

naturally led men to look for the passage in that direction.

Sir John Franklin was born at Spilsby, in Lincolnshire, in the year 1786. He entered the English navy in 1800 as midshipman. He served in the *Polyphemus*, and, as a middy on board, witnessed the battle of the Baltic before Copenhagen, where Nelson paid back the old Corsair compliments of Regnar Lodbrok. Young Franklin went afterwards with Captain Flinders on a voyage of discovery to the coasts of New Holland, and was shipwrecked on a coral reef in August, 1803. Sir John was early inured to those perils and privations which attended his course in life. He was signal-midshipman on board the *Bellerophon* in the sea-fight of Trafalgar in 1805, reading through the smoke the signs of battle as they flew from mast to mast. In 1808, Lieutenant Franklin escorted the expatriated Braganzas—flying before Junot and the other French generals—from the Tagus to the Rio Janeiro. Again, in 1814, he was with Packenham at New Orleans, trying to get at Jackson behind the immortal mud-parapets and sand-bags (no cotton packs among them—we have Andrew's word for it), and was wounded in the boat service while behaving spiritedly and well. In 1818, he commanded the *Trent*, and accompanied Buchan to the north. Next year he made that terrible overland journey to which we have briefly alluded. In 1825, he made another overland expedition towards the Polar Sea, leaving England in great depression of mind in consequence of his first wife's illness. This lady, daughter of Mr. Porden, architect, of London, died in less than a week after he had left England, carrying with him the flag she had given him to hoist on reaching the Polar Sea. He was obliged, by the imperfect success of the expedition, to hoist it on Garry's Island, at the mouth of the Mackenzie River. He has left narratives of these two overland expeditions. In 1827, he was presented by the Geographical Society of Paris with a gold medal worth \$250. In 1828, he married Jane, daughter of John Griffin, Esq., of London, and in 1829, Captain Franklin was knighted by George IV. He was actively employed in the Mediterranean during the war of Greek Independence, and received for his services the order of the Redeemer of Greece. Sir John, if now alive, is in his 67th year.

Franklin left England on the 26th May, 1845, with the *Erebus* and *Terror*—two ominously-named ships, which had been originally built for purposes of bombardment, and had only just returned from the Antarctic exploration under Sir James C.

Ross. Sir John was accompanied by Captain Fitzjames and Captain Crozier, and the squadron had a complement of 138 men. He was spoken by the whaler *Enterprise*, Captain Martin, in Baffin's Bay, on the 20th of July, and his ships were last seen on the 26th (fastened to an iceberg in Melville Bay) by Captain Dannett, of the whaler *Prince of Wales*. Franklin had—he himself stated—five years' provisions on board, and told Martin he could make them last seven years, if necessary, with the help of the game which he was sure of procuring.

When 1847 had passed away without tidings from the absent voyagers, some anxiety began to be felt. After a time Sir John Ross expressed his belief the expedition was frozen up to the southwest of Melville's Island. Sir Francis Beaufort, Sir W. E. Parry, Captain Beechy, Captain Sir John Richardson, and Captain Sir James C. Ross, were nearly of the same opinion, and thought that Franklin, if obliged to quit his ship, would try to make his way, by an unknown interval, to the Mackenzie or Coppermine, on the continent. Dr. McCormack and Captain Penny spoke of Wellington Channel and Jones's Sound; but the former authorities greatly relied, in forming their conclusions, on the orders of the Admiralty, which a British officer is strictly bound to respect. These orders were, that Sir John should endeavor, in the first instance, to proceed towards Behring's Straits, in a southwesterly direction from Cape Walker, and the alternative, in case the way should be closed, was an attempt through the opening of Wellington Channel. In the spring of 1848, Sir James C. Ross was sent with the *Enterprise* and *Investigator* to Lancaster Sound. He found a barrier across Wellington Channel, and a vast quantity of ice in Barrow's Straits. He wintered in the harbor of Port Leopold, where the Straits, Regent's Inlet, Wellington Channel, and the Western opening made a cross or sort of northern *Quatre Bras*. The winter was passed in southerly explorings. With Lieutenant McClintock, Sir James explored the west coast of North Somerset, and Lieutenant Robinson examined the western shore of Regent's Inlet beyond Fury Beach. Before quitting his quarters, Sir James built a house at Port Leopold, leaving there fuel and provisions for twelve months. He then made his way into Lancaster Sound, and, on the 5th of November, 1849, reported himself at the Admiralty, having missed the North Star which had been sent out to him with instructions to attempt the passage through Wellington Channel.

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