

of the Fury and Hecla, where he vainly sought the expected passage. In his third expedition, he sailed down Prince Regent's Inlet as far as latitude 72 deg. 30 min., in longitude 91 deg. west. Franklin, in two subsequent expeditions, traced the line of coast between the Coppermine and McKenzie's rivers, and westward from the McKenzie to Cape Back; and Captain Beechy, of the B. R. N., passed through Behring's Strait to 156 deg. 21½ sec. west longitude, leaving but 150 miles of coast to be surveyed between Behring's Strait and Point Turnagain. Let the reader refer again to the map, and he will see that of the whole northern coast of America, between Cape Garry, in Prince Regent's Inlet, and Icy Cape, but 650 miles remained to be explored; and of these the line of 150 was known and defined with sufficient accuracy for all commercial and geographical purposes. The land seen by Parry south of Melville Island, and called by him Banker's Land, that on the western side of Regent's Inlet, called by Captain Ross Boothia Felix, that seen by Franklin, north of Coronation Gulf, is supposed by Captain Ross to be one vast peninsula or continent, and is assuredly either such or a great group of islands. We come now to Ross's recent discoveries, by which he has satisfied himself that it is a peninsula, and that there is no passage from the waters of Hudson's or Baffin's bays through Regent's Inlet or any where else to the south of latitude 74 deg. His nephew, and second in command, however, is of a different opinion. The late expedition of Messrs. Dease and Simpson sets the question at rest, and proves Sir John Ross to have been wholly mistaken. We shall presently abridge it; but first, in justice to the brave and adventurous uncle and nephew, we must give some account of their unparalleled sufferings and exertions.

Captain Ross, judging very justly, that the arctic seas could best be navigated by vessels of shallow draught, and not dependent on the wind, proposed to the admiralty to attempt the northwest passage through Regent's Inlet by steam; but his proffer was at once rejected. The unfortunate are not readily trusted. Smarting under unmerited censure, he proposed the scheme to Sheriff Felix Booth, in whose favor we can forgive Ross for naming his discoveries after him, in offensive fashion of man-worship which all the modern explorers have followed, from Ross to Beechy. Why should the Strait of Anian be rebaptized by the name of a beast and a drunkard, "the fourth of the fools and oppressors called George?" If they had called their discoveries after themselves, there would have been some sense and justice in it. Mr. Booth, however, deserves to be immortalized, if only for his generous munificence. At first, he refused to aid Ross, because, as parliament had offered a great reward for the projected discovery, it would look like speculation in him to do so; but as soon as that offer was rescinded by government, this princely individual at once advanced his friend twenty thousand pounds, and became responsible for the whole of the expense of the expedition, and left him at liberty to select his own officers and crew. He set sail in the steamship Victory, with a company of twenty-four persons, in May, 1829, fitted forth in the most complete manner possible, with stores for a thousand days. The machinery, however, proved defective. The labor of managing it was excessive. It propelled the boat but three miles an hour at best, and it was of very little service at any time. The crew of a tender to the Victory mutinied, and she was obliged to proceed alone. Seldom has a voyage been commenced under more inauspicious circumstances. The Victory lost her fore-top-mast in a gale, and one of her engineers was dangerously wounded by her engine. Nevertheless, no man's heart failed him; and in

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