

ing of the brig for the purpose of firewood. The chief necessity of the explorers was fresh meat, to guard them against the scurvy. To obtain this food, frequent excursions were made for the purpose of capturing seals. On one of these occasions Dr. Kane narrowly escaped a watery grave. He was twelve miles' distance from the brig with a single attendant. The ice broke beneath their sledge and they were precipitated into the water. After great exertions and amid extreme danger they succeeded in regaining ice sufficiently strong to bear their weight. They lost their sledge, tent, kayak, guns, and snow-shoes.

They waited patiently for the time to arrive when they could commence the necessary preparations for the journey of 1,300 miles which they would undertake in the spring. The vessel would evidently remain so firmly fixed in an ocean of ice that its removal would be utterly impossible. Their return must be effected with the combined use of sledges and boats. Yet, before commencing a final retreat, Dr. Kane resolved to attempt once more a northern excursion, hoping that it might result in some useful discovery connected with the object of the expedition.

The region which was yet to be explored was the farther shores beyond Kennedy Channel. The aid of the dogs was indispensable to the accomplishment of this task, and there were but four left out of the sixty-two, which composed their stock when they left Newfoundland. An arrangement was, however, made with Kalutunah, one of the wandering Esquimaux whom they knew, for the use of his dogs and three sledges. Thus reinforced, Dr. Kane, accompanied by several experienced Esquimaux travellers, commenced his journey. In two hours they reached a lofty berg fifteen miles north of the brig. The outside channel seemed filled with squeezed ice, and on the frozen plain beyond the bergs appeared to be much distorted.

Having returned to the brig, Dr. Kane resumed his preparations for final departure. Frozen fast as she was in the ice, there was no possibility of removing her. The only possible means of escape was by the combined use of boats and sledges. The party went to work industriously in the manufacture of clothing suitable to the journey. Canvas moccasins were made for each of the party, and a surplus supply of three dozen was added to the stock.

The means of conveyance which were to carry the company on this long and weary journey, and which were to be carried by them in a great measure, consisted of three boats. These had all suffered very materially from exposure to the ice and the Arctic storms, and were scarcely seaworthy. They were strengthened and tinkered in every possible way by oak bottom pieces and by wash-boards, which protected the gunwales and gave them greater depth. A housing of canvas was stretched upon a ridge line, which was suspended by stanchions, and which were fastened over the sides of the boats to jack-stays. Each boat had a single mast, and it was so arranged that it could be easily unshipped and carried alongside the boat. The boats were mounted on sledges. The provisions were stored carefully under the thwarts. The boats were to be drawn by the men with rue-raddies, or straps, which passed over the shoulder and were attached by a long trace to the sledge. The philosophical instruments were carefully boxed and padded and placed in the stern-sheets of one of the boats. Spy-glasses and small instruments the travellers carried on their persons. The powder and shot, which now became of infinite value to them, were distributed in bags and tin canisters. The percussion caps, the most valuable of all, Dr. Kane himself took charge of and reserved.

Having made all the preparations which were possible under the circumstances of the case, Dr. Kane announced to his crew that he appointed the 17th of May as the day of their final departure from the brig. Each man was allowed to select and retain eight pounds of personal effects. He was determined to commence this memorable journey on the day appointed, at all hazards. At length the day preceding that of departure arrived. The boats were removed from the brig and placed upon the ice. This process seemed to revive to some degree the desponding spirits of the men. The provisions were then conveyed into them, and other necessary transfers were made. After some hours of active operations, the whole of their task was completed, and the men returned on board the brig in order to spend their last night in that familiar shelter. After supper they retired to rest in order to recruit their energies for the toils which were to commence on the ensuing day, upon the final success of which their future existence depended.

At length the wished-for moment arrived when the weary

adventurers were to take their last farewell of the vessel which had been associated with them in so many vicissitudes and dangers. Thirteen hundred miles of ice and water lay between their present position and the shores of North Greenland.

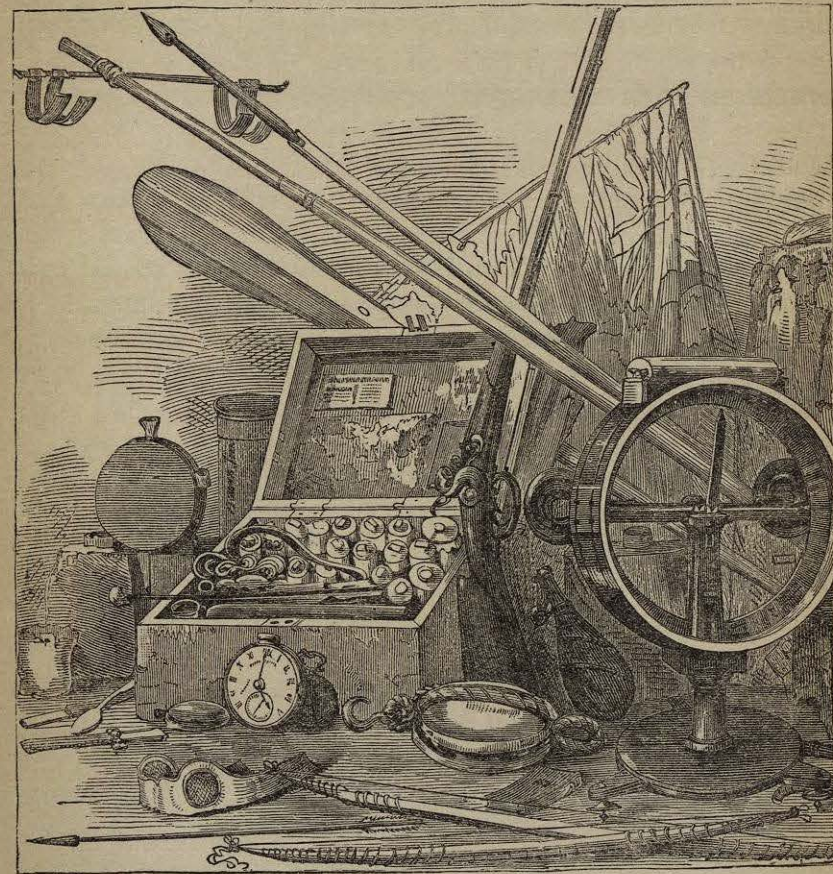
The whole return party consisted of seventeen persons, including Dr. Kane. Four of these were sick and unable to move. The rest were divided into two companies and appropriated to the several boats. Dr. Kane took charge of the dog-team, which was to be used for the purpose of conveying provisions from the vessel to the crew during the first few days of their journey. To the boat called Faith, McGary, Ohlsen, Bonsall, Petersen and Hickey were assigned. To the Hope, Morton, Sontag, Riley, Blake and Godfrey were detailed.

The first stage of the journey was to a spot called Anokatok, which had been a halting-place in their winter journeys. It was a single hut, composed of rude and heavy stones, and resembled a cave more than it did a house. Strange to say, this bleak and forlorn corner of that frozen hemisphere, the gloomiest and most detestable on the whole face of the globe, bore a name which was imposed by the least poetical of human beings, the Esquimaux, which was not devoid of beauty; for Anokatok in the jargon of the shivering natives means "the wind-loved spot." It was perched on the extreme point of a rocky promontory, and commanded a wide view of the icy straits, both toward the north and south.

Dr. Kane had exerted himself to repair the hut, and make it fit to shelter the sick. He had added a door to its broken outlet, and had introduced a stove and stove-pipe. Other improvements had been made. A solitary pane of glass, which once had faced a daguerreotype, was inserted in the door, to give a scanty light. The provisions which had been removed to this place were eight hundred pounds in weight. Seven hundred pounds still remained in the brig, to be removed by successive journeys of the dog-team. The services of these six dogs were indeed invaluable. In addition to all their previous journeys, they carried Dr. Kane to and fro, with a well-burdened sledge, nearly eight hundred miles during the first two weeks after they left the brig, being an average of fifty-seven miles per day.

So feeble and reduced were the parties who dragged the

two boats, that they advanced but a mile a day, and on the 24th had only made seven miles. The halts were regulated entirely by the condition of the men, who required longer rest at some periods than at others. The thermometer ranged below zero, and the men slept at night in the boats, protected by their canvas coverings. Had it not been for the shelter which the hut at Anokatok afforded, the four sick men—Good-



RELICS BROUGHT BACK BY THE FRANKLIN EXPEDITION.

fellow, Wilson, Whipple, and Stephenson—they must have perished. At the time of their removal into it, they were so drawn up with the scurvy that they were wholly unable to move. Yet their delay in this hut was extremely gloomy; for it lasted from the time that they were removed from the brig, until they were carried forward by the sledge to the boats, which had been dragged by their respective crews in advance

of them. During this interval they were carefully fed and attended by Dr. Kane.

Dr. Kane's visits to the brig from time to time, in order to obtain supplies of provisions, were full of interest to him. On the first of these he found the vessel already inhabited by an old raven, which had often been seen hovering around, and whom they had called Magog. The fire was lighted in the galley, the pork was melted, large batches of bread were baked, dried apples were stewed, and then the sledge was made ready to return with the load. Such was usually the routine of Dr. Kane's lonely visits to the brig. After the first of these visits, when he returned to the "wind-loved spot," Anoatok, with his sledge, he found that the sick who still remained there had exhausted their provisions; that their single lamp had gone out; that the snow-drifts had forced their way in at the door, so that it could not be shut; that the wind was blowing furiously through the open tenement; and that the thermometer ranged only thirteen degrees above zero. The invalids were disheartened and hungry. A fire was built with tarred rope; a porridge was prepared for them out of meat biscuit and pea-soup; the door was fastened up; a dripping slab of fat pork was suspended over their lamp-wick; and then all turned into their sleeping bags, after a hearty though not very savory meal. So overcome were they all with exposure and weakness, that they slept until after all their watches had run down.

Dr. Kane then hurried forward to the sledge party, who had by that time reached Ten Mile Ravine. They were struggling with the deep snows, were overwhelmed with fatigue, and were somewhat disheartened. Although their feet were much swollen, they had toiled that day for fourteen hours. Some were suffering from snow-blindness, and were scarcely able to work at the drag-ropes. In spite of all their toils and sufferings, morning and evening prayers were constantly read by the adventurers. Meanwhile the sledge party advanced slowly toward the south. On the 28th Dr. Kane paid his last visit to the brig. He was compelled to leave behind his collections in natural history, his library, and some of his instruments, such as his theodolite and chart-box, the useless daguerreotypes, and other companions and mementos of Arctic toil and suffering. Then he mounted his sledge; gave a last look at the blackened hull and spars of

the Advance; fiercely whipped up his dogs in a paroxysm of mournful gloom; and sped away for the last time over the snowy waste which had been associated with so many recollections. Thus was left behind at last in its frozen bed the vessel which had been connected with two Arctic expeditions, one of which is the most remarkable on record; and there, doubtless, she remains, an unseen monument of human enterprise, benevolence, and endurance.

From Anoatok Dr. Kane's next labor was to remove the provisions and men further on in their route. A friendly Esquimaux, named Metek, was sent forward to the next station, with two bags of bread-dust, each weighing ninety pounds. The next station was Etah Bay. About midnight Dr. Kane approached that vicinity. The sun was low in the heavens, and the air around was marked by that peculiar stillness which accompanies the great solitudes of nature. While feeling the oppressive weight of that silence, his ears were suddenly greeted by unexpected sounds of mirth and laughter. He had approached an encampment of the wandering Esquimaux, consisting of about thirty men, women, and children. The cause of their joy was the capture of innumerable birds, called Auks, which they were engaged in catching with nets. This was the spot which these birds mysteriously chose for the purpose of breeding from year to year; and the Esquimaux as regularly found their way thither in pursuit of them.

The travellers continued their weary march through the snow, dragging their boats after them. Sometimes, when the weather moderated—for it was summer—the sledges broke through. Six men on one occasion were thrown into the water, and the Hope was very nearly lost. Help came to them from the Esquimaux at Etah, who sent them the loan of their dogs, together with an additional supply of fresh provisions. The dogs were of infinite service in drawing one of the sledges, upon which the sick men were conveyed. At this period an accident deprived the expedition by death of one of its most useful members. While crossing a tide-hole, one of the runners of the Hope sledge broke through the ice. The energy and presence of mind of Christian Ohlsen alone saved her from being lost. By a prodigious effort he passed a capstan-bar under the sledge, and thus sustained its weight until it was dragged forward to firm ice. In doing this his footing gave way beneath him, and he thus was com-

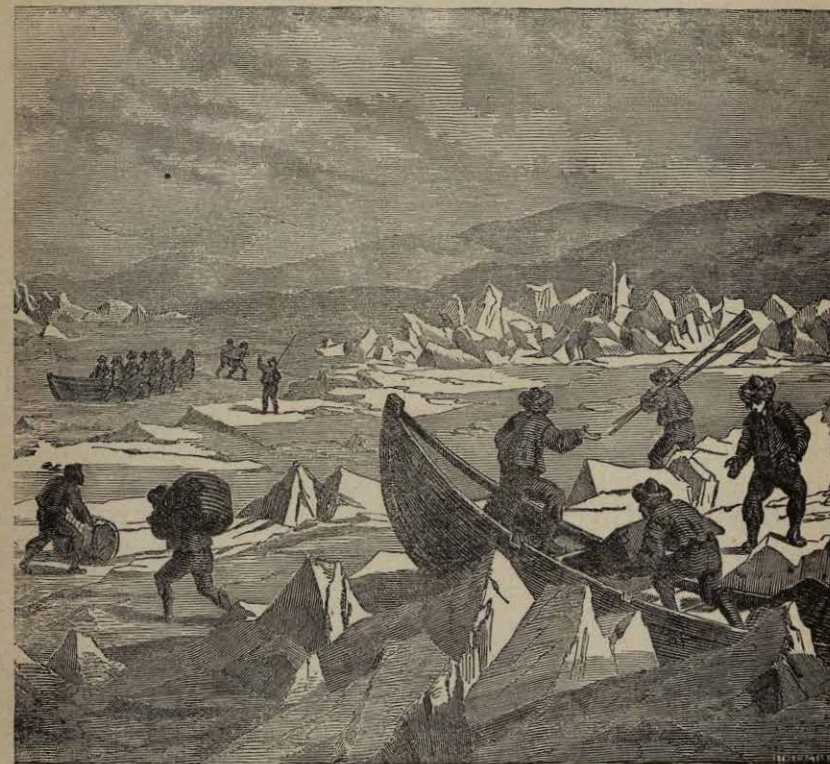
pelled to strain himself. The effort ruined him. Some internal injury had been inflicted by the effort, and he died three days afterward. His body was sewed up in his own blankets, and carried in procession to the head of a little gorge to the east of Pekiutlik, where a grave was excavated in the frozen earth. There his body was deposited with a few simple and appropriate ceremonies. His name and age were inscribed by the commander on a strip of sheet lead; and ere his grave was filled by his comrades, the brief and touching memorial was laid upon his manly breast. A small mound was then erected with rocks and stones over his lonely resting-place; and there now sleep, in that cheerless and wintry tomb, the remains of Christian Ohlsen.

By the 6th of June the party reached Littleton Island. From a lofty height here of some eight hundred feet, Dr. Kane obtained his first view of the open water. His position at that time was  $78^{\circ} 22' 1''$  latitude, and  $74^{\circ} 10'$  longitude. So weary were the men of dragging the sledges over the snow and ice, that they wished to take the direct route to the water, upon which they were eager to embark with the boats. But the dangers of the plan proposed overruled their wishes, and the inland route, though longer, was selected. The wished-for water which greeted the eyes of the weary travellers was Hartstein Bay, and they welcomed it with emotions of rapture resembling those which, as Xenophon records, filled the minds and excited the enthusiasm of the ten thousand Greeks when, after their long and perilous march through Asia-Minor, and their escape from the myriads of Artaxerxes, they first beheld the distant waves of the sea whose billows laved the shores of their beloved Greece.

On the 16th of June the party reached the water. It was at the northern curve of the North Baffin Bay. On the 18th the travellers were surrounded by all the Esquimaux who had been assembled at Etah. They had come to bid the strangers farewell, whom they had served to the best of their ability at an earlier stage of their journey. They were indeed a miserable and forlorn race, though kindly and confiding in their dispositions. They received various presents and keepsakes from the travellers—such as knives, files, saws, and lumps of soap. They had been of great service in lending hand-sledges and dogs, in helping to carry baggage and the sick from one station to another, along their weary route; and

they parted from the strangers—probably the last they were destined ever to behold in that repulsive clime—with feelings of regret which they did not conceal. Dr. Kane urged them to emigrate farther south, for there they could obtain more abundant food, and escape the perils of starvation which constantly surrounded them.

On the evening of Sunday, June 17th, the party hauled their boats through the hummocks, reached the open sea, and



OFF FOR THE OPEN SEA.

launched the frail craft upon its waters. But Eolus seemed determined not to permit them yet to embark, for he let loose his fiercest winds, which began to dash a heavy *wind-lipper* against the ice-floe, and obliged the party to remove their boats back with each new breakage of the ice. The goods which had been stacked upon the ice were conveyed farther inward to the distance of several hundred yards. The storm continued to rage, and to forbid them to venture on the treacherous element. At last Dr. Kane saw the necessity of

permitting the worn-out men to repose, and in order to do so securely, the boats were removed a mile from the water's edge. The sea tore up the ice to the very base of the berg to which they had fled for refuge, and the angry deep seemed like a vast cauldron, boiling with intense fury, while the immense fragments of ice crashed and rolled together with a sound resembling thunder.

At length the storm subsided, and the troubled sea became tranquil. The boats were again prepared for embarkation. On Tuesday, the 19th, Dr. Kane succeeded in getting the *Faith* afloat, and he was soon followed by the two other boats. Soon the wind freshened, and the mariners began their welcome progress homeward; but they had a long and perilous voyage before them of many hundred miles. At length they doubled Cape Alexander. They desired first to halt at Sutherland Island; but the ice-belt which hugged its shores was too steep to permit them to land. They then steered for Hakluyt Island, but had not proceeded far before the red boat swamped. The crew were compelled to swim to the other boats, and the former was with difficulty kept afloat, and dragged in tow by her comrades. Dr. Kane then fastened his boats to an old floe, and thus sheltered, the men obtained their second halt and rest. When they had become somewhat refreshed, they rowed for Hakluyt Island, at a point less repulsive and impracticable than the one attempted the day before. A spit to the southward gave them an opportunity to haul up the boats on the land-ice as the tide rose. From this the men dragged the boats to the rocks above and inland, and were thus secure. It snowed heavily during the ensuing night. A tent was prepared for the sick, and a few birds were luckily obtained to vary their stale diet of bread-dust and tallow.

On the next morning, the 22d, the snow-storm still continued to pelt them; but they pressed onward toward Northumberland Island, and reached it. They rowed their boats into a small inlet of open water, which conducted them to the beach directly beneath a hanging glacier, which towered sublimely into the heavens to the immense height of eleven hundred feet.

The next day they crossed Murchison Channel, and at night encamped at the base of Cape Parry. The day had been laboriously spent in tracking over the ice, and in sailing

through tortuous leads. The day following they reached Fitz Clarence Rock; one of the most singular forms to be seen in that strange clime. It rises to an immense height from a vast field of ice, having the shape of an Egyptian pyramid surmounted by an obelisk. In more frequented waters it would be a valued landmark to the navigator.

Still they continued to toil onward from day to day. Their progress was satisfactory, though their labor was exhausting. Dr. Kane sometimes continued sixteen hours in succession at the helm. But now their allowance of food began to grow scanty. It was reduced to six ounces of bread-dust per day, and a lump of tallow about the size of a walnut. An occasional cup of tea was their only consolation. From this stage in their journey Dalrymple Rock became perceptible in the distance. But the physical strength of the men began to give way beneath their labors and their insufficient diet. At this crisis a gale struck them from the northwest, and a floe, one end of which having grounded on a tongue of ice about a mile to the northward of them, began to swing round toward the boats, and threaten to enclose and crush them. Soon the destruction of the surrounding ice threatened their own. For hundreds of yards on every side around them the ice was crumbled, crushed, and piled in irregular and fragmentary masses. The thunder of the confused ocean of frozen wrecks was overpowering. Suddenly the ice seemed to separate and form a channel; and in that channel, so unexpectedly opened before them, the men rowed the boats with the aid of their boat hooks, and escaped a danger which a moment before seemed inevitable and ruinous. Soon they found themselves in a lead of land-water, wide enough to give them rowing room, and they hastened on to the land, which loomed ahead. Reaching it, they eagerly sought a shelter. The *Hope* here stove her bottom, and lost part of her weatherboarding. The water broke over them, for the storm still continued. At length the tide rose high enough at three o'clock to enable them to scale the ice-cliff. They succeeded in pulling the boats into a deep and narrow gorge, which opened between the towering cliffs. The rocks seemed almost to close above their heads. An abrupt curve in the windings of this gorge placed a protecting rock behind them, which shielded them from the violence of the winds and waves. They had reached a haven of refuge which was

almost a cave; where they found a flock of eider ducks on which they feasted; and where for three days they reposed from the dangers and labors of their voyage. This retreat they fitly called Weary Man's Rest.

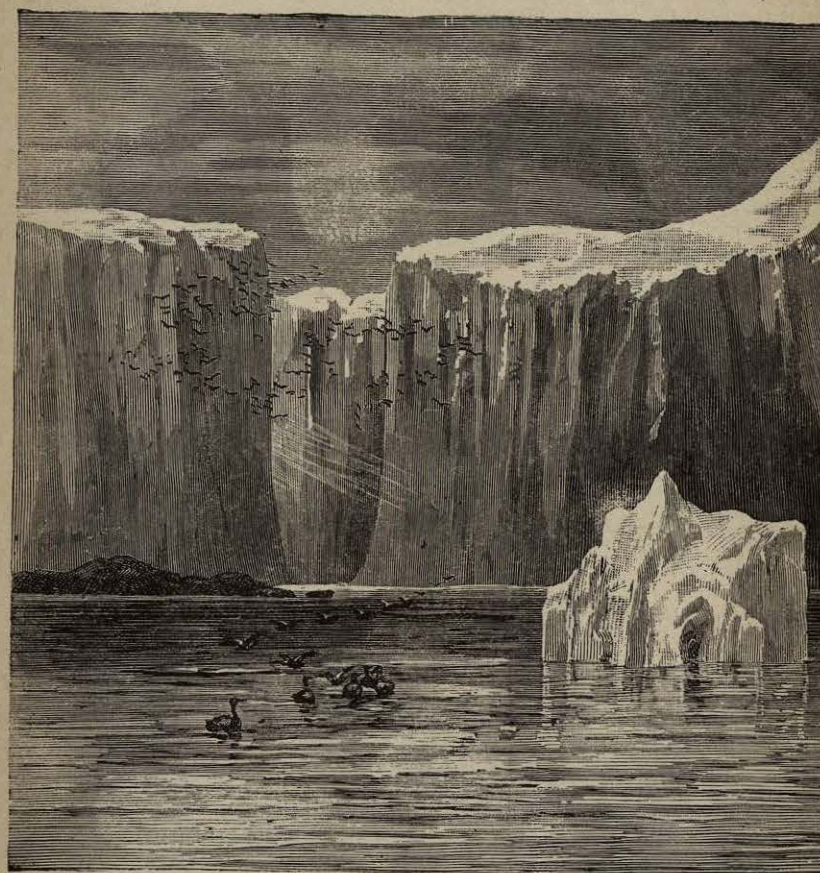
The fourth day of July having arrived, it was commemorated by the adventurers by a few diluted and moderate potations, such as their nearly exhausted whiskey flask permitted; and they then embarked and rowed industriously toward Wolstenholme Island. During some succeeding days, they continued slowly to progress toward the south, through the various lanes of water which opened between the belt-ice and the floe. By this time the constant collisions between the boats and the floating ice had rendered them quite unseaworthy. The ice had strained their bottom timbers, and constant baling was necessary. Their fresh meat had all been consumed, and the men were now reduced again to short rations of bread-dust.

On the 11th of July they approached Cape Dudley Digges; but their progress was suddenly stopped by an immense tongue of floe which extended out to sea for a prodigious distance. They forced their way into a lead of sludge, and attempted thus to advance. They found this to be impossible; and were glad to make their escape from it. Dr. Kane was at a loss how to proceed. He mounted an iceberg to reconnoitre the surrounding prospect. It was gloomy and repulsive in the extreme. They were in advance of the season; and he discovered that in those waters toward Cape York the floes had not yet broken up. They seemed to be surrounded in a *cul-de-sac*, with exhausted strength and food, and no possibility of escaping until the summer had broken open for them a pathway of escape.

Sailing along they passed the Crimson Cliffs, so named by Sir John Ross. They continued thence to hug the shore. The weather now moderated; and their voyage assumed more agreeable and genial features. The men frequently landed, climbed up the steep cliffs and obtained abundant quantities of auks. Fires were kindled with the turf, and the feasts which ensued were relished with more than an ordinary appetite; and that also the more truly, because the travellers well knew that their good fortune, and their propitious seas and weather, would not long continue. They were now in  $78^{\circ} 20'$  north latitude.

On the 1st of August they came within sight of the Devil's Thumb, and were no longer wanderers in unknown regions; but were within the limits of the district frequented by the whalers. Soon they reached the Duck Islands. At length they passed Cape Shackleton, and then steered for the shore of Greenland.

During two days longer they continued to follow the coast,



VIEW OF SANDERSON'S HOPE, NEAR UPERNAVIK, BAFFIN BAY.

sailing southward. At the end of this time they discerned the single mast of a small shallop, and heard words of mingled English and Danish from the sailors on board of her. They soon discerned that it was the Upernavik oil-boat on its way to Kingatok to obtain blubber. The annual ship had arrived from Copenhagen at Proven; and this was one of the boats which supplied her with a cargo of oil. From the

sailors on board the shallop, Dr. Kane first received information of the great events which, during his absence, had agitated the world to which he had been so long a stranger; how England and France had combined with the Turk to humble the haughty pride of the imperial Romanoff; and how vast armies were then engaged in mortal strife on the once quiet and fertile plains of the Crimea. For the first time he learned the importance which Sebastopol had acquired in the history and fate of the world, surrounded as it then was with a battling host of a hundred thousand men.

They rowed on. Soon Kasarsoak, the snow-capped summit of Sanderson's Hope, appeared to them, towering above the mists; and as they approached the welcome harbor of Upernavik, from which they had issued several years before in the gallant vessel they had now left behind them, they felt as only such men under such circumstances could feel. During eighty-four days they had lived in the open air, tossing in frail boats on the bosom of the angry, half-frozen deep. They were delivered from a thousand deaths, and arrived at last safely at Upernavik, where they were received with hospitality.

Dr. Kane resolved to embark his party in the Danish vessel the *Mariane*, which sailed on the 6th of September for the Shetland Islands. They took with them their little boat the *Faith*, which had accompanied them through so many adventures. They only retained their clothes and documents, of all they had once possessed on board the *Advance*. On the 11th they arrived at Godhaven, where they found their former friend, Mr. Orlík, the Danish Inspector of North Greenland.

Dr. Kane and his associates returned to New York in the squadron of Captain Hartstene, consisting of the United States bark *Release* and the United States steam-brig *Arctic*, which had sailed from New York in June, 1855, in search of him and his party. They arrived at New York on the 11th of October, 1855.

The results of his expedition comprise the survey and delineation of the north coast of Greenland to its termination by a great glacier; the survey of this glacier and its extension northward into the new land named Washington; the discovery and delineation of a large tract of land, forming the extension northward of the American continent, and a survey of the American continent.

## CHAPTER XVII.

### AMERICAN ARCTIC EXPEDITION.

Expedition of the United States Ship *Vincennes* under Commander John Rodgers—Petro-paulovski—Behring Strait—Wrangell Land.

WHILE Lieutenant Hartstene was nearing the port of New York with the rescued party of Dr. Kane on board the *Release*, the *Vincennes*, under Commander John Rodgers, was returning from a cruise in the Arctic Seas on the western side of the continent. The ship came into San Francisco October 15th, 1855, two days after the arrival of Kane at the Brooklyn navy-yard.

The explorations and surveys made on this cruise were in the prosecution of the original plans of the United States Surveying and Exploring Expedition which had left the United States, under Commander Cadwalader Ringgold, in the year 1853.

The expedition consisted of the sloop-of-war *Vincennes*, the screw steamer *John Hancock*, the brig *Porpoise*, the schooner *J. Fenimore Cooper*, and the store-ship *J. P. Kennedy*. Lieutenant John Rodgers was detached to command the *Hancock*.

The squadron sailed from Norfolk June 11th, 1853. The primary object of the expedition was the promotion of the great interests of commerce and navigation; special attention being also directed to the increasing importance of the whale fisheries in the neighborhood of Behring Strait. The thorough examination of that great outlet was expected, as well as that of the adjacent coasts of North America and Asia, including the Seas of Behring and Anadir, and the Aleutian archipelago, with the east coast of Kamtschatka. The commander was authorized to go as far north as he should think proper, and devote as much time to the complete performance of any part of the work as should be necessary; but was instructed also to take all occasions not incompatible with these high objects, for the extension of the boundaries of scientific research. In the following year a reorganization of the ex-