

22d, when our progress appeared to be arrested by a small low island, which was discovered about seven miles distant.

*“Between Cornwallis Island and some distant high land visible in the north, appeared a wide channel, leading to the westward. A dark, misty-looking cloud which hung over it (technically termed frost-smoke) was indicative of much open water in that direction.*

*“Nor was the open water the only indication that presented itself in confirmation of theoretical conjecture as to a milder climate in that direction. As we entered Wellington Channel the signs of animal life became more abundant.”*

So much, then, for the barrier of ice in Wellington Channel in 1850. Let us now speak of what was there in 1851. On the 11th of August about as much fixed floe was remaining in Wellington Channel as had been found by us on the previous year, *a month later in the season.* On that occasion, late as it was, we have the evidence of Lieutenant De Haven to prove the channel opened: why should we doubt it doing so in 1851? An open sea existed on both sides of a belt of ice, rotten, full of holes, unfit to travel over (as Penny's officers reported it), full thirty days before the winter set in; is there an Arctic navigator hardy enough to say he believes that that belt would have been found there on the next spring-tide after our squadron was liberated from Griffith's Island? Then, I repeat, if it is allowed that Wellington Channel was open in 1819, 1820, 1850, and 1851, it is natural to infer that it was open when Franklin wished to pass through it in 1846, and that, under such circumstances, he would, in obedience to his orders, have gone by it to the N. W.

The day has not long passed by when it was tried to be proved, on *undoubted testimony*, that Barrow's Strait was