

conviction that by following in the track of Kane and Hayes, the North Pole might be reached. A noble ambition fired his breast, to solve the problem of centuries, and reach the spot which so many heroic explorers had previously attempted in vain to reach. He hoped not only to win a laurel crown for himself, but to add to the honour and renown of his country. He possessed in a high degree that wonderful audacity for which Americans are noted—that seemingly reckless daring which laughs at difficulties, and which enabled Stanley to find Livingstone in the centre of Africa, and in the case of Hall carried him nearer the North Pole than any former navigator. Hall had risen from the ranks by sheer force of character, and unflinching industry and perseverance. He had few advantages derived from education, having been originally apprenticed to a blacksmith in Cincinnati. He rose at length to the editorial chair of a small newspaper, and afterwards seems to have formed a romantic passion for Arctic exploration. He qualified himself for the work by spending five consecutive years among the Esquimaux, during which he acquired a complete knowledge of their language, and thoroughly inured himself to their mode of life, besides acclimatising himself to a wonderful degree. During those five years he was actively engaged in prosecuting inquiries regarding the fate of Sir John Franklin and his men, with what results I am not aware. He made, however, one important discovery,—the site of Sir Martin Frobisher's settlement, regarding which there had been much difference of opinion. If to these qualifications for Arctic exploration he had added those of a practical seaman and an acquaintance with nautical astronomy, he would have been a thoroughly equipped leader. His zeal and enthusiasm, however, made up for many deficiencies; and when we take into account that he was obliged to entrust the navigation of his ship to others, and to depend on their judgment in all nautical matters, we cannot but feel additional wonder at his achievements.

In 1869, Hall returned from his five years sojourn among the Esquimaux, and in the following year he was engaged in urging the despatch of another Arctic expedition upon the attention of the American people. The Hon. G. M. Robeson, Secretary of the Navy, sympathised with his views; and the Department handed over to him a wooden river gun-boat of three hundred and eighty-seven tons. She was thoroughly repaired, strengthened for encountering ice, and re-christened the "Polaris." Congress also

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