

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-

pedition became necessary, the failing health of Commander Ringgold requiring his return to the United States; the command devolved upon Lieutenant John Rodgers, the next in rank.

The Vincennes and Porpoise sailed from Hong-Kong on the 12th of September for a survey of the Bonin Isles, Ladron, Loo-choo, and the islands west and south of Japan, and returned to Hong-Kong in February, 1855, with the exception of the brig Porpoise, which parted company from the Vincennes September 21st, 1854, in mid-channel between Formosa and China to the northward and westward of the Pescadores. The brig, with every soul on board, perished. She was to have met the Vincennes at the Bonin Isles, and Commander Rodgers waited for her there beyond the appointed time. As there were grounds for apprehension of her safety, since both the Vincennes and the Porpoise had struggled together with the storm of the date named, Commander Rodgers went in search of her, visiting the Loo-choo and other islands and places where it was thought possible she might have been driven by the gale; and afterward the Hancock and Cooper thoroughly explored the island of Formosa, but without the slightest intelligence of the ill-fated brig.

The following brief notices about the expedition of the Vincennes are derived from the log of the ship and letters of Commander Rodgers:

July 8th, 1855.—The Vincennes arrived at Avatcha Bay, Siberia, in which lies the port of Petropaulovski. The village presented a singular appearance, its houses, about one hundred in number, being built of logs hewn square, many of them having red roofs; the better class covered with sheet-iron, the red lead being probably designed as a protection from rust. The village is situated at the head of a land-locked basin, formed by a high ridge of land curving out and rounding from the main, and then running parallel to it. A low sand-spit forms a breakwater across the entrance. On the shoulder of the spit, and on the promontory of the ridge, were seen the ruins of batteries from which the guns had been removed.

A boat came off with a Mr. Case, an American resident, who reported the town deserted, and that the public property had been destroyed, and that of private persons wantonly in-

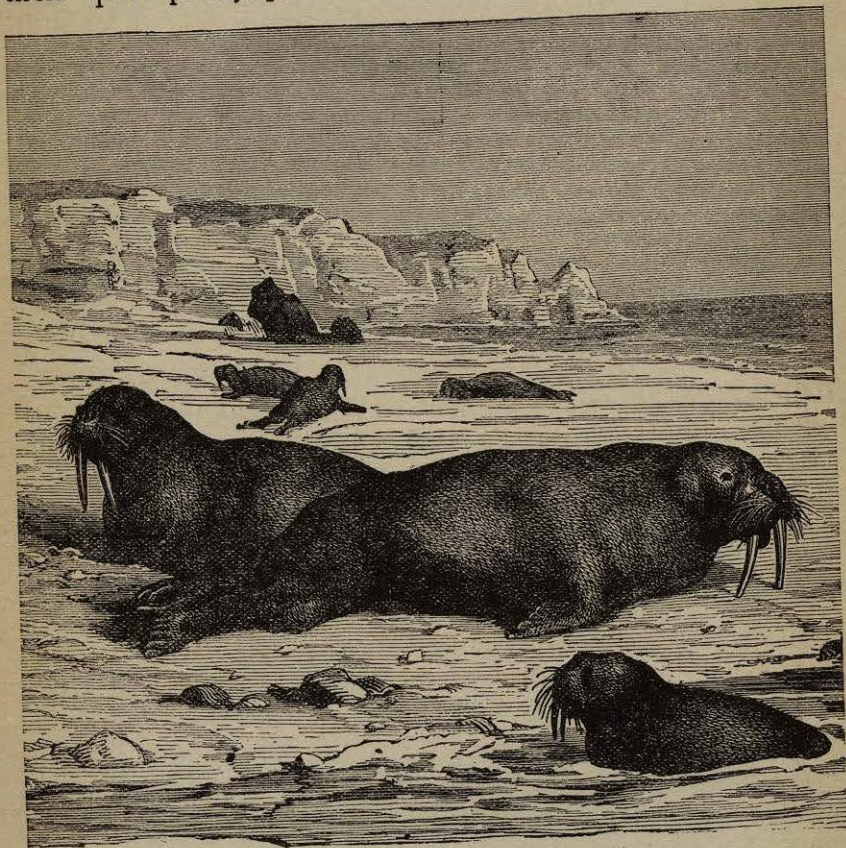
jured by the French. On a visit by the officers of the Vincennes, the burned houses presented a mournful appearance, and the deserted mansion of the governor scarcely less of discomfort. This dwelling was of logs caulked with oakum, and lined with painted canvas; its heating had been from Russian stoves, which, as massive squares of brick-work, maintained a constant temperature. A stream of clear water, supplied from the melting snow of the hills, formed a small cascade in the garden. In the streets many dogs were wandering without masters, to die of starvation. In the calm of the evening the scenery was very fine, presenting from one point the wide waters of the bay, the close, calm harbor, the distant and majestic mountains, and the light-hued vegetation, waving with every zephyr. Violets and heartsease were gathered for home letters. During the absence of the officers the seine had been hauled, bringing up one hundred and forty salmon with trout; a king-salmon weighed sixty pounds; the lightest, ten pounds.

On the 9th an American ship with a cargo consigned to Petropaulovski arrived from New York *via* Valparaiso. On the 13th the commander of the Vincennes sent as a present to the governor of Siberia a silver-mounted Sharpe rifle with ammunition; the Vincennes ran out to sea, taking as an interpreter an old Cossack sixty-seven years of age.

On July 16th the Vincennes encountered thick weather, but without rain; at noon, when it lightened up, Behring Island was seen bearing southeast. From this date up to the close of the month, adverse easterly winds prevailed, with the exceptional calms accompanied by the usual fogs.

On August 1st Behring Straits were entered after passing between St. Lawrence Island and Cape Tchaplín in a thick fog without seeing land. The ship hauled in for Semiavine Straits on the Asiatic side, where the commander had determined to leave a party under Lieutenant Brooke to make astronomical and other observations. In the afternoon, land was suddenly seen close aboard, without the position of the ship being well known, as they had no observations. From the deck some mound-like structures, the huts of the Tchuktchis, were seen, with what appeared the framing of others—eight or ten whale-ribs set upon end close together. A large number of the men, with their women and children, crowded around the ship in their *baidars*, skin-boats; they were all

dressed in furs, generally with coats of deer-skin, and pantaloons of seal-skin, over which they wore looser frocks made of the intestines of whales or other sea animals. They were tall and had large heads; the flatness of their faces, relieved only by prominent cheekbones, making them appear singularly heavy. Their hair was shorn, except a broad ridge over the forehead. The women were not ugly, some of them quite pretty, particularly when they smiled; and when



WALRUS OF THE ICE-FIELDS.

asking for anything, they put on so winning an air and smiled so sweetly. The party made ready exchanges of walrus teeth, lances and harpoons made of the ivory of the moose, for needles, thread, silk and like articles; tobacco being chiefly desired. All could either smoke or chew, and for half a plug of the weed they willingly gave weapons which must have cost them weeks of patient labor. They inquired for grog, of which, however, very little was given to them.

The Vincennes entered the Arctic Sea August 11th. It was utterly impossible to expect to winter in a high latitude—the ship had but four months' provisions and fuel—and the commander was desirous to return to the work of the surveys at the earliest date consistent with the visiting to the land in about latitude 72° N., longitude 175° W.; with examining Herald Island, seen by the same ship, but not explored; and the endeavor to reach Wrangell Land.

On August 11th the ship encountered a stream of drift-timber, some of the trees of which were so large and numerous that she had frequently to alter her course of seven knots to avoid striking them. She ran over the tail of Herald Shoal, which had less than eighteen fathoms water, and on the 13th passed the island, which appeared dimly between the clouds as two small ones. The weather became foggy, and the ship stood for the north until she came to anchor in forty-two fathoms, in latitude $72^{\circ} 5' N.$, longitude $174^{\circ} 87' W.$ In a few hours the fog lifted, and a sudden change, peculiar to the northern regions, flashed across the scene; it was so clear that the horizon appeared without limit. No land or appearance of land could be seen from the royal yards. The water, as far as the eye could reach, was entirely free from ice, but the weather became again foggy. Commander Rodgers, having accomplished what he had proposed, and being assured that a longer exposure of his officers and crew could result in injury only, returned toward Herald Island. On the 24th of September the passage through the Aleutian chain was made by night through the Straits of Amoukta. This passage was found to be excellent, "the widest and probably the best through these seas." Nothing of special interest occurring on her return, October 13th, the Vincennes anchored in the harbor of San Francisco. The Hancock and the Fenimore Cooper arrived in port the day following.