

prevailed upon to once more attempt the north-west passage; so in 1845 he started on his voyage with the two ships, the "Erebus" and the "Terror." England looked with admiring eyes on the departure of her favorite seaman, and all wished God-speed to the bold adventurers. When last seen and heard of, he was proceeding up Baffin's Bay with all hopes of success. In order to accomplish the passage he was obliged to sail through the archipelago off the eastern portion of the American coast, and then to continue his voyage on the upper sea to Behring Strait. Franklin, after safely passing the winter of '45-'46 on Beechey Island, sailed southward to reach the free channel, which, from the land surveys of the Hudson Bay Company, he knew to exist along the mainland of America. But at McClintock Channel he met the fate of many an Arctic explorer by being caught in the treacherous drift ice and being obliged to abandon his vessels. It was afterwards learned that his party pushed boldly on toward the coast and actually discovered the long-sought-for passage.

For three years no tidings of Franklin had reached England, since he had been seen in Baffin's Bay, and as some anxiety was beginning to be felt, Sir James Ross, a nephew of the noted explorer, was dispatched to bring relief to Franklin. Ross returned to England in the following year without any tidings of the expedition, and on this the country became thoroughly alarmed. A plan of search was immediately formed, and all possible means were employed to ensure its success. Several of the most famous and trustworthy Arctic explorers, among whom were McClure, McClintock, and Beecham, were sent in different vessels to examine every portion of the regions to which Franklin had sailed. Sledge parties were dispatched in all directions over the ice to find some trace of the lost explorers, but their efforts were in vain, and they returned to England without the slightest knowledge of Franklin's fate. Although these expeditions failed in their principal object, they had the effect of causing the Arctic islands and channels to be thoroughly explored, and, in fact, they led to the ultimate discovery of the desired passage. For, in 1851, McClure, during his search

for Franklin, succeeded in reaching the last island which had to be passed in order to enter the open sea. But at this very place his vessel was caught in the ice and he was obliged to remain there for two years. At length a party from Kellet's expedition reached the destitute crew and conveyed them to their vessel. McClure thus actually discovered and traversed the north-west passage, although not in the same ship, and partly by travelling over the ice. For this great accomplishment parliament granted £10,000 to himself and crew, and on him was bestowed the honor of knighthood.

In the following years it was learned from the Esquimaux that Franklin and his crew, after leaving their ship, which had been caught in the ice, proceeded for a great distance on the floes, and really made the passage; but in the end, from the combined effects of fatigue, starvation, and cold, they perished miserably on the ice. Years afterwards the bones of some of the unlucky men were found buried in the snow.

As the north-west passage has been shown to be impracticable for navigation, and owing to the building of the Suez Canal, unnecessary as a shorter route to India, Arctic exploration in later years has been directed more toward the north, with the object of examining the higher regions and of reaching the pole. One of the most remarkable voyages took place in 1875 under Capt. Nares. With the two ships, the "Discovery" and the "Alert," he pushed on through Baffin Bay and Smith Sound to Lady Franklin Bay, near the northern coast of Greenland. Here winter quarters were established, but the "Alert" pressed onward till it reached the ice-covered sea which bounds Greenland on the north. From this point sleighing parties were arranged to push onward over the ice and examine the coast; one under Capt. Markham reached the remarkable latitude of $83^{\circ} 20'$.

Although the project of sailing west round North America from the Atlantic to the Pacific had been abandoned as infeasible, that of going to the east along the coast of Siberia was undertaken and successfully accomplished by the veteran Arctic explorer, Nordenskiöld. After two preliminary voyages, he succeeded in