

ceeded from the Hudson Bay stations to the Arctic Sea, and explored the coast between the mouths of the Mackenzie and Coppermine, and also part of Wollaston's Land, in the hope of finding some trace of the missing expedition; but in vain. In the same year the Plover, Captain Moore, and the Herald, Captain Kellett, went up through Behring's Straits with the purpose of intercepting Franklin's party should it have passed through the archipelago southwest of Cape Walker. On this station the Plover has remained, co-operating with other ships, and sending out exploring parties occasionally. In 1850, Lieut. Pullen of the Plover journeyed to the mouth of the Mackenzie, and so eastward to Point Bathurst, whence he attempted to go to Banks' Land—that unvisited land seen from the coasts of Parry's Islands. But he failed; and in 1851 he returned to the Mackenzie River.

The North Star, sent out in 1849 with instructions for Sir James C. Ross, wintered in Wolstenholme Sound, in Baffin's Bay, and returned to Spithead in September, 1850, after having seen in Lancaster Sound the large squadron sent in that year to look for the lost expedition. The movements of this squadron must be fresh in the minds of most of our readers. Captain Austin's ships, the Resolute and Assistance, with their tenders, went from England in May, 1850. In the same month, Mr. Grinnell's ships, the Advance and Rescue, under De Haven and Griffin, proceeded to the north. Captain Penny carried up his two ships, the Lady Franklin and the Sophia; the veteran, Sir John Ross, went in the Felix, and Captain Forsyth in the Prince Albert. In August, all these ships were in Lancaster Sound and Barrow's Straits, or the adjoining waters. On the 13th of that month, Captain Ommamney—Austin's second in command—and Sir John Ross heard from Eskimos in Barrow's Straits that two ships were crushed off Cape Dudley Diggs, and the crews afterwards killed—in the winter of 1846—by the natives. But this report was owing to a misconception of the Eskimo language. On the 23d of August, Captain Ommamney, and, a few days later, Captain Penny, found traces of the missing squadron on Point Riley and Beechy Island, at the opening of Wellington Channel. These were a small guide-board attached to a boarding-pike eight feet long, and bearing an index pointing the way to the ships, a wooden anvil block, some remnants of rope and clothes, several hundred empty meat-cannisters, and, above all, the graves of three men of the squadron: John Hartnell, and William Baine, of the Erebus, and John Torrington, of the Terror.

Three headstones, with inscriptions, marked these graves, and the dates were from January to April, 1846. Captain Austin's ships wintered southwest of Cornwallis Island. Several officers on foot rounded the west end of Melville Island, in longitude 114° west, and saw land beyond the 116th meridian. The intermediate bays and passages were also explored. On the south of Barrow's Straits Captain Ommamney, Lieutenant Osborne, Meecham, and Browne—at a season when the cold was 70° below zero, and spirits froze in bottles—traced Cape Walker and the adjoining straits to within 180 miles of Victoria Land.

Captain Penny's ships explored part of Wellington Channel. He saw three blue openings to the west from that channel—the north and east being closed with ice. He perceived a strong current running from the westward, and it was his opinion, and that of all who accompanied him, that the prevailing winds were from the northwest. He attempted to send a party in that direction, under Mr. Stuart, but it was stopped by the water, which could be seen stretching on to the horizon. Penny asserts there is a great amount of animal life in this region—four-footed, feathery, and finny—walruses, seals, whales, bears, hares, foxes, wolves, reindeer herds, flocks of king and eider ducks, brent, geese, gulls, and other water-fowl. It should be observed that the walrus can exist but where there is open water, in which it may rise for air.

Captain Forsyth, in the Prince Albert, made a rapid run to the Arctic circle and back to England in the space of four months. He went through Lancaster Sound, and on to the Fury Beach, in Regent's Inlet. Finding great obstructions to any further progress westwardly, he went up Wellington Channel, and, returning quickly, brought home the news of the relics on Beechy Island. By this time the chief points in Lancaster Sound and Barrow's Straits had been examined, and also the farther end of Melville Island beyond Cape Walker, without revealing any traces of Sir John Franklin and his crews.

The American ships, so generously missioned by Mr. Grinnell on this fraternal errand, were caught in the ice in Lancaster Sound, borne up Wellington Channel, then back again, and out through Lancaster Sound into Baffin's Bay—a drift of 1060 miles during 267 days! Having at last extricated his ships, De Haven again proceeded to confront the deadly difficulties of the search, but was checked by the ice, and obliged reluctantly to return to New-York in October, 1851.

While all these ships were exploring