring the scurvy made its appearance among the crew, not with particularly disastrous results, but sufficiently severe to somewhat shake Parry’s faith in his previous plan of operations for 1824, a faith which was destined to further serious doubt by the lateness of the season with which they succeeded in getting into open water from their icy anchorage of the winter months. It was not until the 12th of August that both ships were liberated, and Parry thus sums up his consequent intentions; “When the lateness of the season to which the ships had now been detained in the ice is considered, with reference to the probability of the Fury’s effecting anything of importance during the short remainder of the present summer, it will not be wondered at that, coupling this consideration with that of the health of my officers and men, I began to entertain doubts whether it would still be prudent to adopt the intended measure of remaining out in the Fury as a single ship; whether, in short, under existing circumstances, the probable evil did not far outweigh the possible good.” In order to obtain an intelligent understanding he submitted his opinions to the higher officers of the two ships, and their unanimous opinion as to the probable result, especially those of the medical officer which were very pronounced, determined Parry to return to England in both vessels, a plan

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which he proceeded to execute without delay. Therefore on the 12th they stood away from Igloolik and were almost immediately beset in the ice and with it drifted to the southward. At first the ice-pack, with the ships closely imprisoned, drifted at the rate of twenty-one miles per day, and at one headland they were hurried around at no less a speed than three knots an hour. Passing close to the shore until Barrow River was reached, the influence of its current packed them seaward some nine or ten miles. On the 20th they sighted Winter Island having “in a most singular manner, once more arrived at our old winter-quarters, with scarcely a single successful exertion on our parts toward effecting that object. The distance from Ooglit to our present station was about one hundred and sixty miles along the coast. Of this we had never sailed above forty, the rest of the distance having been accomplished while we were immovably beset, by mere drifting. The interval thus employed having been barely eight days, gives an average drift to the southward of above fifteen miles per day.” On the 17th of September they were liberated for the last time and in less than a month – Oct 10th – they reached Lerwich and the “first trace of civilized man that they had seen for seven-and-twenty months.”

Lyon

The next expedition which we are called upon to chronicle was not a direct attempt at forcing the Northwest Passage, but as its main object was to make certain surveys in furtherance of this scheme it is perfectly admissible to notice it here. During the years 1819-20-21-22 and 1825-26-27 Captain John Franklin of the Royal Navy had surveyed the Arctic shores of the American continent from Cape in longitude ° ‘ to Point Turnagain longitude ° ‘ *426 These explorations were valuable as defining certain limits of the practicable routes to those who should be engaged in the future in attempting the Northwest Passage, and especially as Parry, who undoubtedly enjoyed the confidence of the Admiralty on Arctic affairs at that time to a higher extent than any one else, had expressed the conviction repeatedly that it is only by a close continuity of land that Polar navigation could at all be rendered safe and reliable. (In a general resumé of his experience on his first voyage he says: “Our experience I think has clearly shown that the navigation of the Polar Seas can never be performed with any degree of certainty, without a continuity of land. It was only by watching the occasional openings between the ice and the shore that our late progress to the westward was effected; and had the land continued in the desired direction, there can be no question that we should have continued to advance, however slowly, toward the completion of our enterprise.”

In his second voyage he reiterates substantially the same opinion. Under these theories it was desirable to connect Franklins most eastern terminus, Point Turnagain, with the known coasts of the continent still farther eastward, and to do this was the object of the expedition whose short history we will now relate. The vessel – for there was only one – was the Griper, already noticed on Parry’s first voyage and which had subsequently carried Captain Clavering and Captain Sabine on their pendulum experiments to Spitzbergen and Greenland and which had been restrengthened for this particular voyage. She was manned as below: (452) The orders of the Admiralty were to proceed to Wager River or Repulse Bay, when a small land party would cross the Melville Peninsula and complete the surveys of the north-eastern coast of the American continent as far as Point Turn-again as already noted. The Griper left Yarmouth Roads June 19th, 1824 being accompanied by the surveying vessel Snap, loaded with
additional stores which were to be transferred at the eastern entrance to Hudson’s Strait, or sooner if
ice in considerable quantities should be encountered. “On the 3d of July,” writes Lyon “we hoisted in
two very powerful little ponies procured at Kirkwall, the only two on the island, and which had been
sent from Shetland to an Orkney-laird; one was forty inches, the other thirty-eight in height.” A cow was
also taken aboard but refusing food after they were under way she was killed for fresh meat. Eight
sheep were also procured for this latter purpose. One of the most tedious and aggravating portions of
the whole voyage was the crossing of the Atlantic, as the Griper was so exceedingly sluggish in her
movements that on several different occasions she had to be taken in tow by the Snap to make any
progress at all, and when a severe storm compelled the latter to cast off the Griper shipped seas so
badly that their only refuge was to bring her to under storm stay-sails, “which was the more mortifying
on observing her companion to be perfectly dry.” Icebergs surrounded by a floe was fallen in with on the
3d of August, and the Snap’s stores were accordingly transferred to their destination and the slow-going
Griper was left next day to fight her way through the combined currents of Davis’s and Hudson’s Strait.
On the 6th Resolution Island was sighted the entrance to

*425 These explorations of Franklin are equally deserving of being added to the long list of searchers for
the Northern Passages, or those who indirectly related to that venture, but as we have seen fit to give a
chapter devoted to the life of Sir John Franklin, these surveys come more properly under that heading.

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the Strait being covered with loose drifting ice “Now” says Lyon, “I felt most forcibly the want of an
accompanying ship if not to help us, at least to break the death-like stillness of the scene.” In the Strait,
the ship struck on a sunken rock but managed to escape doing nothing more serious than giving the
crew a good frightening. The inevitable visit from the natives with their kyaks and oomiens is described
by Lyon among which he writes, “I blush while I relate it, two of the fair sex actually disposed of their
nether garments – a piece of indecorum I had never before witnessed!” They passed Cape
Wostenholme on the 20th o August and on the 22d Southampton Island was in sight. At Cape Pembroke
they noticed that the needle of the ship’s compass would remain wherever placed, the ship heading
south, but when the vessel turned around the compass would work properly except a slight sluggishness
of movement. Captain Lyon in commenting upon this often noticed peculiarity of the magnetic needle in
North Hudson’s Bay, suggests that it might be caused by the absence of the sun or the effects of the
aurora borealis, and in support of the latter theory notices an observation of Mr. Kendall that during a
fine display of the aurora, the larboard binnacle compass would remain stationary at no particular point,
while the starboard one, by a bearing of the pole star, had lessened its usual error two points. The
higher Roe’s Welcome was ascended the wilder and more unreliable the needles became a point first
noticed by Dobb’s expedition in 1746. The American whaleships which annually cruise through these
waters never place any reliance in their compasses, running entirely by land marks. In the Welcome
Lyon encountered a terrible storm, one of those protracted gales so characteristic of this region. The
ship struck bottom in a heavy surf on shoal water, and with the tide ebbing the chances for escape from
ship-wreck were small. “Every officer and man” writes Lyon drew his lot (for the boats) with the greatest
composure, although two of the boats would have been swamped the instant they were lowered.”
Fortunately for them the tide fell no lower and the ship was gotten off of her perilous position. When
the fog cleared and their position could be determined they found themselves in a large bay which Lyon
named the Bay of God’s Mercy. Their fresh water being nearly gone they were compelled, much against their will, to sacrifice their little Shetland ponies. Again on the 12th

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of September, when opposite the mouth of Wager River, another storm fell on them with all the fury imaginable. To add to the misery a heavy sleet fell freezing instantly to everything that it touched, and making movements about the ship almost impossible. Says Lyon, “Never shall I forget the dreariness of this most anxious night. Our ship pitched at such a rate that it was not possible to stand even below, while on deck we were unable to move without holding by ropes, which were stretched from side to side. The drift-snow flew in such sharp, heavy flakes that we could not look to windward, and it froze on deck to above a foot in depth. The sea made incessant breaches quite fore and aft the ship, and the temporary warmth it gave while it washed over us was most painfully checked by its almost immediately freezing on our clothes. To these discomforts were added the horrible uncertainty as to whether the cables would hold until daylight, and the conviction also that if they failed us we should instantly be dashed to pieces, the wind blowing directly to the quarter in which we knew the shore must lie. Again, should they continue to hold us, we feared, by the ships complaining so much forward, that the bits would be torn up, or that she would settle down at her anchors, overpowered by some of the tremendous seas which burst over.” * “At 6 a.m. all farther doubts on this particular point were at an end, or having received two overwhelming seas, both the other cables went at the same moment, and we were left helpless, without anchors or any means of saving ourselves, should the shoe, as we had every reason to expect, be close astern….. The ship, in trending to the wind, lay quite on her broadside; and as it then became evident that nothing held her, and that she was quite helpless, each man instinctively took his station, while the seamen at the leads, having secured themselves as well as was in their power, repeated their soundings, on which our preservation depended, with as much composure as if we had been entering a friendly port.” “In the afternoon, having well weighed in my mind all the circumstances of our distressed situation, I turned the hands up, and informed them that, having no lost all our bower anchors and chains, and being in consequence, unable to bring up in any part of the Welcome; being exposed to the sets of a tremendous tideway and constant heavy gales, one of which was now rapidly sweeping us back to the southward, and being yet above eighty miles from Repulse Bay, with the shores leading to which we were unacquainted; our compass useless, and it being impossible to con-

*One of their anchors was lost at early dawn on the 13th and Captain Lyon thus continues his narrative.

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continue under sail with any degree of safety in these dark twelve-hour nights, with the too often experienced certainty that the ship could not bent off a lee-shore even in moderate weather, I had determined, in making southing, to clear the narrows of the Welcome, after which I should decide on some plan for our future operations.” Once out of the Welcome, the lateness of the season and the general unfavorable state of affairs relative to the main object of the expedition determined Lyon to call
a council of his officers, who were also of the opinion, that the ship being deprived of her anchors and much of her stores, her sluggish and bad sailing qualities and other reasons already cited, the best thing to be done was to shape their course for England, which was forthwith done. Speaking of a band of Esquimaux he encountered in the southern part of Roes Welcome, presumably on the western shore the author says: "I could not but compare the boisterous, noisy, fat fellows who were alongside, in excellent canoes, with well furnished iron-headed weapons and handsome clothing, with the poor people we had seen at Southampton Island; the latter with their spear-heads, arrows, and even knives of chipped flint, without canoes, wood, or iron, and with their tents and clothes full of holes, yet of mild manners, quiet in speech, and as grateful for kindness as they were anxious to return it, while those now alongside had, perhaps, scarcely a virtue left, owing to the roguery they had learned from their annual visits to the Hudson’s Bay ships. An air of saucy independence, a most clamorous demand for presents, and several attempts at theft, some of which were successful, were their leading characteristics. Yet I saw not why I should constitute myself the censor of these poor savages; and our barter was accordingly conducted in such a manner as to enrich them very considerably.” The Esquimaux described by Lyon are evidently the Kin-ne-pe-too band then inhabiting this coast from Wager River to the Northern Indian tribes near Fort Churchill to whom the above description is very applicable, except the rather severe expression “scarcely a virtue left,” since they are the neatest and in some respects the most intelligent of the six tribes with which I came in contact. This shore is now occupied by the Iwillik (Repulse Bay) natives, as far as Depot Island to whom the above would not apply in hardly any particular. The Griper reached Portsmouth, England on the 10th

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of November, the crew very much exhausted, and here we will take leave of Lyon and as he styles it “our unsuccessful expedition.”

Parry 3d Voyage While Lyon was battling with the elements in Hudson’s Bay and its northern estuaries, Parry was also undertaking his third voyage with the same object that had characterized his previous ones. His ships the Hecla and Fury were the same that he had had on his second expedition and were manned as follows: (452). It will now be observed that Parry has changed his flag from the Fury to the Hecla, and Hoppner his former lieutenant on his previous three voyages is in command of the latter. Parry’s faith in Prince Regent’s Inlet as a portion of the route of the Northwest Passage was not in the least dampened by his failure to reach that body of water by way of Hudson’s Bay and its communicating channels, and his instructions from the Admiralty were based upon this faith. A clause in them states “The strong opinion which you have conveyed to us in favor of the attempt through Prince Regent’s Inlet; the confident hope which you express that the ice, which, at the period of the year when you visited the inlet, obstructed your passage, was likely to be removed by circumstances of season and weather within the navigable part of the year; the confidence which we are justified in placing in your judgement and experience determine us to authorize and direct you to pursue the course which you consider the most promising, namely, through Prince Regent’s Inlet.”

The Hecla and Fury left the Nore May 19th 1824, accompanied by a transport, the William Harris, with the usual instructions given these attending vessels. There is the usual narrative of floes, packs, and icebergs, the expedition reaching the Danish settlement of Lively in Baffins Bay, where they met Lieutenant Groat of the Danish service who was engaged in surveying Greenland’s coasts. Here the transport transhipped her stores, and the two vessels leaving the harbor, the Hecla struck a sunken rock,
but fortunately sustained no serious damage. On crossing Baffin’s Bay, the ships were beset July 17th and “from this time the obstructions from the quantity magnitude and closeness of the ice were such as to keep our people almost constantly employing in heaving, warping, or sawing through it and yet with so little success, that, at the close of July, we had only penetrated seventy miles to the westward.” The Hecla,
headway against their double impediment that on the 27th they entered the long-wished-for Prince Regent’s inlet and shortly after made Port Bowen, “where for two or three days past,” writes the commander, “I had determined to make our wintering place, if, as there was but little reason to expect, we should be so fortunate as to push the ships thus far.” A canal was cut through the young ice and the ships were warped into their winter harbors on the evening of Oct 1st, and, “which,” says Parry, “we had the satisfaction to think were extremely favorable for an early release in the spring.” To recapitulate Parry’s methods of whiling away the time would be monotonous and he seems to be impressed with this idea himself when he pens “To those who read, as well as to those who describe, the account of a winter passed in these regions can no longer be expected to afford the interest of novelty in once possessed, more especially in a station already delineated with tolerable geographical precision on our maps, and thus, as it were, brought near to our firesides at home. Independently, indeed, of this circumstance, it is hard to conceive any one thing more like another than two winters passed in the higher latitudes of the Polar regions except when variety happens to be afforded by intercourse with some other branch of ‘the whole family of man.’ Winter after winter, nature here assumes an aspect so much alike, that cursory observation can scarcely detect a single feature of variety.” It may not be uninteresting however to note wherein the methods to produce cheerfulness differed from those of his preceeding voyages and thus we will copy a slight paragraph relative to a masquerade which Hoppnner suggested and to which Parry gave a cordial assent, “Admirable dressed characters of various descriptions readily took their parts, and many of these were supported with a degree of spirit and genuine humor which would not have disgraced a more refined assembly; while the latter might not have disdained and would not have been disgraced by, copying the good order, decorum and inoffensive cheerfulness which our humble masquerades

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presented. It does especial credit to the dispositions and good sense of our mean, that, though all the officers entered fully into the spirit of these amusements, which took place once a month, alternately on board each ship, no instance occurred of anything that could interfere with the regular discipline, or at all weaken the respect of the men towards their superiors. Ours were masquerades without licentiousness – carnivals without excess.” As before the officers found sufficient exercise in their scientific observations. One of the most striking of their discoveries was the unusual variation of the magnetic needle since 1819, having changed from 114°W. when observed in that year to 123°, or nine degrees in five or six years. Auroral displays were numerous but not very striking. One face however so authentically noted that it should not escaped brief mention here, for it certainly has been lost sight of or discarded as improbable by later savants in their estimation of the distance of the auroral beams from the earth’s surface, “While Lieutenants Sherer, Ross, and myself,” writes Parry, “were admiring the extreme beauty of this phenomenon from the observatory, we all simultaneously uttered an exclamation of surprise at seeing a bright ray of the aurora shoot suddenly downward from the general mass of light, and between us and the land, which was there distant only three thousand yards. Had I witnessed this phenomenon by myself, I should have been disposed to receive with caution the evidence even of my own senses as to this last fact; but the appearance conveying precisely the same idea to three individuals at once, all intently engaged in looking toward the spot, I have no doubt that the ray of light actually passed within that distance of us.” From the top of a neighboring high hill the sun was seen February 2d; from the observatory on the 15, and from the ships on the 22d, having been invisible for one hundred and twenty-one days. Parry speaks of this winter as being the coldest within
his experience in the Arctic, there being no less than one hundred and thirty-one consecutive days where in the thermometer stood continuously below zero, and it did not rise above that point until April 11th. Parry gives some interesting accounts showing the maternal attachment of a she-bear for its young which forming something of a contrast with a case coming under my own experience I transcribe it. “A she-bear killed in the open water, on our first arrival at Port Bowen, afforded a striking instance of maternal affection in her anxiety to

Save her two cubs. She might herself have easily escaped the boat, but would not forsake her young, which she was actually towing off by allowing them to rest on her back, when the boat came near them. A second similar instance occurred in the spring, when two cubs having got down into a large crack in the ice, their mother placed herself before them, so as to secure them from the attacks of our people, which she might easily have avoided herself.” In the spring several sledge expeditions were started in different directions. The first under Commander Hoppner was instructed to proceed directly inland to the eastward to investigate the probabilities of an arm of the sea laying in that direction. Meeting a country cut up by precipitous ravines, many of them four or five hundred feet deep, he was obliged to return, having barely reached two degrees of longitude from the ships, and unsuccessful in the main object of the undertaking. Lieutenant Ross was directed to proceed to the northward, survey the coast along which he should travel and ascertain the state of the ice in that direction so far as it concerned their future liberation. Twenty-two miles north of their winter quarters Ross found the sea open and free from ice. From this Parry concluded that Barrow’s Strait was never permanently frozen over during any winter. Lieutenant Sherer explored the coast to the southward as far as Cape Kater, and on account of lack of provisions was forced to return to the ships, a fact which Parry very much regretted, as from its peculiar geographical position he thought Sherer if he had had the necessary provisions might have reached one of the northern Esquimaux villages known to exist around Fury and Hecla Strait. On the 12th of July the outer ice commenced breaking off leaving only a little over a mile to the open water. On the 19th the floe split clear across the harbor so close by that with vigilant work they succeeded in liberating the ships the next day, having been ice-bound between nine and ten months. “On standing to sea,” writes Parry, “we sailed with a light southerly wind, toward the western shore of Prince Regent’s Inlet, which it was my first wish to gain, on account of the evident advantage to be derived from coasting the southern part of that portion of land called in the chart ‘North Somerset,’ as far as it might lead to the westward; which, from our former knowledge we had reason to suppose it would do, as far, at least, as the longitude of 95°, in about the parallel of 72 ¾°

that is, at Cape Garry.” Reaching the western shore they commenced trending southward to seek an outlet to the west, with varying success according to the start of the ice until the 28th of July when they were beset by the incoming ice, and every effort to release them was unavailing and by the next day the ships had been crowded in so close to the shore that there was no little danger to be apprehended of
their receiving some of the detached rocks and boulders that were constantly falling from the faces of the perpendicular cliffs which here reared their sides four or five hundred feet in height. The next day the Hecla was hauled seaward by which much to his chagrin Parry found that “the security of the ship was much altered or the worse.” No attempt was made to assist the Fury, “there being no second berth even so good as the bad one where she was now lying.” The next day the 31st — a strong gale pressed the ice against the unfortunate ships, although the Fury from her exposed position received the worst handling, the Hecla’s damages being summed up in the loss of a few hawsers, which Parry always used under such circumstances, not for the real benefit expected as, “the exertions made by heaving at hawsers, or otherwise, are of little more service than in the occupation they furnish to the men’s minds under such circumstances of difficulty; for when the ice is fairly acting against the ship, ten times the strength and ingenuity could in reality avail nothing. After a time the ships being liberated they were headed to reach an open channel of water observed near by, when they were almost immediately helplessly caught in the drifting pack of ice and with it carried to the southward a little ways when the Hecla was forced aground where she remained. The Fury passed her consort but a few feet, narrowly escaping shipwreck for both vessels, when she was driven on the shore, where she received further injury from the severe shocks of an immense piece of ice that battered her against a grounded floe-piece upon the beach. Both ships were ultimately liberated by the high tide. Again on the night of August second the drifting pack forced the Fury on shore, a fate which the Hecla narrowly avoided. Parry on visiting the Fury in her present helpless condition found that it was necessary to constantly man four of the ship’s pumps to keep her free, and this with the officers and men in a very exhausted state from the terrible labor imposed upon them during the last few days. It was decided upon by the two commanders that the Fury was unable to proceed on the journey without repairs and that if such a place could be found she would be hove down or careened for that purpose. A diligent search revealed about a mile to the southward a place where three grounded masses of ice formed a little basin with three or four fathoms of water. Here after a tedious delay of some days the basin was completed on the 16th of August and the Fury’s stores provisions etc being landed on shore she was hove down on the 18th. A gale of wind almost immediately broke up their little dock, smashing the protecting bergs, and it became necessary to warp both ships out into the ice. The Fury was reloaded only to be again forced on the shore on the 21st, a point that she never left. Every chance for repair being now exhausted and if attempted “productive of extreme risk to our remaining ship,” a board of survey was held upon her whose opinion was “that an absolute necessity existed for abandoning the Fury.” “My own opinion being thus confirmed,” writes Parry, “being thus confirmed as to the utter hopelessness of saving her, and feeling more strongly than ever the responsibility which attached to me of preserving the Hecla unhurt, it was with extreme pain and regret that I made the signal for the Fury’s officers and men to be sent for their clothes, most of which had been put on shore with the stores.” The unavoidable loss of the Fury, and the many other unfortunate circumstances incident thereto made a complete change in the prospects of the ultimate attainment of the main object of the expedition, and Parry now writes “I was therefore reduced to the only remaining conclusion that it was my duty, under all the circumstances of the case, to return to England, in compliance with the plain tenor of my instructions.” The Hecla’s head was pointed to the eastward and she was directed across to the eastern side of Prince Regents Inlet and entered Neill’s Harbor where she was prepared for her voyage across the Atlantic Ocean. On the 31st of
August she stood out to sea, which was free from ice and the next day ran into Barrows Strait which was also free and open. They accordingly made rapid headway through it and Lancaster Sound, in which they noticed at least four times as many icebergs as had ever before been seen in that channel, and entering Baffins Bay still found plenty of open water ahead of them. The ship reached Peterhead on the 12th of October, and the Admiralty on the 16th. Thus ended Captain Parry's third voyage as commander and fourth voyage in all in search of a Northwest Passage and it was probably the least successful, certainly the most disastrous, of the four. Before taking leave of Parry it would not be uninteresting, although not bearing directly upon our subject to speak in brief of his voyage of 1827 wherein he attempted to reach the Pole, having reached nearer that point than any other man has since even after a lapse of over half a century with all the modern improvements. He left England in the Hecla that year and harboring her on the Northwestern point of Spitzbergen started out in the small boats and reached as high as 82°45'N. on the 23d of July. For several days previous to this the southerly drift of the ice had been steadily gaining upon them, then equaled their day's journey northward, and finally after that date, they found themselves steadily drifting southward despite their utmost efforts of marching in the opposite direction. They then returned to their ship and from thence to England that same year.

The failure of Captain Lyon in 1824 determined the Admiralty to send another ship to the same point (Repulse Bay) with the same instructions. This determination was made in 1835 upon the recommendation of the Royal Geographical Society to the colonial secretary, and by him to the Lords of the Admiralty. The ship appropriated for the service was the Terror, which had recently returned from a three or four years cruise in the Antarctic, and which was afterward the second ship on Sir John Franklin's unfortunate voyage. The Terror was officered and manned as follows:

George Back, Captain.
Graham Gore, Robert McClure, Peter Fisher — Mates
Charles Marcuard, Extra Mate.
James Donovan, Surgeon.
J. A. Mould, Ass't Surgeon.
William Lawes, Clerk in Charge.

James Saunders, Acting Master.

12 Officers
4 Warrant Officers.
13 Petty Officers.
44 Seamen and Marines.
73 Total

*Reaching the western terminus of Hudson’s Strait, Captain Back was given the choice of “the direct and obvious course up Frozen Strait, which was performed with apparent ease by the Fury and Hecla in 1821, or the more circuitous route by the Welcome, which was unsuccessfully attempted by the Griper in 1824.” Such apparently discretionary orders – in reality, peremptory – gave Back but little choice and he unfortunately chose the route to the eastward of Southampton Island. (The expedition left Chatham, England, on the 14th of June 1836, crossing Davis’ Strait the latter part of the next month. On the 28th of July says Back “We observed an enormous iceberg, the perpendicular face of which was not less than 300 feet high.” Approaching Resolution Island we have the same old story of heavy fogs, and rushing whirlpools, and grinding packs of ice with ship beset and completely beyond control. Again at the Savage Islands Back encountered the first Esquimaux, described by Parry and Lyon and he gives them the same bad character as these explorers. “The women,” he writes, “in particular, were more outrageous than I had ever observed before; for, besides disposing of their garments, which they never hesitated to do, more than once actually offered to barter their children for a few needles.” On the 14th of August Back reached Nottingham and Sallisbury Island. (*) He here directed his course toward the Trinity Islands, reaching them with out a great deal of difficulty and even as far north as latitude 65°25’, on a level with but quite a distance from the eastward entrance of the Frozen Strait. The 5th of September found them not only beset in the ice-pack, but that pack was rapidly being glued together by the young ice, and everybody “with axes, ice-chisels, hand spikes, and long poles, began the laborious process of cutting away the sledge that bound the pieces together.” On the 13th they sighted the Cape Comfort of Baffin, and for the rest of the month they were helplessly driven backward and forward near this cape with its “most inappropriate name,” obeying only the varying tides or more capricious wind but as firmly held in the ice “as if it were the grasp of a giant.” The idea of reaching Repulse Bay had long been given up as hopeless and to secure a winter-harbor should fortune sufficiently favor them – which it never did – became the same prime object of the benighted voyagers. “Thus,” says Back,” ended a month of vexation, disappointment, and anxiety, to me personally more distressing and intolerable than the worst pressure of the worst evils which had befallen me in any other expedition.” Back thought to get winter quarters by making an artificial dock in a large floe-piece but before he could put his plan in operation the whole of such favorable pieces were crushed to pieces by a heavy gale. Their drifting made it impossible to bank in their vessel with snow, and an attempt early in November to arrange a heating apparatus in the interior having signally failed they suffered unusually from the cold. November found them still of Cape Comfort and oftentimes so near that parties visited it over the intervening ice. Lieutenant Stanley surveyed a harbor near by – into which they never succeeded in getting – which he called Smyth’s Harbor. On the 14th they were packed by the drifting ice so close to this uncomfortable Cape Comfort that they deemed shipwreck on its shores highly probable. By the 21st the ice being considered sufficiently firm and stable in the vicinity of the vessel, Back constructed snow-banks, snow-walls and galleries around her. He now followed the example of Parry and instituted various...
amusements, and light duties to while away the monotony of the long winter nights. In the meantime
the Terror was slowly drifting to the south and on the 11th of January they were within three miles of
Ridge Cliff and thirty miles from Cape Comfort. In February the thermometer fell to $-54^\circ$, sickness was
quite prevalent, and gunner Donaldson died. Such a mass of misfortune was well calculated to depress
the spirits of even the most enthusiastic natures, and Back sums them up by saying that “the eight
months since we left England seemed longer than any three years of my former not unadventurous life;
days were weeks, weeks months, months almost years.” As they continued drifting to the southward the
floe kept threatening to fall to pieces, and many large cracks were discerned in it, one approaching the
ship to within forty paces. On the 18th of February when in sight of Sea-horse point, the floe partially
went to pieces, “the rent in the ice now formed one continuous line of separation, directly through the
center of which the ship

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was mounted.” The ship complained considerably, heeled to port, relieving herself from the starboard
snow walls and to the thunders of the grinding rushing ice beneath “the freezing cold of $-33^\circ$, combined
to render our situation not a little perilous and uncomfortable.” To add to their peril the fearful
condition of the shattered ice made it clearly impossible to lower a small boat with safety, should the
threatened destruction of their vessel ensue, and it was equally impossible to carry anything to the
shore, some seven or eight miles distant, over the surface of this jagged, splintered mass. “I think” says
Back, “it at least doubtful whether any one, even without encumbrance, could have reached it.”
February 20th the ship was partially afloat. “To find ourselves,” says Back, “at freedom to move would,
two months later, have been the summit of our wishes; but now we saw it with reluctance, as it only
mocked us with a hope which could not be realized, while it involved us in immediate peril.” The
remaining history during the spring of the year was a constant repetition of “nibs” and “nips” and
varying dangers, which it would be beyond the scope of our work to minutely describe. After an unusual
commotion on the 16th of March, a small boat was prepared with provisions to reach York Factory in
the event of the loss of the ship. On the 21st of April they were still off Sea-horse Point, but two days
afterwards they were conscious of the fact that they were slowly drifting from it, heading towards the
entrance of Hudson’s Strait. Everything was now put in order to enable the ship to take advantage of her
liberation from the pack, as soon as it should occur. The sails were gotten ready, the vessel scoured, and
the provisions and stores put in condition to be properly stowed away when desirable. On the 15th of
June Back says of the ice that “it looked as if the ship had been placed in a bed of some plastic
composition, which time had indurated into the solidity, and almost the substance, of limestone rock.”
The 20th found them near Charles Island and they now commenced work with a view to liberating their
crat, a labor which nature performed for them effectually on the 11th day of the next month. “Scarcely
had I taken a few turns on deck, and descended to my cabin,” writes Back, “when a loud rumbling
notified that the ship had broken her icy bonds, and was sliding gently down into her own element. I ran
hastily on deck, and joined in the cheers of the

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officers and men, who, dispersed on different pieces of ice, took this significant method of expressing their feelings; it was a sight not to be forgotten.” On the 14th of July the ship which had been laying on her beam ends since the above occurrence “suddenly, and before a word could be spoken,” was liberated and “righted entirely and I know not how many cheers commemorated the occasion.” The expedition ship left immediately for England reaching Lough Swilly shortly after in a leaking and damaged condition. “Thus ended,” says Back, “an expedition from which, had it been permitted to reach its port of disembarkation, it was reasonable to expect the full accomplishment of its objects. Uncontrollable circumstances prevented it. The problem itself which it was intended to solve remains unaltered.”

Deace and Simpson   The solution of the problem was, however, soon afterwards accomplished by two officers of the Hudson’s Bay Company, Messrs Dease and Simpson whose journey for that object will now be considered, as briefly as possible. (The first part of journey not given in Barrow.) In July 1839, they entered the Coronation Gulf for the second time, bound eastward, in their two boats, and passing Cape Turn-again of Dr. Richardson (which was his farthest to the east), they were rewarded with the discovery of an immense stretch of land, which they named after their young sovereign, Victoria Land, and which at the time they supposed was either joined with, or separated by a narrow strait from, Wollaston Land. Returning in their boats they explored the southern shores of Victoria Land for a distance of one hundred and fifty six geographical miles of longitude from Point Back as far as Point Parry. Keeping still to the eastward they passed successively Cape Alexander, thence trended southerly to Labyrinth Bay, and Melbourne Island, and Sir Guy Campbell’s Bay, into which a large river – (Ellice River) – described as larger than the Coppermine emptied, reaching its lowest southerly point in Ogden Bay in latitude 67°36’N. From here the continental coast trended more to the northward and on the 10th day of August they found it bending sharper to the northeastward and “proceeded all day among islands, so that some of the party began to apprehend we had lost the continent altogether.” In the evening the swiftness of the tide much to their surprise revealed to them an open strait which from its proximity to Back’s River left no doubt that it communicated with that body of water. “I candidly acknowledge,”

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writes Simpson, “that we were not prepared to find so southerly a strait leading to the estuary of the Great Fish River (Back’s), but rather expected first to double Cape Felix of Commander James Ross, toward which the coast had been latterly trending.” Doubling the cape which forms the southern shore of the new strait which they called Cape Geddes, they proceeded until they reached a cape which was identified as the Point Ogle of Back. They then entered the estuary of the Great Fish River, and reached Montreal Island where one of the men of the expedition that had been on Back’s survey of the river pointed out their old camping place, and ere was found a lot of rotten pemmican and chocolate, some powder canisters and percussion caps and a few other minor but readily transportable articles that the were taken away as “memorials of our having breakfasted on the identical spot where the tent our gallant, though less successful, precursor stood that very day five years before. By this they connected Richardson’s surveys with those of Back, and it now only remained to extend the latter sufficiently farther to the eastward to determine the continuity or not of Boothia with the American continent a useful item to those who in the future should seek a Northwest Passage by the way of Prince Regent’s Inlet, a route still able defended by Parry notwithstanding his double defeat on its ice covered waters.
Passing and naming Capes Britannia and Selkirk, the two leaders believed that they had entered the Gulf of Akkoolee of Iligluik and had proved the separation of Boothia from the continent of America, but in this they were badly deceived as more thorough surveys afterwards revealed. At this fartherest east they spent a short while repairing their boats and returned nearly by the same route except in coasting Simpsons new strait they took the northern shore as far as Cape Herschel where the erected a large cairn August 26th 1839. Here the strait was some ten miles wide being on three at its narrowest point/

They also departed from their route on their return journey to survey the shores of southern Victoria Land, as already described. They reached the mouth of the Coppermine River on the 16th of September, “after by far the longest voyage ever performed in boats on the Polar Seas, the distance that we had gone not being less than 1408 geographical miles.” Their whole survey includes from the Icy Cape to their supposed point in the Gulf of Akkoolee a distance covering degrees of longitude, much of which had, however been previously determined by Franklin Richardson and Back.

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John Ross. The next expedition to northern waters that we are called upon to chronicle is a private one nobly fitted out by Mr Felix Booth, at an expense of about a $1000.000. Conscientiously believing that Captain John Ross a friend and countryman of his had been slighted in his former expedition, and that there was a cloud hanging over him by the unjust censures of certain official critics, and when Captain Ross took the most proper method possible of silencing these calumnies, by offering to go to the same spot and there reverse his failure, if it could be called such, Mr Booth generously responded to the solicitations of his friend and countryman and placed a noble sufficiency of funds at his disposal to enable him to honorably vindicate his character. At first Mr. Booth reused to advance the funds to equip the expedition, as the reward of £20.000 of the British Admiralty was still in obeyance, and those irritable enough to impugn wrong-minded motives to Ross would not be slow to characterize this as a mercenary adventure while this tempting bait was displayed. Shortly after, the withdrawal of the reward placed the scheme on a more honorable, or better speaking, less critical footing and preperations were made to further the voyage as fast as possible. Captain Ross also placed all his available funds in the fitting out of the expedition as proof of his unselfishness in his main object. A ship called the Victory was obtained and Ross who is credited with considerable mechanical ingenuity, fitted her with steam-power, using paddle-wheels and taking sufficient coal for 1000 hours steaming. Much was expected of this new motive power which was then becoming so universal in more favored zones, but the unfortunate use of paddle-wheels 0 the crew propeller not having yet been adopted – made it very harassing to keep them properly guarded from the ice. The Victory was commanded by Captain John Ross, to which was added his nephew Commander James Clark Ross, Mr M'Diarmid, Surgeon, Mr Thom. Purser and a crew of nineteen persons. Starting from England May 29th 1829 (444) they passed through Davis’s Straits the next month and entered Sir James Lancaster’s Sound in August. No ice of consequence was here found and they reached the western shore of Prince Regent’s Inlet where Parry had lost the Fury years before without material impediment. No sign could be found of the unfortunate vessel and it was evident that she had either drifted away been ground to

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pieces or had sunk to the bottom. The stores left on the shore were still in a good state of preservation and the Victory was anchored alongside to receive as much of them as would be needed to complete her partially exhausted outfit. So great was the bulk of these stores and provisions that Ross says that after helping himself to them liberally the pile seemed un diminished in size. About the end of September the Victory went into winter quarters in a safe commodious harbor to which Ross gave the name Felix Harbor, and to the adjacent land he honored his generous patron by the name of Boothia. Here the Victory remained firmly ice-bound for the period of one whole year. During their stay at Felix Harbor, Commander Ross made a number of sledge-journeys during which he discovered and crossed the Isthmus of Boothia, but not sufficiently well surveyed to determine its relative position with respect to the continent to of America. He also determined the position of the North Magnetic Pole to be at Cape on the western coast of Boothia in latitude 70°5'17" N and longitude 96°46'45"W, from Greenwich. It is now generally considered that Ross' determination of the North Magnetic Pole was only approximate being probably within a degree or half a degree.

Continuing their course from Fury Point they encountered many dangers and difficulties in the way of ice, and their poor paddle wheels were worse than worthless. “Imagine,” says Captain Ross “these mountains hurled through a narrow strait by a rapid tide, meeting with the noise of thunder, breaking from each other’s precipices huge fragments, or rending each other ascender, till, losing their former equilibrium, they all over headlong, lifting the sea around in breakers, and whirling it in eddies. There is not a moment in which it can be conjectured what shall happen next; there is not one which may not be the last. They attention is troubled to fix on anything amid such confusion; still must it be alive, that it may seize on the single moment of help or escape that may occur. Yet, with all this, -and it is the hardest task of all,

443 Off the Mull of Galway, the chief-engineer shattered his arm so badly that he had to submit to amputation, and at this unfortunate juncture the whale-fisherman that Ross had employed in order to defray the expenses of the expedition became mutinous and exorbitant in their demands and so this portion of the scheme had to be abandoned.

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there is nothing to be done, no effort to be made. The navigator must be patient, as if he were unconcerned or careless, waiting as he best can for the fate – be it what it may – which he cannot influence or avoid.” While in Felix Harbor Ross learned from the Esquimaux that a large body of salt water lay between them and Repulse Bay, surrounded by Melville Peninsula to the east and south and Boothia on the west. This Ross deemed sufficient evidence to announce that Prince Regent’s Inlet had no communication with the western waters of the American coast and for this conjecture he was again brought to account by his former critics on the apparent statements of Messrs Dease and Simpson; two explorers dispatched by the Hudson’s Bay Company who erroneously believed that they had reached the Gulf of Akkoolee, by coasting south of Boothia in 1839 as will appear farther on in an account of their doings. It has since transpired that Ross’ conjecture was right. The natives spoke very unintelligibly of a strait to the westward but owing to their wandering statements and the bad interpreting Ross could not gain a sufficiently clear idea of their geography to determine anything reliable. The only way for a ship to get to the west was by going to a channel to the northward, which Ross believed must be
Barrow’s Strait, but which was undoubtedly Bellot’s Strait discovered afterwards. He then determined upon a sledge-journey to the west, with natives for guides, but in its main object it was a failure. A second journey to reach a broad strait with a strong current described by the natives, and by them called Shagavoke, showed only a narrow shallow sheet of water full of rocks and wholly unnavigable. A third expedition led only to an inlet. Another journey was they undertaken to the westward in order to find out something respecting the western water and if possible a channel leading thereto. Again a large inlet which looked hopeful terminated in a river’s mouth, but nothing undaunted they pushed ahead, they finally reached a large bay which they called Parry Bay. On this expedition Ross (the younger) reached as far as Victory Point on King William’s Land and from thence returned enduring many hardships and suffering, until they reached the ship which to their great joy and surprise was found afloat after a year’s captivity. They had found it extremely harassing to delineate the flat coast-line traversed while it and its adjacent ice curtain was covered with snow. “Where all is ice,” says he “and all one dazzling mass of white; where the surface of the sea is tossed up and frozen into rocks, while the land, on the contrary, is very often flat – it is no easy thing to distinguish the one from the other.” Once free they spread sail, but hardly had they compassed an extent of three miles when a pack stayed their further progress, and for greater safety they made fast to two bergs; a false security, however, as they and their icy anchors were driven by a change of wind near a rocky reef, where destruction seemed inevitable. They escaped this, however, only to find a firmer icy anchor in the newly-forming ice of the approaching winter which soon bound them in a solid sea of frost. During this second winter’s sojourn, Commander James Ross made the journey which determined the position of the Magnetic Pole as before related. He says; “I believe I must leave it to others to imagine the elation of mind with which we found ourselves now at length arrived at this great object of our ambition: it almost seemed as if we had accomplished everything we had come so far to see and do, – as if our voyage and all its labors were at an end, and that nothing now remained for us but to return home, and be happy for the remainder of our days.” 1 “As soon as I had satisfied my own mind, I made known to the party the gratifying result of all our joint labor, and it was then that, amidst mutual congratulations, we fixed the British flag on the spot, and took possession of the north magnetic pole and its adjoining territory, in the name of Great Britain and King William IV. We had abundance of materials for building, in the fragments of limestone which covered the beach; and we therefore erected a cairn o some magnitude, under which we buried a canister, containing a record of the interesting fact – only regretting that we had not the means of constructing a pyramid of more importance, and of strength, sufficient to withstand the assaults of time and the Esquimaux. Had it been a pyramid as large as that of Cheops, I am not sure that it would have done more than satisfy our ambition under the feelings of that exciting day.” The fact that the magnetic pole is not a fixed point but revolves around the geographical north pole as a center about every 1890 years, serves to lessen the interest in the spot located by Ross which will not be the exact position again until about the year 3722.

1”W Could have wished that a place so important had possessed more of mark or note. It was scarcely censurable to regret that there was not a
mountain to indicate a spot to which so much of interest much ever be attached; and I could even have pardoned any one among us who had been so romantic or absurd as to expect that the magnetic pole was an object as conspicuous and mysterious as the fabled mountains of Sindbad – that it even was a mountain of iron or a magnet as large as Mont Blanc. But nature had here erected no monument to denote the spot which she had chosen as the centre of one of her great powers.” Their third summer was as disastrous in point of navigation as their second. It was not until near the end of August that they were liberated from the ice, and soon after were compelled to seek refuge in harbor to escape destruction from the drifting packs. Here they were again frozen in by the newly forming ice and compelled to take up their involuntary winter-quarters. The apparent impossibility of finding a summer clear of ice sufficiently long to escape with the Victory made Ross determine upon the plan of abandoning her and taking to his small boats and sleds push up to the mouth of Lancaster Sound where during the open water of summer he would be likely to fall in with some whale fishermen there pursuing their avocation. The stores and provisions of the Fury was directly on their contemplated route and here they could replenish their own at a fortunate half-way station. On the 23d of April the Victory was abandoned and the crew commenced pulling their boats and provisions over the ice. The journeys on foot were distressing and tiresome in the extreme and the very few opportunities they had of using their boats, the navigation was so harassing that they made but little headway. Reaching Barrow’s Strait they found it so completely blocked with ice that nothing whatever could be done and Ross determined to return to the Fury’s stores and there pass the winter, and make renewed efforts to escape the coming spring. But the ice closed in their rear and they were compelled to haul up their boats above high-water mark and here they built a canvas dwelling which they called Somerset House. The winter was very severe and the crew suffered much from scurvy, the carpenter dying of the complaint. Early in August the open water to the northward allowed them to proceed and by the 16th of that month they had reached the point where they had turned.

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back the year before. The water was now quite navigable and on the next day they entered Barrow’s Strait. The next week was a severe fight against contrary winds and on reduced provisions past the Admiralty and Navy-Board Inlets, but on the morning of the 26th a sail was sighted and it may be easily inferred that nothing was left undone to signal and attract the attention of the welcome stranger. Their efforts were duly rewarded and the new ship turned out to be not so much a stranger as had been expected. She was no other than the Isabella that Ross had himself commanded on his first voyage to the Arctic now turned whaler, commanded by Captain Humphreys and hailing from Hull. Their mutual astonishment somewhat abated Captain Ross and his crew were heartily welcomed on board and shortly after the Isabella stood away for England and landing at Hull a public entertainment was given in honor of the adventurous explorers. Reaching London, Ross reported himself to the Admiralty and on the next day was presented to the King by whom he was knighted. Another expedition in connection with the voyage of Ross will be very briefly noticed. His long detention in the Arctic zone had awakened the liveliest interest in his welfare called forth publicly by Dr Richardson, the intrepid companion of Franklin, and a private expedition to rescue Ross was decided upon and the command given to Captain George Back, who had also figured conspicuously on Franklin’s land expeditions. It left Liverpool
February 1833, passed through the Hudson’s Bay Company’s posts and on the 8th of August arrived at the Great Slave Lake. Back’s plan was to follow the most eastern – and only one unexplored – of the three great rivers which start from or near the Great Slave Lake and follow it to the mouth and then search the southern shores of Prince Regent’s Inlet where he believed Ross would be found. This river was known (vaguely) by Franklin + Richardson from various native accounts. At his first winter quarters Back heard of the safe arrival of Ross but was unwilling to give up his exploration of the new river which he accordingly surveyed during the following summer. This river called by the Indian guides of Back the Tchlewdezeth or Great Fish River is now generally known as Back’s Fish River or simply Back’s River. His return journey to his old post Fort Reliance was attended with great toil and much suffering. Here he wintered again and returned

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Austro-Hungarian Expedition  The next and last expedition we chronicle visited towards the Northeast Passage being the first attempt in that direction for nearly two hundred years. It was one of the many expeditions already chronicled whose orders for seeking a northern passage was secondary to other objects. Failing to secure feasible route towards the Pole between Novaya Zemlya and Spitzbergen they were directed if the ice seemed to favor such a step to attempt to circumnavigate the northern shores of the Eastern Continent. This is generally known as the Austro-Hungarian Expedition, which owes much of its existence to the indefatigable efforts of the well-known German geographer Dr Petermann, and to a liberal initial movement upon the part of Count Graf Wilczek who offered 40,000 florins towards its equipment. A pioneer voyage to investigate the state of the ice between Novaya Zemlya and Spitzbergen was made in the summer of 1871 by Lieutenants Weyprecht and Payer in a small Swedish vessel called the Isbjorn, and the reports being favorable a steamer of 220 tons, the Tegetthoff was built for this service, and victualled for two years and a half. She was officered and manned as follows:

Lieutenant Carl Weyprecht, Lieutenant Julius Payer – Commanders of the Expedition
Lieutenant Guster Brosch, Midshipman Edward Orel – Officers of the Ship.
Dr. Julius Kepes Physician to the Expedition
Otto Krisch, Engineer.
6 Officers
4 Boatswain, Carpenter, Stoker, Cook
2 Fagers from the Tyrol
11 Seamen
1 other Officer Captain Olaf Carlsen, Icemaster
24 Total.
The Tegetthoff left Bremerhaven, Germany, on the 13th of June 1872, touched at Fromson to replenish coals provisions and secure an icemaster and also receive a Ukase from the Russian Czar granting
protection from his subjects should the expedition be lost on the northern shores of his dominions. On the 16th of July they sighted the North Cape and on the (455)

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373 Sebastian Cabot, the discoverer of the continent of America in 1496, was born at Bristol, England, in 1477; died upward of seventy years of age.

Henry Hudson, the discoverer and explorer of the Hudson River, and Hudson’s Bay, North America, was born about 1555, in England; abandoned by a mutinous crew while in Hudson’s Straits, Nov. 1610.

James Cook, the first circumnavigator of the world, was born in Yorkshire, England, Oct. 27, 1728; was killed by the natives on one of the Sandwich Island Feb. 14, 1779.

397 and Dr. Hayes in 1860 in upper Baffin’s Bay counted the same number + then gave up in sheer despair while many others still in sight faded off in the dim horizon defying computation in their thickly studded blending outlines.

397 Parry in 1819 saw an iceberg in Baffin’s Bay aground in one hundred and twenty fathom (720 feet) of water which was 140 feet high which gives a ratio of about one-fifth above water.

388 The two ships were officered and manned as below:

Isabella.

John Ross, Commander, comm’d’g Expedition

William Robertson, Lieutenant.

William Thom. Purser.

John Edwards, Surgeon.

Charles James Beverly, Ass’t Surgeon

J.M. Skene, Admiralty Midshipman

Jas. Clarke Ross, do. do.

J Bustnan, Midshipman and Clerk.

Benj. Lewis, Master and Greenland Pilot.

Thos. Wilcox Mate and do. do.

10 Officers

3 Carpenter, Sailmaker, Cook

4 Leading Men.

31 Able Seamen

6 Marines.

54 Whole Complement
Supernumeraries
1 Captain Sabine, Royal Artillery
1 Sergeant
1 Esquimaux, Saccheous or Sackhouse.
57 Total on board

Alexander.
H. P. Hoppner. Lieutenant.
W.H. Hooper. Purser.
Alex. Fisher. Ass’t Surgeon.
John Nias. do. do.
John Allison. Greenland Master.
Joseph Phillips. do. Mate.
James Hulse. Clerk.
9 Officers.
3 Carpenter, Cook, Sailmaker.
3 Leading Men.
17 Able Seamen.
5 Marines.
37 Whole Complement.

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391 The two vessels were commanded, officered, and manned as below:
Dorothea
David Buchan, Captain.
Arthur Morell, Lieutenant.
John Duke, Surgeon.
John Jermain, Purser
George Fisher, Astronomer.
Charles Palmer, Admiralty Mate.
Wm. J. Dealy. do. do.
Wm. G. Borland. Ass’t Surgeon
Cyrus Wakeham, Clerk.
Peter Buice, Greenland Master
George Crawford, do. Mate
Thomas Hebron, Carpenter.
12 Officers
43 Seamen and Marines
55 Total Completment.

Trent.
John Franklin, Lieut and Commander
Frederic Beechey, Lieutenant.
William Barrett, Purser.
Andrew Reid, Admiralty Mate.
George Back, do. do.
Alex. Gilfillan, Ass’t Surgeon.
William Castell, Clerk.
George Fife, Greenland Master.
George Kirby, do. Mate.
James Bowden, Carpenter.
10 Officers
28 Seamen and Marines
38 Total complement

413 The two vessels were commanded, officered and manned as below:
Fury
W. Edward, Parry, Commander
Geo. Fisher, Chaplain + Astronomer.
Joseph Nias, Andrew Reid, Lieutenants
John Edwards, Surgeon.
W. Harvey Hooper, Purser
James Skeoch, Ass’t Surgeon.
John Henderson, Fr. R. M. Crozier, Midshipmen
John Bushnan Ass’t Surveyor and do.
James Hulse, Clerk.
12 Officers
5 Warrant Officers.
11 Petty Officers.
24 Able Seamen.
8 Marines (including 1 Sergeant)
60 Total on board.

Hecla
Geo. Francis Lyon, Commander.
Alex. Fisher, Surgeon.
John Jermain, Purser
Allan McLaren, Ass’t Surgeon
Joseph Sherer, Charles Richards, W. Nelson Griffiths, Edward Bird, Midshipmen
William Mogg, Clerk
11 Officers
Joseph Macklin Gunner
Joseph Lilly, Boatswain.
Charles Purfur, Carpenter.
Geo. Fife, Greenland Master.
Alex. Elder, do. Mate.
5 Warrant Officers
11 Petty Officers.
24 Able Seamen
7 Marines
58 Total on Board
END OF PAGE
This vessel was officered and manned as below:

- George Francis Lyon, Captain
- Peter Manico, Francis Harding, Lieutenants
- Mr Kendal, Ass’t Surveyor
- Thomas Evans, Purser.
- John Tom. Midshipman
- William Leyson, Ass’t Surgeon.
- 7 Officers
- 1 Gunner.
- 7 Petty Officers.
- 1 Corporal of Marines
- 25 Able Seamen
- 41 Total on board

The Hecla and Fury were officered, and manned as under:

Hecla

- Wm. Edw. Parry, Cap’t + Commander
- J. Land Wynn, Joseph Sherer, Henry Foster, Lieutenants
- Samuel Neill, M. D., Surgeon.
- 11 Officers.
- James Harrison Clerk
- J. Brothers, Gunners.
- William Smith, Boatswain.
- George Fiddis, Carpenter.
- John Allison, Greenland Master.
- George Champion do. Mate.
- 6 Warrant Officers.
- 45 Seamen and Marines.
- 62 Total on board

Fury.
H. P. Hoppner, Commander.
Hor. Thos. Austin, Jas. Clarke Ross, Lieutenants
A. M'Laren, Surgeon
James Hulse, Purser.
Thomas Bell, Ass’t Surgeon
Berkley Westropp, Chas. Crump Waller, Edward Bird, Midshipmen
9 Officers
William Mogg, Clerk
James Moore, Gunner.
Wm. Wentworth, Boatswain
Charles Purfur, Carpenter
George Crawford, Greenland Master
Thos. Donaldson do. Mate
6 Warrant Oficers.
45 Seamen and Marines.
60 Total on board.

Ice-bergs 394 South of Melville Island, Parry saw in 1819, large masses of ice which the crew were in the habit of calling bergs, though they were

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very different from those seen in Davis’s Strait and Baffin’s Bay, none of which were ever seen to the westward of Lancaster Sound. Some of these bergs were aground in twenty-five to thirty feet of water, and so much projected above the sea-level that Parry inferred that they would draw ten fathoms if afloat.

404 unexpectedly sighted Cape Farewell on the 15th of June.

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449. 25th they saw their first ice in latitude 74°. This was much lower than they had seen it the year before, or should be led to infer from the voyages of previous explorers, and they were inclined to think it an erratic pack from the Novaya Zemlya coast that was altogether accidental. But a short continuance
on their route soon convinced them that they had to deal with that most formidable of Arctic barriers—an unfavorable season. Near the end of July “the temperature of the air and the sea fell rapidly, and during the two following weeks it remained below the freezing point almost uniformly and without any essential difference between day and night.” Near the Pankratjew Islands the explorers were suddenly confounded with the sight of a small sailing vessel, which on overtaking them proved to be the Isbjorn, having on board Count Wilczek and other gentlemen whose object was to establish a depot of provisions for the expedition at Cape Nassan should any ill befall them on their peculiar voyage. To this point the two ships repaired and the depot made at the “The Three Coffins,” and secured from the ravages of the bears. On the 20th of August they parted company with the Isbjorn, and thenceforth their company was with the strange wild denizens of these inhospitable abodes. The very next day the Tegetthoff was beset and “never again were we destined to see our vessel in water. Happy is it for men that inextinguishable hope enables them to endure all the vicissitudes of fates, which are to test their powers of endurance, and that they can never see, as at a glance, the long series of disappointments in store for them! We must have been filled with despair, had we known that evening that we were henceforward doomed to obey the caprices of the ice, that the ship would never again float on the waters of the sea, that all the expectations with which our friends, but a few hours before, saw the Tegetthoff steam away to the north, were now crushed: that we were in fact no longer discoverers, but passengers against our will on the ice. From day to day we hoped for the hour of our deliverance! At first we expected it hourly, then daily, then from week to week; then at the seasons of the year and changes of the weather, then in the chances of new years! But that hour never came, yet the light of hope, which supports man in all his sufferings, and raises him above them all, never forsook us, amid all the depressing influence of

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Expectations cherished only to be disappointed.” After their besetment which took place in latitude 76°22 N. longitude 63°3’ E (Greenwich) they commenced drifting to the northward and on the 2d of October they crossed the seventy-seventh degree of north latitude. On the 12th of that month nothing of Novaya Zemlya could be seen “but a line of heights some thirty miles off, toward the south. At last every trace of land disappeared from our gaze; a hopeless waste received us, in which no man could tell how long we should be, or how far we should penetrate.” The constant grinding and moving of the great ice-pack in which they were so firmly imprisoned, the terrible onsets of the immense glacial tables which often twirled them about, heeling them over on their sides, like a cat playing with a mouse kept them in an aggravating suspense which can hardly be realized. As winter slowly approached these fierce convulsions of the icy tables were fortunately “recurring less frequently an in diminished force; but daily – and for one hundred and thirty days – we went through the same experience in greater or lesser measure, almost always in sunless darkness. It was, however, a fortunate circumstance for us that we encountered the first assaults of the ice at a time when we were still able to see; for instead of the calm preparations we were able to make, hurry and confusion would have been inevitable had these assaults surprised us amid the Polar darkness.” Several times were extensive preparations made to abandon the ship should she be crushed a fate which at those times seemed certain. Lieutenant Payer the historian of the expedition thus sums up his journal of those long weary nights of constant watching, “One of us to-day, remarked very truly, that he saw perfectly well how one might lose his reason with the continuance of these sudden and incessant assaults. It is not dangers that we fear, but worse far; we are kept in a constant state of readiness to meet destruction, and know not whether it will come to-day, or to-
morrow, or in a year. Every night we are startled out of sleep, and, like hunted animals, up we spring to await amid an awful darkness the end of an enterprise from which all hope of success has departed. It becomes at last a mere mechanical process to seize our rifles and our bag of necessaries and such on deck. In the daytime, leaning over the bulwarks of the ship, which trembles, yea, almost quivers the while, we look out on a continual work of destruction going on, and at night, as we listen to the loud and ever-increasing noises of the ice, we gather that the forces of

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our enemy are increasing.” Their critical position during the winter’s drift forbode many of the amusements and light duties which are so alleviating to the monotony of the polar night, but this very condition gave them much to occupy their minds, although not in a very acceptable manner. Ice-bears were numerous and no less than sixty-seven were secured, being a greater number than has ever fallen to the lot of any other Arctic expedition. In the early part of November they drifted past the 78th parallel of latitude and near the middle of February the 79th, thus wintering higher than any previous explorers, Hall’s contemporaneous expedition alone excepted. The summer of 1873 wore away but with it came no liberation to the entrapped ship, and it seemed certain that they would be confined to the same dismal floe for another winter without any adequate results to show for such forced lonesomeness and hardship. For another winter they were doomed to imprisonments but their labors were to be repaid in a surprising and most unexpected manner. “A memorable day was the 30th of August 1873, in 79°43’ Lat. And 59°33’E, Long. That day brought a surprise, such as only the awakening to a new life can produce. About midday, as we were leaning on the bulwarks of the ship and scanning the gliding mists, through which the rays of the sun broke ever and anon, a wall of mist, lifting itself up suddenly, revealed to us, afar off in the north-west, the outlines of bold rocks, which in a few minutes seemed to grow into a radiant Alpine land! At first we all stood transfixed and hardly believing what we saw. Then, carried away by the reality of our good fortune, we burst into shouts of joy – “Land, Land, Land at last!” There was now not a sick man on board the Tegetthoff. The news of the discovery spread in an instant. Every one rushed on deck, to convince himself with his own eyes, that the expedition was not after all a failure – there before us lay the prize that could not be snatched from us. “For thousands of years this land had lain buried from the knowledge of men, and now its discovery had fallen into the lap of a small band, themselves almost lost to the world, who far from their home remembered the homage due to their sovereign, and gave to the newly-discovered territory the Name, Kaiser Fraz-Josef’s Land.

“At the end of August and the beginning of September north wind drove us somewhat towards the south, so that the outlines of the land

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were still more faintly defined. But at the end of September we were again driven towards the north-west and reached 79°58’, the highest degree of latitude to which the Tegetthoff and its floe drifted.” An unsuccessful attempt was made to reach the strange land at once by a short forced march caused by a
sudden fog that sprang up while en route, but on the 1st of November a second venture was duly rewarded by treading on terra firma although nothing of a survey could be undertaken in the fast approaching winter. During their second winter they suffered sufficiently from scurvy to call forth lively apprehension should they be forced to spend a third, and from this cause and a steady decrease of their provisions it was according determined in the latter part of February that the spring months should be devoted to a search, as extended as their resources would allow, of the lands before them and that during the summer the Tegetthoff should be abandoned, and taking to sledges and small boats endeavor to reach some of the Russian fishermen that cruise near Novaya Zemlya. Their first sledge journey under Lieutenent Payer occupied from March 10th until the 15th during which the coldest weather experienced on the expedition was encountered when Lieut. Payer was on the Sonklar Glacier, -59° Fahrenheit. Their second sledge-journey, also under Lieutenent Payer from the 26th of March to the 23d of April was the principal one undertaken, and during it they reached latitude 81°38 north and could see land dimly in the distance (named Cape Vienna) estimated to be on the 83d paralell. Here was deposited a record which I transcribe in full: "Some members of the Austro-Hungarian North Pole Expedition have here reached their highest point in 82°.5 N.L. after amarch of seventeen days from the ship, lying inclosed in ice in 79°51 N.L. They observed open water of no great extent along the coast, bordered by ice, reaching in a north and northwesterly direction to masses of land, whose mean distance from this highest point might be from sixty to seventy miles, but whose connections it was impossible to determine. After their return to the ship, it is the intention of the whole crew to leave this land and return home. The hopeless condition of the ship and the numerous cases of sickness constrain them to this step.

Cape Fligely, April 12th, 1874.

Signed, Antonio Zaninovich, Seaman.
    Edward Oral, Midshipman.
    Julius Payer, Commander.

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Their return journey to the ship was one of much hardship. Open water, where they had previously found solid ice threatened to cut them off from their vessel a fate which was only avoided by a considerable detour near dangerous glacier fronts and during a most tempestuous storm. A third sledge journey from April 29th to May 3d commenced their survey of Franz-Josef Land and preparations were commenced accordingly looking to an early abandonment of the Tegetthoff. "The momentous day came at last the 20th of May, the very day in 1855 on which Kane abandoned his ship; and we hailed with joy the advent of the hour which was to terminate our life of inaction. Yet we could not see without emotion the flags nailed to the masts of the Tegetthoff, and the final preparations to leave the ship, which had been our home for two weatry years, and in which we had confronted the perils of the frozen sea, its ice pressures, its storms, and its cold. These recollections crowded upon us as the moment came to abandon her. Now too we had to part with our Zoological, Botanical, and Geological Collections, the result of so much labor; the ample collection of instruments, the books which had helped us over many a weary hour, and the sixty-seven bear-skins which we had so carefully prepared – all these had also to be abandoned. The photographs of our friends and acquaintances we hung on the rocky walls ashore, preferring to leave them there rather than in the ship, which must some time or other be driven ashore
and go to pieces. A document stating the grounds of our decision was laid on the table of the mess-
room.” Progress was distressingly slow and many trips had to be made over the same road in
transporting their provisions and stores. “After the lapse of two months of indescribable efforts, the
distance between us and the ship was not more than nine English mile!” “Up to this time all signs of a
happy termination of our venture seemed to have disappeared; but the hour of our liberation and
escape was nearer than we thought. On the evening of the 15th of July, after finishing our supper, a line
of small “leads” running to the south-west opened itself, and we forced our way for about a mile against
wind and current coming from the same direction. Next day, July 16th, the wind blew from the north-
west, and after our boats had been nearly crushed by the ice closing in some smaller “ice-holes,” we ran
into a broader and long “lead.”
one of them, the Nikolai, Captain Feodor Voronin made arrangements to carry them to Vards, which they reached on the 3d of September, and from which port they had a safe passage to Bremerhaven.

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Ice-bergs +Glaciers.

In Gael Hamkes Bay, on the east coast of Greenland, are immense glaciers, which Captain Clavering estimated to be at least 5000 feet in height.

Parry, from his experience on his second voyage in 1821 states that floating icebergs are less dangerous than those which having grounded stand directly in the track of a ship, which beset in the ice or becalmed, is very liable to be thrown against its fatal sides in her powerless condition.

The depth to which an iceberg will sink is also a function of the density of the immersing fluid, which, as we know, is dependant upon the amount of salts held in solution. An uniformly tabular iceberg 1000 feet thick will stand feet higher in the Dead Sea, or feet higher in the Red Sea than in the Baltic, or to make the comparison more practical the same mass will stand feet higher above the sea-level of the Atlantic than when in Baffin’s Bay, which in comparison with the height visible feet in the latter is insignificant. Other results also conspire to affect this density, as the uniformly variable pressure in the depth of the water, a cubic yard of misplaced fluid 1000 feet below its surface, supporting a trifle more in the air than a cubic yard at the surface. Salt water is also dependant upon the cold for its density, and unlike fresh water it has not its greatest density at 39°2’F.*, but becomes heavier as it becomes colder.

The specific gravity of sea-ice is 0.91, (Payer), therefore floating in sea-water of the average density 64/125 lbs to the cubic foot (Professional Papers U.S. Corps Engineers) there would be in an ice-floe ten feet thick, which is tolerable close to the average of those measure in the Arctic regions, a submersion of 8.87 feet, or 1.13 (one foot, one inch) above the water’s level, or a ratio of about 1 to 7.85

*38.8 Larduer, Above, Reclusé;

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Schalauroff. Russian Merchant


Trent John Franklin, Lieutenant R.N.  1818 “ 38.


Hecla. 375 George Francis Lyon, Commander, R.N. May 8-1821 “ “ 58.
Terror George Back, Captain R.N. June 14, 1836 1837 “ 73.
Victory 85 John Ross, Captain R.N. 1000ds May 29th June 1829 1833 Private Br. 23.
Land Dease 1836 1839 H.B.Co
Expediton Thomas Simpson “ “ “
Erebus Sir John Franklin, Captain R. N. Lost
Terror “
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Summary of Searches for the Northwest Passage,
Vessels, Tons, Commanders, Provisioned for, Years Departed, Returned, Gov’t, Number of Men
John Cabot, English
Sebastian Cabot, English
Jacques Cartier, May 1535, French
160, Sir Hugh Willoughby (North-East Passage) 18 mos May 10, 1553, England Merchant Ad
120, Richard Chancellor “ “ “
90, , “ “
Searchthrift, Stephen Burroughs, “ English Muscourves, 15
40, Pet “ 1580
20, Jackman “ 1580
Gabriel, 25, Martin Frobisher, June, English.
Michael, 25, , “, English
Sunshine, 50, John Davis., June 1585, English, 42
Moonshine, 35, , ”, English
Mermaid 10x50+53, 120, John Davis, 2d voyage, English
3 ships 1 yacht Wilhelm Barentz, “, 1594, Dutch Merchants Un. Province
Wilhelm Barentz, 2d voyage, “, 1595
2 ships 1 lost. 1 ship, Wilhelm Barentz,3d voyage, “, 10 May 1596.
Henry Hudson, 1607, Muscovy Co. 12.
The well authenticated depression of the vital forces of man caused by the long continued night of the Arctic winter is not due wholly to the imagination of the subject or attributable altogether to nostalgic influences, as is generally supposed. The extended researches of the eminent physiologist Pettenkofer has demonstrated that darkness has a direct effect upon the respiratory movements, diminishing them proportionally to its intensity. In the constantly recurring daylight of the more favored tropic + temperate zones this momentary cessation, so to speak, has no serious effect, but in the long abiding night of the frigid climates the consequent continued retardation of this most necessary vital function can easily account for all the baneful influences known to result from a winters sojourn in the Earthly Erebus. These facts point out a plain hygience law which becomes doubly imperative in the Arctic, and
that is to expose the crews of an expedition as much as possible to the effects of the vanishing light + sunshine of the Arctic fall, a course which is seldom adopted after the ships are at first housed + frozen in upon the completion of their short but arduous summer’s work.

487 My experience has been that the Esquimaux are more liable to snow blindness than white men under the same circumstances, but such experience has not been of a sufficiently extended character to warrant publishing that observation as a well-settled fact. The Esquimaux are peculiarly liable to chronic ophthalmias, and blindness more or less complete from cataractous deposits is painfully common among these unfortunate people.

ib. Whenever the Innuits receive a flesh wound which bleeds freely they generally strip off the thin parchment-like tissue which lines the inside of the undressed reindeer skin and apply it as a bandage. This already impervious tissue rendered doubly air-tight by the blood clotting in the few interstices forms a most splendid application for this sort of wounds and I have often been impressed with the rapidity of healing which they undergo thereby, nearly all healing “by first intention” as surgeon’s say.

An almost constant feature of the Arctic rain-storms is their light drizzling character, the sum total of the summer’s rain fall being but little in excess, probably, of one good severe thunder shower at home. Slight and misty as it is it is very destructive to ice and snow.

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So much has been said in regard to the use of alcohol upon the Arctic expeditions that I do not believe me literary labors are complete until I have touched somewhat upon this favorite theme. Although my experience with ardent spirits in the frigid zone was almost entirely of a negative nature, the great sledge journey of 3251 miles having been consummated without the use of a drop, still that negative experience coupled with a small amount of a more affirmative character and the deductions of others, will allow me to speak somewhat intelligently upon the subject within certain limits. That the moderate use of ardent spirits upon a sledge journey may be made productive of much temporary comfort, the same as well upon any other arduous duty, is, I believe, undeniable, but that such comfort is at all necessary to the interest of the expedition or even commensurate with the bulk it may take up on a sledge where every cubic inch of transportation is of vital importance is strongly debatable. The many well authenticated cases where the prolonged action of intense cold and the immoderate use of alcohol have been confounded with each other, coupled with the well known lowering of the animal temperature due to the ingestion of the latter, shows plainly something strongly akin in their physiological action upon the human economy, and the folly of using ardent spirits to act as a vital heating agent, the only use to which it can be applied. Sifting it all down I think that on short journeys + preliminary reconnaissances where there is ample transportation, that no harm can result from its moderate use, but in those great sledge expeditions, one or more of which are necessarily undertaken in every Arctic enterprise, where the whole energies of the best men of the party are called upon to their utmost of labor, patience and resistance to discomforts + hardships, there are too many more needed comforts than alcohol necessarily left behind to allow its transportation. O its use during the winter’s confinement to the ships it should only by systematically allowed when an ample supply of proper food places the chances of scurvy beyond all peradventure.

“In all the frequent attempts to sustain the intense cold of winter in the Arctic regions, particularly in Hudson’s Bay, Greenland, and Spitzbergen, those crews who had been well supplied with provisions and
liquors have generally perished; while, at the same time, the greatest number of survivors have been uniformly found among those who were accidentally thrown on inhospitable shores, destitute of food and spirituous liquors, compelled to maintain an incessant struggle against the rigors of the climate in procuring food, and obliged to use water alone for drinking.” The above quotation taken from Bell upon the authority of Dr. Miller of New York, although slightly over-drawn and sounding strangely like a temperance tract in its vehement logic, still has a sufficiency of truth to merit consideration, but all of which (477)

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168  Or more probably it is due to the continued exposure of the integumentary surface, from a want of proper clothing, as the valuable physiological researches of Dr Draper of New York has conclusively proven that the same effect can be secured by the action of the continued cold bath upon the whole surface of the body producing as a consequence of the reduction of the heart’s action the phenomenon of stupor, or sleep, either by deficient oxidation or by imperfect removal of carbonic acid. Certain it is that no such effect can be produced by the respiration of intensely cold air, at least, by persons acclimated under similar circumstances to those experienced by my party.

487. I have often been impressed with the ambidexterity of the various Esquimaux tribes with whom I have come in contact, those not possessing this functional symmetry being rare exceptions to a general rule, and even in those the superiority of dexterity over gaucherie is not so well marked as in their more civilized brethren. They drive their dogs using their whip indifferently with either hand. They shoot their game indifferently from either hand. They shoot their game indifferently from either shoulder skinning and carving their carcasses without regard to the particular hand employed. In the most delicate and complicated tasks that they undertake the use of one hand is only imposed until it is fatigued when it is freely exchanged for the other. Assuming the simple-minded Innuit to be low in the ethnological scale, these facts would support the theory so ably advanced by Dr. Daniel Wilson of Toronto, that the primitive condition of man and other vertebrates was, as their early fetal condition still is, one of complete bilateral symmetry not only structural but also functional.

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487  An Esquimau boy, supplied by Capt. Parry, ate in one day 10 ¼ pounds of solid food, and drank of various liquids 1 ½ gallons. A man of the same nation ate 10 pounds of solids, including two candles, and drank 1 ½ gallons; yet these persons were only 4 40 4 ½ feet high, Ext. –

ib. The Esquimaux women are not allowed to eat the meat of animals shot through the heart and the tongue is forbidden them under all circumstances.

286. The sounds produced in the telephone by the auroral flashes or streamers were observed in Providence by Prof. John Peiace, in May or June, 1877. I will give one further illustration of the delicacy of the telephone, this time in relation to magnetism. In June, 1877, Prof. E. W. Blake substituted for the
of the telephone a bar of soft iron, free from magnetism. When this was held in the line of the shipping
needle, the telephone talked readily by the earth’s magnetism. But when the telephone was swayed
into a position at right angles with the like of the dipping needle (in the same vertical plane) it was
absolutely silent; and the voice increased or faded out in proportion as the telephone was directed
toward or receded from the pole of the dipping needle.

149 The young of the reindeer, unlike the fawns of any other American deer, are not spotted.

*Without entering into a discussion of the theory that there exists two cold poles, or points of minimum
temperature, in the northern hemisphere, one in Asia, and the other in North America, I believe that the
thermometrical observations taken in the Arctic regions of the latter continent, straggling and
interrupted though they be, go far towards supporting the theory that the point of minimum
temperature is here, coincident, or nearly so, with the magnetic pole; and from the well known physical
relations existing between magnetic and thermal forces I deem it probable that such coincidence is not
accidental.

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The Franklin Story comprising as it does in its whole scope the life of Sir John Franklin whose many Arctic
researches place him in the front rank of Northern explorers, the history of the Northwest passage in
the prosecution and discovery of which his last expedition met it mysterious and terrible fate and the
narratives of the numerous searchers, fitted out by his own and a kindred country, makes up a chain in
Arctic history which encircles the greater portion of the literature of the Frozen Zones; a chain of
thrilling adventures and long continued hardships of suffering and starvation in the cause of humanity
and science never equalled; a chain whose most interesting link is lost the history of the last voyage of
the ill-fated Erebus and Terror. The Franklin Story, thus embodies a condensed resumé of much that has
already been written of individual and scattering Arctic adventures, but which has never been gathered
into a comprehensive whole, into a complete history of the Franklin expedition its causes and
consequences and it is the intention of this work to do this in as brief a space as justice to the subjects
will permit before passing to the narrative of the last Franklin Search of 1878-79-80 which, after all, is
only a small additional link to the great unfinished story. The History of the Northwest Passage, the Life
of Sir John Franklin and the History of the Previous Search Parties, like all histories general or
biographical, are mostly compilations from the published researches of others, and in such compilation I
have not hesitated to call freely – verbatim et literatim, wherein such composition suitably conveyed
they desired ideas, giving credit in each instance, rather than by a phraseological transposition and
interchange of synonymous terms give a false impression of originality, as is too often the case,
departing from this plan so far as is necessary to weave the whole subject into an harmonious
continuity, and obtain a brevity commensurate with the importance of the subject.

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Alcohol
can not be attributed to the baneful influences of spirituous liquors as this forced life throwing them upon a different and fresher diet, through their own efforts or those of neighboring savages, conduced greatly to a prevention of that greater scourge scurvey.

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List of contributions to Franklin Search Party of 1875-79-80.

Sharp’s Rifle Co. Hartford, Conn. – 2 Breach Loading Sporting Rifles, 200 rounds ammunition, spare parts and reloading apparatus.

Remington Arms Co. Ilion, N.Y. 2 Breech-Loading Muskets, 1000 rounds ammunition, spare parts and primers, and reloading apparatus.

Winchester Arms Co. New Haven, Conn. 2 Repeating (8 shot) Carbines, 1000 rounds ammunition, spare parts and primers, and reloading apparatus.

Whitney Arms Co. New Haven, Conn. a extra fine sporting Creedmoor breech-loading rifle.

Merwin and Hulbert, N.Y.City, one Evan’s magazing (26 shot) sporting rifle, 500 rds ammunition, spare parts + primers + reloading apparatus.

Smith + Wesson Arms Co. Conn. 2 breech-loading Army revolvers, 500 rds ammunition spare parts and reloading apparatus.


United States Cartridge Co. Lowell, Mass. 1500 rds ammunition 3000 primers and two sets reloading apparatus (Unlimited order tendered)

Hazard Powder Co. N.Y.City, 250 lbs. assorted sporting powder

Oriental Powder Co. Boston, Mass, 125 lbs powder


Leroy Shot and Lead Co. N.Y.City, 600 lbs assorted shot (Fitting out order tendered)

Phelps, Dodge + Co. N.Y.City, 1200 lbs Lead (Fitting out order tendered)

Waterbury Brass Co. Waterbury Conn. 25,000 musket caps, and one large case of shot pouches, powder flasks etc, etc.

J. Goldmark N.Y.City 25,000 assorted caps.

Thompson + Co. New York City, 6 Waterproof gun covers, cartridges, belts, pistol holsters, etc, etc.

Holberton + Co. New York City, assorted lot of fish-hooks and tackle.

Wm. F. Coston, New York City, 3 boxes Boston Night Signals

Unexcelled Fireworks Co. N.Y.City, 1 large box ass’t Fireworks.

H.K. Thurber + Co. N.Y. City, assorted groceries.
Wilson Man’f’g Co. Chicago, Ill. 5 cases Preserved Meats
Erie Preserving Co. N.Y. City 5 cases assorted Fruits + Vegetables
J. . Wilson N.Y.City 50 boxes Crackers

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Oleo-Margarine M’f’g Co. N.Y.City 500 lbs Oleo-margarine
F. Faerenbach + Co. N.Y. City. 2 casks Pickles
J. A. Livingston. N.Y. City. 1 Bbl Molasses
C. Feigansaun + Co. Newark, N.Y. 5 casks bottled beer
Schalk + Co. “ “ 1 “ “ “
Gaf. Flisshman + Co. Vienna Bakery N.Y.City – 1 box Zweiback
Pierre Lorillard + Co. Jersey City, N.J. 600 lbs, assorted tobacco. (Fitting out order tendered)
E. Ketcham + Co. N. Y. City 1 large box assorted tinware.
C. Reissner + Co “ ` Kerosene Cooking stove.
H’y Churchill N.Y. City 20 cases Kerosene
Lalance and Grozican. N.Y. City. 1 field Camp-kettle kit.
E.M. Boynton + Co. N.Y. City. 1 lot of saws and files
Thornton and Co. N.Y. City 1 lot of glovers + sailors needles
Rouse and Turnee. Jersey City. N.J. 2 bbls Crockery-ware, ass’t
Pease and Poillon, Brooklyn N.Y. Lumber for sledges ship-housing, etc. etc.
H. A. Tucker, Brooklyn, N.Y. 1 box Medicine.
National Bank Note Co. N.Y. City, one lot of bank note paper.
Hartz + Levy, N.Y. City, one lot of books, bound magazines, etc. etc.
Fowler + Wells. “ one lot of books
D. Appleton + Co. “ “
H. A. Gates (Electric Library) “ “
Capt. Hartshorn “ “
J. A. Whitemore “ “
C. J. Tayliabue N.Y. City, a lot of spirit thermometers of various kinds.
Col. Chaillé Long. Arctic works
Col James Lupton  
Henderson Bros’ [anchor] Line
Concert.
James Gordon Bennett.
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Condensed Meteorological Table of the Sledge Journey.
From April 1st 1879 to March 31st 1880.
1 day -71° Jan 3d 1880. (Fahrenheit Scale)
5 [days] -68° [Jan] 1st, 2d, 10th, 18th, [1880] [Dec.] 26th [1879].
1 [day] -67° [Dec] 23d [1879]
1 [day] -65° [Dec] 22d [1879]
3 [days] -64° [Dec] 20th, 23d [Dec] 19th [1879]
1 [day] -63° [Dec] 21st [1879]
2 [days] -62° Feb 26th. [Dec] 10th [1879]
1 [day] -61° [Dec] 12th [1879]
5 [days] -60° [Jan] 5th, 8th, 15th [Feb] 9th, 10th,
28 days = Total below -60° and between that and
38 ° = ‘ ‘’ -55° ° ° ° ° 10 days.
48 ° = ‘ ‘’ -50° ° ° ° ° 10 “
64 ° = ‘ ‘’ -45° ° ° ° ° 16 “
84 ° = ‘ ‘’ -40° ° ° ° ° 20 “
98 ° = ‘ ‘’ -35° ° ° ° ° 14 “
119° = ‘ ‘’ -30° ° ° ° ° 21 “
136° = ‘ ‘’ -20° ° ° ° ° 17 “
156° = ‘ ‘’ -10° ° ° ° ° 20 “
171° = ‘ ‘’ -0° ° ° ° ° 15 “
284° (?*) = ‘ ‘’ +32° (Freezing Point) ’ ’ 113 “
366 “ = Sum Total + 32ø Above = 82 * (20 days obs.)

Highest in shade + 58 (June 30th), in the sun + 68ø (June 26th)

All of the above were the minimum observations for the day.

Mean temperatures for the above months.

April 1879 = 5.3ø; July 1879, = --; Oct. 1879, = 0.ø0; Jan. 1880. = -53. ø2;


Average for the year -10.ø2 July and August would raise this to I the thermometer is averaged proportionally to the same corresponding observations taken in N. Hudson Bay.

*These averages are taken from 3 daily observations 6 am, 12. M. and 6 P.M. and not the minimum of the day.

*Includes two months, July and August upon King Williams Land from Cape Felix to Simpson Strait, during which no obs. Were taken owing to the loss of the thermometer with other articles from the Sledge in an ice-crack – July 1st 1879. During four nights in July and thirteen in August (17 total) ice formed on fresh water which would make the above table roughly 301 days below freezing; 65 above that point. It is more than probable that there were a few more nights below +32ø not observed.

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Lowest Recorded Temperatures (Fahrenheit)

Feb. 16, 1820. -55ø. Lieut. Wm. E. Parry R.N. Winter Harbor Melville Island


Mar. 17. 1861 -68.ø5 Dr. Isaac I. Hayes, Smith’s Sound


-69ø Dr. Kane, Smith Sound

Jan 1853 -73ø Capt. John Ross, R.N. Felix Harbor, Boothis


Jan 21, 1873 -60ø American whaler “Glacier” Capt. Potter, Repulse Bay, North Hudsons Bay.


Feb 28 1873 -51ø, Austro-Hungarian Expedition, drifting in Novaya Zemlya Sea, Lat 79ø12’ – Long 71ø38’

*Taken at an elevation above sea level

-24ø. Lowest ever recorded in the Alpine countries of Europe, (Payer.)
The Cold

Clothed in good native reindeer garments and living in native snow-houses, the severe injuries received by Parry’s men by frost-bite in their expedition on the 24th of February 1820 already described page could never have occurred. I have frequently walked with bare hands, and have seen the other white men of my party do the same, for a longer period (one-half an hour) and during greater cold (-44°) than that which proved so disastrous to the brave Smith in his efforts to save the valuable instruments.

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The Crew

No person should be compelled to form a part of an Arctic crew against his will, while the history of the fitting out of all such expeditions is replete with the swarms of applications which come from those animated by a desire to encounter the marvelous wonders and adventures of this frozen zone. The latter are less liable to nostalgia, a powerful auxiliary cause in the production of scurvy.

None but those who have been thoroughly subjected to the influence of a solitary discipline should be enlisted, a virtue which is important in almost geometrical ratio to the size of the crew, and which is as foolish for them to be expected to acquire after sailing as it is the observers of the expedition to learn their astronomy after starting.

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The Esquimaux 471, 473, 474

The Esquimaux have no chiefs. There are sometimes some old men in the tribes referred to as such, but their authority never exceeds a sort of an advisory kind, the obeying of which is discretionary. Their form of government, if any can be said to exist, is purely patriarchal, the old men of the tribes being sort of nominal rulers over all their descendants and all those who may have married into their families. They are divided into a vast number of small tribes, each having slight variations in language, habits and customs from the others but this does not prevent a constant interchange of social relations even to marriage, among each other. These diversities are not in any particular as marked as those existing among our western Indian tribes. Each tribe appears to have its special tract of country, but even this is constantly changing, the larger and more vigorous tribes encroaching by a sort of peaceable offensive invasion upon their weaker neighbors if such country presents any acceptable features to attract them. They very seldom war against each other, and all the feuds which I ever investigated were family ones,
in which the combatants simply had the hearty sympathy and well-wishes of their own particular tribes and nothing more.

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107. Death, in a religious and legal sense, is sufficiently established when the visible manifestations of life have ceased and the organism is beyond resuscitation, but anyone familiar with even the rudiments of physiology knows that death is a process, a series of steps, which no one has yet had the boldness to tell us which is the last, and which is the harder to determine the lower the form of life.

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Authorities quotes and used for compilation.


3. A Voyage of Discovery in his Majesty’s ships Isabella and Alexander for the purpose of exploring Baffin’s Bay, and inquiring into the probability of a Northwest Passage. 1818. By John Ross. K.S., Comdr’

4. A Voyage of Discovery toward the North Pole, performed in his Majesty’s ships Dorothea and Trent, under the Command of Captain David Buchan, 1818. To which is added a Summary of all the early attempts to reach the Pacific by way of the Pole. By Captain F. W. Beechey, one of the Lieutenants of the Expedition.


7. An Account of Experiments to determine the Figure of the Earth by means of the Pendulum vibrating seconds in different latitudes; as well as on some other subjects of Philosophical inquiry, By Edward Sabine, Captain in the Royal Artillery.

8. Journal of a Second Voyage for the Discovery of a Northwest Passage from the Atlantic to the Pacific, in his Majesty’s ships Fury and Hecla. 1821-22-23. By W. Edward Parry, Commander of the Expedn’


10 Parry’s Third Voyage, 1824-25, for the Discovery of a Northwest Passage from the Atlantic to the Pacific in H.M. ships Hecla and Fury.


END OF PAGE
The generally received opinion that the Arctic winter, especially in the higher latitudes, is a long dreary one of perfect opaque darkness, is not strictly correct. In latitude 82°45' N. the highest point ever yet reached by man (Parry July 23d 1827) there are five hours and thirty-six minutes of twilight on December 22d, the shortest day in the year in the northern hemisphere. In latitude 82°45' N. the highest point where white men have wintered there are five hours and thirty-six minutes of twilight on the shortest day, and latitude 84°32' N. 107 geographical miles nearer the North Pole than Parry reached, and 328 geographical miles from that point, must yet be attained before the true Plutonic zone or that one in which there is no twilight, whatsoever, even upon the shortest day of the year, can be said to have been entered by man. Of course, about the beginning and ending of this twilight, it is very feeble and easily extinguished by even the slightest mists, but nevertheless it exists and is quite appreciable on clear cold days, or nights, more properly speaking. The North Pole itself is only shrouded in perfect blackness from November 13th to Jan 29th, a period of seventy-seven days although the sun has set (supposing a circumpolar sea or body of water, unlimited to vision) on September the 24th and does not rise until March the 18th, for that particular point, giving a period of about 50 days of uniformly varying twilight. The pole therefore has, supposing the above supposition to obtain, about 188 days continuous daylight. 100 days of varying twilight and 77 o perfect inky blackness, - save when the moon has a northern declination, - during the period of a tropical year. During a period of a little over four days the sun shines continuously on both the north and south poles, at the same time; owing to refraction and diameter.

Highest Latitudes reached at various times
July 5, 1823 Captain D. C. Clavering. H.M.S. Griper 80°20’ N. of Haklyyt’s Heads [??] Spitzbergen
“ 7, 1818 Capt. David Buchan, H.M.S. Dorothea and Trent 80°34’ “
Capt. Hall 81°40’

We started upon our return journey Nov 1st 1881
Feb 19th
169 Remained over to-day to await the other two sleds which came up at 1 P.M. Ebierbing having killed six and Ikquesik two reindeer, besides two wolves the latter having killed for of Iqueesik’s dogs at his igloo. Going out of his snow-hut to their rescue a big animal seized him by the breast of his reindeer coat, which he knocked off with his gun, and shot before it could make another spring. He claims to have
killed two others in two curious but singularly savage manners worth describing. The first consists in spreading blood over the blade of a sharpened sheath knife and burying the handle in the snow which is converted into ice by the application of water. The hungry wolf seeing the protruding upright blade clotted with blood commences to lick it which results finally in cutting his tongue into shreds the bleeding resulting therefrom supplying the new bait to keep him at his deadly work, until he either bleeds to death by severing the ravine or other important artery, or dies of thirst afterwards from inability to lap the snow whereby they quench their thirst. The second method is more intelligible and consists in rolling up a thin strip of whalebone, about the size of a foot, into a compact helical mass, which is tied with sinew strings, until covered with a mixture of blood and grease which when frozen, forms a binding material, and then the strings are generally severed. This is thrown upon the snow with a number of similarly looking baits and is devoured along with them, and when released from its frozen fetters by the warmth of the stomach it elongates and has the well know effect of whalebone on the system, but having the military advantage of interior lines its effects are more rapid, killing in the course of a day or two. These most singular + cruel manners of vengeance I have so often heard corroborated by others that hard as they are to believe, I think them worthy of credence. One thing is certain, a dog wounded severely in the tongue will die of thirst when dependent upon snow-lapping as we lost one fine animal Kood-le-uk-y name in this manner, on Feb 23d who had received his injury in a tussle with a fellow a fews days before (see next page). Both on the 21st and 23d many Innuit signs were seen, meat cache places, tent places, and upright stones to designate particular spots. We were now expecting to meet some of the Kinnepetoos every day and on the 25th while Toolooah was hunting during a storm that had detained us he suddenly came plump upon a Kinnepetoo hunter, who was so frightened by this innovating unknown in his secluded land that he started forthwith for his igloo but Toolooah overtook him and soon assuaged his fears by telling him our nationality and destination. The next day – the 26th – we moved camp five miles eastward to this next camp the owner of which rejoiced in the name of I-sed’-luk. That day is worthy of record as chronicling a severe Northwest gale, the thermometer standing at -68°, but no serious

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freezings resulted. It is also the lowest temperature at which I have ever seen so violent a storm. Isedluk’s igloo was on the extreme northern boundary of the Kinnepetoo hunting grounds, and he had been lured thither nearly a year before by promises from other natives to join him at this spot, but none of whom he had ever seen since. He was, however, a good industrious hunter and had had no trouble in supporting his small family of a wife and two children, besides having many caches of reindeer meat, not yet disturbed in his vicinity. He knew nothing of the whale-ships in Hudson Bay, our greatest anxiety and, in general, his information of news character was antiquated in the extreme. To the Kinnepetoo village on Chesterfield Inlet was three days travel to the southwest he thought, while Camp Daly could be reached in three or four days journey bearing East-south-east or in two days if made with light loads and fast teams. I now determined to leave the most bulky of the party’s effects in charge of Isedluk, who promised to take faithful care of them, and with only two sleds and all dogs make a rapid trip to Camp Daly where I hoped to find some of last year’s incoming whale-whips in winter-quarters. The 27th was occupied in getting in a sufficient supply of meat that was purchased from our new-found ally, and in caching our stores in a small ice igloo where they would be convenient for his personal supervision, and on the 28th – the thermometer marking -69° we made our new start and the night’s dead reckoning showed twenty-one miles but my natives who claimed they were following the direst trail to Campt
Daly, as described to them by Isedluk, travelled due east, and I had but little faith in seeing that point in two days travel as my dead reckoning from the last observation showed still some twenty-four miles in latitude to be gained to the south. (On the 23d, Toolooah while out hunting alone was “treed” up a high rock by a pack of hungry wolves, and only managed to escape by killing one, and slipping away while the others were disputing over his body for the choice morsels. He had only 8 cartridges with him and as the pack numbered upwards of twenty, he thought “discretion the better part of valor,” and acted accordingly; still he felt a little chagrined that his ammunition chest had not allowed him to make me a present of three or four good-sized wolf-ropes at one sitting.) The 29th saw us apparently no nearer home, certainly no farther south, still I was yet inclined to allow my natives to have their own route, knowing well that the Conery River and the Winchester Inlet was a check that would prevent my passing the meridian of Camp Daly. Our stock of meat was none too ample in fact nearly exhausted and Isedluk had assured us that none would be seen on this route so that when a strong gale commenced blowing that night with a prospect of a “leg over” on the morrow, our plight was not an enviable one. Still the next day – Mar 1st – a terribly stormy one Toolooah – with the luck which seems to always accompany steady industry, found the tracks of three reindeer and followed them at a trot a distance of not less than fifteen miles, and secured them all, closing the whole game score at 511 reindeer for the expedition and 236 for himself. Ikqueesik saw the bloody trail of a recently wounded reindeer, and inferred therefrom that there must be whale-ships wintering near Camp Daly as the Innuits would not hunt in this direction in the winter time otherwise. On the 2d, in the afternoon, we came upon a large river which I, at once, believed to be the Conery, but which the natives, still adhering to their due east locality of Camp Daly, think is a small stream known to come in some eight or ten miles west of that point. As its course however was but slightly south of east they were willing to follow its trend and we camped on its banks that night, still somewhat in doubt in regard to our position. The 3d, we still continued on the new river, which now kept trending off more and more to the southward as we proceed until my natives commenced to feel alarmed about losing Pikeulik to the northward but at two P.M. we came upon the hummocky ice at the head of the Winchester Inlet and everyone at once recognized the old spot that we had left nearly a year before on our northern journey. It is impossible to describe the emotions of a person who has been undergoing long continued absence amidst privations labor and hardships when some expected familiar place that heralds home looms upon the anxious vision, and tells in welcome words that all the privations, all the hardships are things of the past. That shore line fringe of hummocks with its encompassed fields of mottled snow and ice looked like the marbled walls surrounding the vestibules of Eden with its mosaic pavements of crystal and alabaster. Even the non-emotional Innuits caught something of the inspiration of the hour, and belabored the poor dogs harder, and talked a great deal louder than usual, and better than all to them took a good generous pipe full of tobacco, from the stock upon which they had been economizing with the cares of a miser. I was much disappointed in not finding sledge tracks at the head of the Inlet, leading to the well-known reindeer hunting grounds as their presence, especially in large numbers would have been indubitable evidence of the whale-ships at Camp Daly, for the natives congregate around these like flies around a molasses keg, receiving hard-bread molasses + coffee in payment for seal and reindeer clothing and meat, and in pursuit o the latter they make frequent sledge excursions to the nearest hunting grounds. On March 4th we travelled rapidly down the familiar shores of the Winchester Inlet, first Observatory
hill throwing up its well-known outline, followed by Pikeulike and a crowd of Innuits whose numbers increased as we

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approached until we soon found ourselved among some thirty of our old Iwillik friends, and right hearty and generous was that meeting. From Ahmow, the guardian of our effects, we learned that there was but one whale-ship in the Bay, now wintering in Marble Island. The natives had had a severe time during the last winter procuring sufficient food, owing to the oft-repeated long-continued storms, at one time being reduced to their half-starved dogs and even seal and walrus lines, as a means of prolonging their existence. Just before our arrival, a few days quiet weather had allowed them to somewhat replenish their scanty supply and with a good-natured indifference as to the precarious future, so salient a feature of their character, they assure me that everything was “mamook poo’manah” (good now.) And now I reluctantly come to a portion of the party’s history that I would fair repress, but full justice to the consequent suffering of the expedition forbids any such charity to the failings of the person to whom I refer. When I left the greater portion of the party’s provisions trading material and other stores in charge of Capt. Barry, I must say that the demolition of his story on which the expedition had been based, which was so fully established by my after sojourn among the Netchilluks, had somewhat shaken my faith in one of the known virtues, and I even deemed it probable an unnecessary extravagance in the trading material which the generosity of the contributors had supplied in such lavish quantities as to exceed, in many cases, the necessary uses of the party, but I make no hesitation in stating that I was as totally unprepared to expect robbery as is usually the case where that crime is committed. Sufficient to say that that robbery deprived us of all our provisions, whose loss, had there been no ship within reach would have led to probably starvation, as after events seemed to prove; of all the trading material which had not been left in Ahmow’s care — a small quantity — besides some fine musk-ox and polar bear robes destined as a slight remuneration in the shape of curiosities to some of the generous contributors. My diary says for the 4th of March says that “I took supper of raw and cooked walrus meat and blubber and found it delicious.” (The very next day a severe storm sprang up and lasted with uninterrupted fury until the 13th next page). Here closes the history of the sledge-expedition proper undertaken in furtherance of the main object of the party, and I think it proper in closing it to make a brief resumé of the most salient points connected with that undertaking. It is the longest sledge-journey in the world both in regard to time and distance, having been absent from its base eleven months and four days, and having traversed 2709 geographical or 3124 statute miles. (Eleven months-twenty days and 2819 geographical miles if estimated to Marble Island, our near-

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est point where we returned to civilized food). It is the first sledge journey conducted through the heard of an Arctic winter, and a winter pronounced by the natives to be exceptionally severe *(505), as the condensed meteorological table at the end of the will fully confirm. Not that quite a number of sledge journeys have been undertaken by white men in the Arctic mid-winter but I know of none afore
this encompassing the whole duration of the most unfavorable months of that season, and, in fact, they have been generally very short and under circumstances where comfort commensurate with the exposure could be easily attained at some suitable base. It experienced the coldest temperature ever recorded by white men in the field; not only for a single observation – 71°F, but also in regard to protracted cold there being no less than sixteen days whose average shows one hundred degrees below the freezing point, and twenty seven days when the thermometer stood below -60°F. during very nearly all of which weather the party prosecuted its journey, without severe frost-bites and even in comparative comfort. It is the first Arctic expedition whose sole reliance for subsistence of itself and its draft animals, has been placed in the game of the locality and whose experience in that respect has been spread continuously over every month of the year, it having started with less than one months full rations for the consumers and having been absent for a period already stated. It may not be amiss however to state that it was also the finest armed party that ever entered the Arctic, which fact placed it on a most favorable footing for such an experience. It was the first expedition wherein the white men of a party lived solely upon the same diet, voluntarily assumed, as its native allies, which fact coupled with those already stated shows that white men are not only able to live the same as Esquimaux in the Arctic and with equal comfort but also to prosecute any projects that their superior intelligence may dictate or their ambition may desire and under all the circumstances that the natives themselves would similarly venture to undertake for less laudable objects. And it might be further added that the prosecution of these schemes need not be limited to such particularly favorable seasons of the year, as the experience of most Arctic expeditions would lead one to infer. In its searches the party was the first to make an extended summer’s exploration over the ground covered by the unfortunate crews in their deplorable endeavors to reach aid, although a glance at the map will show that their base was in a far less favorable position for such an undertaking, than that of the greater majority of the numerous searchers who preceeded them.

*Jan 3d 1880. Also the coldest temperature ever recorded on the mainland o the American continent.

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It performed the last sad rites for the few remains of the unfortunate crews, owing to the favorable circumstance of a summers sojourn; and from the thoroughness of the search and the conspicuous contrast of the bleaching bones with the brown clay-stones composing the flat coast of King William’s Land and adjoining mainland, I do not hesitate to state that not a single unburied man of Franklin’s unfortunate expedition probably exists. Where nature had not anticipated my party, (which she had in the greater majority of cases of the 105 men known to have abandoned the ships) or the retreating crews themselves performed the burial, my party completed the melancholy offices. From the incompleteness of the skeletons, their inextricable confusion, and scattered condition it is hard to place a close estimate upon the number interred, which, roughly speaking, varies between twenty and forty. It established the loss of the records of the Franklin party beyond all reasonable doubt. * As those alone have been the main incentive to the many expeditions since Dr. Rae’s in 1854, who established the loss of the party, and the burial of their dead must necessarily settle the Franklin problem in all its important aspects. It is the first considerable land-journey in the Arctic, the unanimous opinion and experience of previous expeditions being more or less pronounced against such journeys, an opinion to which they gave practical illustration by ??? unnecessary detours to follow salt-water ice or sinuous water-courses.
The experience of my party over all kinds of country shows that the value of the sledge-properly conducted – has been greatly underrated as a means of land locomotion.

*In Starvation Cove Lat. 68°09′ N. Long 96°03′ W.

504* For the second time within the personal experience of the oldest ment of the Esquimaux of N. Hudson’s Bay, Rae’s Welcome was covered from shore to shore by one continuous sheet of ice.

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List of Illustrations and Maps

1 Frontispiece – Portrait of Sir John Franklin. (From Nourse’s Hall)

2 Sketch Map of the Arctic Regions at the time of Franklin’s departure, and showing his supposed Track (see McClintock, page IX, Preface)

3 Crest of Sir John Franklin (for 3d Chapt.)

4 Spoon belonging to Sir John Franklin brought from Repulse Bay by Mr Barry forwarded ti Miss Sophia Cracroft, London. The mending in the Copper one by the Esquimaux. (Nouree’s Hall Prelim Chap. P. XXIII) for 3d Chapt.

5 Eothen – for Chap III, see Harps Weekly.

6 Cod0fishermen on Grand Banks for Cap III, see old Harp. Mag.

7 Among the icebergs – to be made up for Chapt III

8 The channeled iceberg.

9 An oomien

10 A kiak

11 “ “ carrying double

12 “ “ summersault (Hall)

13. Lyon’s Ivory dog (see Barrow p. 163.)

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109. found impssible to go into Polar winter-quarters without the direst results, and expeditions were only fitted for a summer’s cruise. The many unfortunate terminations to these winter experiments were then universally attributed to the salt-provisions with which they were provided, a theory which is yet zealously maintained by some. Salted provisions are deleterious in direct ratio to the amount of fresh food they displace, and for which they are often unfortunately substituted it being nearly always animal food thus prepared (514). It sounds strongly [?] incongruous with this theory that eminent practitioners* have often recommended saline medication, especially the salts of potassa to counteract
a deficiency of these constituents from their normal proportions in health, which is a well established pathological character in this disease. Dr Flint, one of the best American authorities says, “That the antiscorbutic virtue of certain vegetables and fruits depends, to a greater or less extent, on the presence of the salts of potassa is altogether probable. Evidence of this is afforded by the fact that the isolated potash salts are useful in preventing the disease.” The closely allied chemical and medical properties of potassium and sodium makes it highly improbable that the former can have such virtues and the latter such vices in the same pathological conditions. But we have already noticed that Sir John Ross has said – and he is ample corroborated – that a vegetable diet (prepared vegetables) were not sufficient to hold the disease in check, and it is not probable that the process of dessication has robbed them of their chemical salts. From all these conflicting theories the only harmonious onulet is my previous statement that it is in some unknown vital principal that the antiscobic properties of vegetables lie, a statement which is further supported by the fact that raw and unripe potatoes, corn, cabbage, green apple, etc etc, i.e. when they are at the very maximum of their vitability – are known to be more efficacious either as prophylactic or curative agents. And this is no less true in the animal class of food. It is often recommended to drink the warm blood of a freshly slaughtered animal – a popular remedy among Arctic whalmen who tell miraculous stories of its powers – and no doubt the flesh if partaken of at the same time, a mode I have known to be used myself in one case with surprising effect, would be equally efficacious. Raw meat is assuredly superior to that which has been cooked and in which it is not unreasonable to infer much of its peculiar vitality has been lost. Of the same kind of animals the younger and more vigorous are the best and of different species those of a more active nature, indicative of greater vitality are to be preferred. Some Arctic whale-

*Hammond, Hamilton, Garrod, Flint,
Scorbutus slowly depresses the vital power of man until at last the ultimate strain has been reached in the weakest organ when it seems to concentrate its power at this point or points, and owing to the diversity of constitutions, climates and other causes this gives a variety to its clinical history which covers almost all the known ailments of mankind. It is plainly beyond the scope of this work to designate the various forms it may assume due to this fact. It is often allied with other diseases; oftener, no doubt, than is generally supposed but since this is more likely to deceive the practitioner in the temperate zones than one equally skillful in the Arctic, who is more on the lookout for its invasion, it does not concern us here.

*Such was the case in Lord Anson’s famous voyage, when with a crew suffering from scorbutic dysentery, on the west coast of Mexico a palliative treatment by very fresh meat, suddenly assumed, only aggravated the enteric malady with wonderfully unfavorable results.

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The Russian army at the siege of Azef suffered severely from scurvy and yet they had no salt provisions, in fact, they also suffered no less severely from a want of this very essential condiment.

There is more reason displayed in Sir Gilbert Blane’s ideas, that the disease was contagious, which are now only brought forth to be severely criticized – in as much as it has one property of contagion slim as it is, that is the property of almost simultaneous appearance in a community. A few centuries ago, scurvy raged endemically during the winder in cold climates, until civilization furnished better means of preserving vegetables and fresh meats. Then a winter’s supply of meat was killed in the autumn and variously prepared and vegetables at that season were unknown. Now animals are slaughtered to meet the immediate demand and a plentiful supply of vegetables are carefully housed or even raised in hot beds, or imported green from neighboring tropics, and as a consequence scurvy has disappeared in civilized and populated districts, unless war, pestilence, or other great causes unsettle the regular course of events. The only real antiscorbutic remedies which I am disposed to acknowledge are fresh foods, and by fresh food I mean anything recently deprived of life or having the powers of preservation of living principles to an eminent degree, and when we say anything we mean every living organism not actually poisonous even including such as leaves, weeds, insects and reptiles. The first voyagers to Canada prevented and cured the disease by eating the fresh foliage of the spruce pine (Abies canadenis). Captain Cook fare likewise in partaking of the fresh leaves of an evergreen tree in New Zealand, the sorrel of Parry has already been alluded to, and the scurvy-grass of the Arctic, a rough tasteless cruciferous plant of that region is famous for the good it has done. Lord Anson gave the most practical application to this theory when he directed a small boat to land on the island of Juan Fernandez, and procure anything whatever so that is was green. A boat load of weed was the result, but they did their desired work so well that their efficiency as antiscorbutics is beyond cavil.

Any process which will destroy vitality itself as boiling, burning, violent chemical action, etc. etc. will if used in the process of preserving food do much to destroy its efficiency as an anti-scorbutic, therefore we find the most efficient fruits + vegetables to be those simply dried * by atmospheric exposure. Those juices obtained by simple expression, as lime, lemon and orange juice carefully

**It seems to us that various fruits and vegetables, and even flesh, lose less of the peculiar properties which belong to each of them as fresh food, by simple dessication, than by any other process of

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bottled from the fresh fruits; of meats, those dried in the sun and preserved in their own tallow, as the pemmican of the prairie Indian, which bears no more relation to the pemmican prepared for the Arctic voyages by contract, than their scalping does to a shampoo. All of these are known to be better than fruits and vegetables prepared by boiling, or better than chemically prepared tartaric ??? citric acetoc or other vegetable acids derived therefrom, or meats that haven been salted and smoked, although, as far as chemistry can determine their essential ingredients remain unchanged. Freezing “kills” completely the anti-scorbutic property of lime, lemon and other fresh juices and they lose much of their value by age. Fruits and vegetables whose strong vitality are not destroyed by the preservative properties of weak acids are very good – in fact – in direct ratio to the amount of freshness thus preserved, as green cucumbers and onions in vinegar prepared from fresh fruits. Cranberries despite their high price, must enter more largely into Arctic foods hereafter from their splendid property of long preservation in the weakest of all known acid – water. Its strong vitality, thus indicated, would show it to be good if properly dried, if that step ever comes to pass. Those articles of food which consist of the seeds of plants are valuable, as beans, peas, wheat, corn, etc take whole as the preliminary soaking which is almost always necessary if properly conducted produces a germination, a true vegetable growth, which almost classifies them as freshly grown. This property of sprouting is partially lost with age, although wheat take from the mummies of Egypt and older than decipherable history will germinate if placed under favorable circumstances. Vinegar, so variously landed and condemned is valuable if prepared from fresh fruits, as cider vinegar etc. but prepared from malt or liquors, or worse than all prepared chemically, it is more or less worthless. Molasses has also various qualities. “The best is a sirup made by merely evaporating the juice of the cane to a proper consistence; the next best is the first drainage from the crystallization of brown sugar; the worst in this respect is sugar-house syrup, however excellent it may be in other respects” (Surgeon Wilson U.S.N.). As scurvy is assumed by us to be the product of a want of food containing its necessary alimentary stimulus of vitality, the most natural conclusion would be that this disease would be sooner developed in those who had already made excessive drains upon their vital powers as by long-continues debaucheries, injurious medication, chronic maladies, and other debilitating causes, a conclusion which we find thoroughly supported by unfortunate facts. The expression vitality, which has been so often used, while scientifically inexact, is yet sufficiently descriptive to the intelligent hearer to convey the impression desired.

There was no necessity for the scurvy on board Parry’s ships.

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when wintering at Igloolik, as that place is notoriously abundant with seal and walrus, and I am not only inclined to second the idea of American whaling masters that those persons who will take this disease rather than walrus meat are ??? least useful men of the ships, but to go a step farther and say that for
an Arctic exploring expedition where the stomach is called upon to bear some of the uncomfortable changes, they are simply worthless.

173 We spent the latter half of August in seal-hunting, for it was only by the use of fresh meat that we were able to contend with, if not prevent cases of scurvy. (Payer)

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Appendix

Judge Daly’s Report of Capt. Barry’s Statement.
War Department leave. Apr 8th
Judge Daly’s letter to General Sherman
Secretary of Wars letter to me

END OF MANUSCRIPT