

his government, was not employed again, and suffered an obloquy which his subsequent unexampled energy, hardihood, and daring, were scarcely sufficient to remove. The comparative success of Sir Edward Parry, his successor in command, overshadowed him like a cloud; but, sweet are the uses of adversity—his wrongs impelled him to exertions, which have put him above the reach of calumny. He thus modestly defends himself against the aspersions cast upon him:

"He," (Captain Parry,) "could not have believed that there was a passage through Lancaster's Sound, or he would have told me that he thought so; for it would be to suppose him capable of gross misconduct, were I to imagine that my second in command suppressed any opinion that could concern the duty in which we were both engaged." Captain Ross is decidedly right in his position, and exempts himself from all blame that must not be shared by every man under his command. We are therefore to believe that no part of the vituperation of the English periodical press emanated from any of the officers of the *Isabella*, directly or indirectly. The contrary opinion is too disgraceful to them as subjects, officers, and men, to be entertained for a moment. At the worst, Captain Ross's fault was but an error in judgment and worse can be alleged against even the immortal Cook.

Nevertheless, it does appear, notwithstanding his own rejection of the idea, his promotion, and the disavowal of any intent to blame him, made by the Admiralty, (after his subsequent triumphant success) that Captain Ross did lose the confidence of his government; for he was not employed to command the next arctic expedition. That trust was confided to Sir Edward Parry, than whom no abler navigator could have been found, though it was well known to the whole civilized world, that it was the object of the keenest desire to the unfortunate Ross. If the reader will follow Sir Edward Parry's course on the map, he will see that he penetrated Lancaster's Sound to 113 deg. west longitude, and received the reward promised by parliament for that achievement. He was there stopped by the ice. The results of his expedition were the ascertainment of the impracticability of any passage in that direction, of the probable separation of the great continent of Greenland from the American main, of the existence of a vast tract of land towards, and probably to the North Pole, and of Prince Regent's Inlet, through which it was hoped and believed that the long-sought passage might be found, and which subsequent experience has demonstrated to be the true Strait of Anian. He established the fact of human existence in latitudes where it had been believed an impossibility; he made various valuable observations on the northern lights, and *guessed* correctly the true position of the magnetic pole. Such improvements were made in the mode of wintering in high latitudes, as cannot fail to be of vast importance to the future preservation of human life. This advantage alone, in our estimation, amply repays the expenses of all voyages of discovery past and future. Moreover, an abundance of ornithological, piscatry, and animal life was discovered in those regions, which may be of great future advantage to British commerce; nay, must.

In 1820-21, Franklin made his first unhappy, but sublime journey down the Coppermine to the ocean, established the veracity of Hearne, which was before doubted, and traced the coast eastwardly to Point Turnagain. He also guessed the position of the magnetic pole, and made valuable discoveries in every department of natural science.

In Parry's second voyage, he discovered Melville Peninsula, and the Strait