

Hence, it devolved on Lady Franklin and her friends to be the sole means of endeavoring to bring to light the true history of her husband's voyage and fate.

Looking to the list of Naval worthies who, during the preceding years, had been exploring the Arctic Regions, Lady Franklin was highly gratified when she obtained the willing services of Captain M'Clintock to command the yacht 'Fox,' which she had purchased; for that officer had signally distinguished himself in the voyages of Sir John Ross and Captain (now Admiral) Austin, and especially in his extensive journeys on the ice, when associated with Captain Kellett. With such a leader, she could not but entertain sanguine hopes of success when the fast and well-adapted little vessel sailed from Aberdeen on the 1st of July, 1857, upon this eventful enterprise.

Deep, indeed, was the mortification experienced by every one who shared the feelings and anticipations of Lady Franklin when the untoward news came, in the summer of 1858, that, the preceding winter having set in earlier than usual, the 'Fox' had been beset in the ice off Melville Bay, on the coast of Greenland, and after a dreary winter, various narrow escapes, and eight months of imprisonment, had been carried back by the floating ice nearly twelve hundred geographical miles—even to $63\frac{1}{2}^{\circ}$ N. lat. in the Atlantic! (See the woodcut map, No. 1.)

But although the good little yacht had been most roughly handled among the ice-floes (see Frontispiece), we were cheered up by the information from Disco, that, with the exception of the death of the engine-

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