

gentleness and great intelligence have as strongly impressed those honoured by her acquaintance, as have her immense sacrifices and long researches for her noble husband impressed the public of both continents.

During last month, Lady Franklin paid a visit of two hours to the Educational Department and Normal and Model Schools, and evinced the deepest interest in all she saw. In reply to a note which accompanied a map of the North-West Territory, some official reports, and other documents, presented to her by the Department, she wrote as follows (Sept. 21st):

"I send you the article written by my friend, Capt. Allen Young,* in Thackeray's (Cornhill) Magazine, and also a little map, which shows rather more distinctly than that in the Magazine the course pursued by my husband and his companions, which has settled the question of a North-West passage, and entitled them to be considered as the first discoverers of it,—their discoveries having preceded, by several years, those of Sir Robert M'Clure in another quarter. We owe the knowledge of this fact, and the possession of the relics of the expedition, to Sir Leopold McClintock, who has done more than I ventured to hope in my little yacht *Fox*. I have added to Thackeray's a number of Macmillan's Magazine, containing the best article I am acquainted with on Arctic enterprise and the results of the search;† also a catalogue, by Lieut. Cheyne, of the relics brought home by the *Fox*."

2. ARCTIC ENTERPRISE AND ITS RESULTS SINCE 1815.

BY FRANKLIN LUSHINGTON.

Whoever wishes to see a great result summed up as shortly and simply as possible, need only glance at an Arctic chart of the date of the Peace of 1815, and then look at one drawn in the last half-year. Few comparisons are more striking, or more curiously suggestive. In the earlier map, between Icy Cape at the western corner of the north coast of America (longitude 160° west, ten degrees eastward of Behring's Straits,) and the half-explored coasts of Baffin's Bay on the eastern side of the continent (longitude 80° west,) there is a blank, only to be filled in accordance with the particular imagination of each hydrographer with an uncertain wavy line of supposed coast from the one extreme known landmark to the other. Two points alone of actual sea-coast in the intervening space of eighty degrees had been fixed by overland voyagers in the service of the Hudson's Bay Company, in 1771 and 1789, at the mouths of the Hearne or Coppermine and the Mackenzie rivers.

Such was the state of Arctic discovery at the close of the career of Napoleon. Let us look for a moment at the stage of knowledge which had been reached when the Crimean war broke out in 1854. The sheet which forty years earlier was all but a blank, was now covered with all but a perfect outline. With the exception of the channel which separates Prince of Wales' Land from Prince Albert's Land, and an area of some four or five degrees of latitude and longitude south of Peel Sound, every wind and turn of that icy labyrinth of islands which Sir John Barrow conjectured in 1817 to be an open basin, had been traced by personal observation as far north as the seventy-seventh parallel; and almost every mile of their coasts painfully traversed and accurately surveyed. From Icy Cape to the Boothian Isthmus, the boundary-line of the American continent had been laid down without a break; while beyond that isthmus eastward, the work had been done as accurately and as continuously. In fact, but for the limited area still left untraversed by the various expeditions in search of Sir John Franklin—the very area within which the last records and relics of his cruise have ultimately been found—the hydrographic survey of those latitudes may be truly said to have exhausted its field even in 1854. And if we were in possession of the journals of the *Erebus* and *Terror* from their passage down Peel Sound to their abandonment, after twenty months' fixture in the ice, to the north-west of King William's Land, it would probably be found that Franklin's crews had during that period explored some of the very ground of which the detailed features are still waiting to be verified in all but the very latest charts of the Arctic archipelago. It was only the finishing touch that was reserved for McClintock and Allen Young to add to the map which had been drawn by the labours of such men as Parry, Ross, Franklin, Collinson, Osborn, and McClure.

It is impossible to overrate in imagination the toil, the danger, the hardships and privations, the noble daring, and the unflinching endurance, the unselfish devotion and the high sentiment of professional duty, which have been necessarily involved in the accomplishment of such a task. Few readers can follow the narrative of any single Arctic voyage or journey, and not feel throughout an

admiring wonder at the power of human strength and human energy to perform so much active work under the pressure of such inordinate physical obstacles and physical suffering. It is a fact of which we may well be proud, that every inch of ground gained on the hard-fought battle-field of Arctic research has been won in a life-and-death struggle with the elements by British seamen. None, indeed, among the memories of the noble victims of this struggle are more honourably or affectionately acknowledged, or will be more enduringly preserved by the gratitude of the English people, than that of the gallant French volunteer, Bellot, or the intrepid American commander, Kane. But with these notable exceptions, the whole cycle of the Arctic discoveries of this century is the work of our own countrymen. British names mark every channel, cape, and inlet; and a history is to be read in almost every name. And not the least significant feature in the nomenclature of the Arctic chart is the recurrence at different points among the titles given after actual navigators, of the name of that energetic and high-spirited Englishwoman, to whose strenuous efforts, under circumstances of great discouragement, the fitting-out of the crowning expedition is entirely due. Cape Lady Franklin was the name given by Belcher's surveying parties to the most northerly headland of Bathurst island, close to the spot (lat. 77°) from which we now know that the *Erebus* and *Terror* turned southward in the autumn of 1845. Cape Jane Franklin was the name given by James Ross, in 1830, to one of the two headlands seen by him from Point Victory, the limit of his explorations on the western face of King William's Land. Seventeen and eighteen years later, the career, first of Franklin, and then of Franklin's ships, was to close within sight of this very headland; and, in 1859, the record of the fate of Franklin's crews was to be found, when the sad secret had been kept for eleven years, on the very position where Ross had unwillingly turned in 1830, after giving it Jane Franklin's name. The course of time and fate has done its best to consecrate the right of that name to the two prominent spots it will henceforth permanently mark in the geographical history of the Arctic sea.

In marking the beginning and the close of this great campaign of discovery by the Peace of Vienna and the outbreak of the Turkish war, we have but pointed to a fact which suggests more reflections than one. The wars of the first French Empire had put an end to all voyages of discovery for the time being. The ships and the sailors of England had full work nearer home in scourging the known seas, instead of bearing her flag into seas unknown. But as soon as the peace of Europe was again secure, the equipment of a Russian expedition of research for the Arctic Regions excited the emulation of England, lest the marine of another nation should have the honour of completing what Frobisher, Davis, Hudson, Baffin, and Cook had begun. The same year (1818) which saw the return of Kotzebue's vessel from the sound which bears his name, after an unsuccessful attempt to reach Icy Cape, beheld the inauguration under John Ross of our own series of Arctic enterprises. The next fifteen years, though full of adventures and persevering toil by land and sea, yet failed to solve the main question of a north-west passage; and the general interest in an apparently invincible problem dwindled by degrees, until it was revived by the comparative success of Ross and Crozier, in the *Erebus* and *Terror*, in exploring the Antarctic seas. That problem was first solved by Franklin, before his death in 1847, when he had brought his ships to a point where no land lay between them and the verified channels of Dease and Simpson, from which he would have sailed westward over a familiar path. But for the English nation it was shrouded in doubt and mystery, until the actual day when Lieutenant Creswell of the *Investigator* landed in Great Britain, as the herald and the evidence of McClure's discovery, on the 7th of October, 1853. At the date of his arrival, public attention was already and almost exclusively concentrated on the Eastern question. The Pruth had been passed, and the Russian challenge accepted by Turkey; and the entrance of England into the struggle was daily growing more inevitable. The thin echo of a distant success from the ice-bound waters of Melville Sound could hardly penetrate the ears that were listening for every rumour from Besica Bay. McClure himself, and his ship's company of the *Investigator*, together with the crews of the vessels abandoned by Sir E. Belcher's orders, did not reach England till eight days after the battle of the Alma had been fought. The national excitement which then prevailed accounts for the meagreness of the reception given to the seamen, who, by dint of four years' hardship and toil, had first succeeded in travelling over water from Behring's Strait to Baffin's Bay.

Let us look again at the Arctic chart, as it grows into shape under the hands of successive explorers from 1817. The first voyage of John Ross proved the substantial accuracy of the local discoveries made by Baffin in the bay that bears his name, at the same time that it corrected his imperfect longitudes. Parry, with the *Hecla* and *Griper*, in 1819, penetrated in a straight line westward through Baffin's newly-verified Sound of Sir John Lancaster, giving the

* Sir Eoderick Murchison, in his preface to Sir L. McClintock's "Narrative of the Voyage of the *Fox*," thus refers to this gentleman: "Captain Allen Young, of the merchant marine, not only threw his services into the cause, and subscribed £500 in furtherance of the expedition, but, abandoning lucrative appointments in command, generously accepted a subordinate post."

† We insert this article, slightly abridged.