

to the seaman, a lullaby, say what they may, in his hoarse song; and they of the middle watch tell how the friendly light of some distant cape glimmered and danced in the east, until lost in some passing squall.

Now for the North-West! we exclaimed,—its much-talked-of dangers—its chapter of horrors! As gallant Frobisher says, “it is *still* the only thing left undone, whereby a notable mind might be made famous and remarkable.” As it was in Frobisher’s day, so it is now, unless Franklin has accomplished it, and lies beset off the coast of Asia—and why may it not be so?

Whilst the squadron progresses slowly towards Cape Farewell, the ships under topsails and the steamers under jury-masts and sails, we will take a retrospective view of what was now (1850) going to be done for the relief of Franklin.

Captain Collinson, with two ships, has gone to Behring’s Straits, with the Plover as a depôt in Kotzebue Sound, to fall back upon in case of disaster. He steers direct for Melville Island along the coast of North America.* Captain Pullen, having successfully searched the coast from Point Barrow to the Mackenzie River, is endeavouring now to push from thence, in a northerly direction, for Bank’s Land. Dr Rae is to do the same from the Coppermine River. Captain Penny, a first-rate whaling captain, with two fast brigs, is now ahead of us,

* One of these ships subsequently, under Captain Sir Robert M’Clure, reached within sight of Sir Edward Parry’s farthest point—Melville Island; and the gallant leader and crew actually passed home over the frozen sea, until shipped again at Beechey Island. Thus they travelled for the first in Arctic discovery from the Pacific to the Atlantic Ocean—from Behring’s Straits to England!

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