

braced in a Memorial which had been submitted to Congress by H. W. Howgate, then on duty at the United States Signal Service Office. The efforts for this *preliminary* polar expedition resulted in the despatch to Cumberland Sound, by the aid of private subscription only, of the Florence, a fore and aft vessel of fifty-six tons, built in Wells, Maine, in 1851, for mackerel fishing; afterwards used by Williams & Haven, Hall's benefactors, as a sealer in the Southern seas. Although a staunch and fair sea-boat, she was too small for the purpose, and sailed at least two months later than was desirable, leaving New London August 3d, 1877. Her three professed objects were, to collect material, dogs and sledges; secure the help of the Esquimaux for a second steamer which it was proposed should follow; accomplish some scientific work, and repay the outlay by whaling.

The Florence, under the command of Captain George E. Tyson, the leader of the floe party from the Polaris, first anchored in Ni-an-ti-lic harbor, on the western shore of Cumberland Sound, and after securing there a number of Esquimaux and materials, anchored, October 7th, in An-naw-nac-took, in about latitude 67° N., longitude 68° 40' W. A small observatory and working-place was erected under shelter for meteorological and other observations, and as soon as the snow became compact a snow-house built over this tent, which remained as a lining. Scientific work was begun at once in the interests of meteorology and the collection of specimens in natural history. The co-laborers were Mr. Ludwig Kumlien and Mr. O. T. Sherman.

But on the return of the Florence to Godhavn, July 31st, no expedition steamer was to be seen, nor a word of news of such, or of letters from home; after three weeks of waiting, therefore, profitably employed in scientific labors, the Florence returned to Cumberland Sound and re-landed the Esquimaux and their effects. September 12th she headed for home, reaching St. John's, Newfoundland, on the 26th, from which port, after encountering a storm of unusual fury, Captain Tyson's skill brought her safely into Boston, October 30th, 1877.

The value of this expedition will thus readily appear to consist in the labors of the scientific officers who have been named.

CHAPTER XXVI.

LADY FRANKLIN BAY.

The Greely Expedition—The Names of the Members of the Party—The Instructions of the Chief Signal-Officer—The Proteus sets out to convey the Party to Franklin Bay—Establishing Fort Conger—Attempted Reliefs in 1882 and 1883—Expeditions of the Neptune and the Proteus—The Latter Crushed—Lieutenant Colwell's Boat-Journey South—Return of the Relief Expedition—Spicy Letter of Mr. Linden Kent to General W. B. Hazen.

THE colony at Fort Conger, in Lady Franklin Bay, lat. 81° 44' N. and long. 64° 30' W., was established under an act of Congress, appropriating the sum of \$25,000 for this purpose. First Lieutenant A. W. Greely, U. S. A., in June, 1881, was charged with the establishing of a permanent station at the most suitable point north of the 81st parallel, and contiguous to the coal vein discovered near Lady Franklin Bay in 1875. This station was to be maintained for three years at least, and an annual visit should be paid to the station to carry fresh food and supplies, and, if necessary, to bring back invalid members of the expedition and to carry out fresh men to take their places.

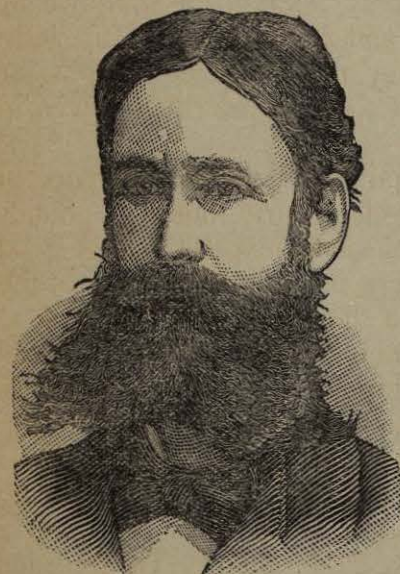
The party consisted of:

Lieutenant and Brevet-Major A. W. Greely; Lieutenant F. F. Kislingbury; Lieutenant James B. Lockwood; Dr. O. Pavy, Acting Assistant Surgeon and Naturalist; Sergeants Brainard, Frederics, Long, Elison, Cross, Linn, Jewell, Ralston, Israel and Rice; Corporal Saler; Hospital Steward Biederbeck; Privates Connelly, Bender, Ellis, Whistler, Henry and Schneider, and Frederick Christiansen and Jens Edwards, Esquimaux.

Lieutenant Greely received his instructions from the Chief Signal Officer, General Hazen.

The directions for the outward voyage, and the general work of the party after reaching their station, required that after leaving St. John's, Newfoundland, "except to obtain Esquimau hunters, dogs, clothing, etc., at Disco and Upernavik, only such stops will be made as the condition of the

ice necessitates, or as are essential in order to determine the exact location and condition of the stores cached on the east coast of Grinnell Land by the English Expedition of 1875. During any enforced delays along the coast it would be well to supplement the English depots by such small caches from the steamer's stores of provisions as would be valuable to a party retreating southward by boats from Robeson's Channel. At each point where an old depot is examined, or a new one established, three brief notices will be left of the visit—one to be deposited in the cairn built or found standing, one to be placed on the north side of it, and one to be buried twenty feet north (magnetic) of the cairn. Notices discovered in



LIEUTENANT A. W. GREELY.

cairns will be brought away, replacing them, however, by copies."

The steamer *Proteus*, on her arrival at Lady Franklin Bay, was to discharge her cargo with the utmost despatch, and return to St. John's, bringing a report of the proceedings and observations made during the voyage, while the party which landed, after erecting a dwelling-house and observatories, were to make, in accordance with the proposals made to the navy department, sledging expeditions for geographical surveys to the high land north of Cape Joseph

Henry; their chief work, however, was to be that of the scientific observations which have been named.

Leaving St. John's, Newfoundland, July 7th, 1881, Lieutenant Greely reached Godhavn on the 16th, the voyage being made in the face of continuously adverse winds, two strong northerly gales and constant cloudy and foggy weather. The ship behaved admirably. The only ice seen south of Cape Farewell was a few icebergs off Funk Island, and about forty in 52° N. and $53^{\circ} 15'$ W. Pack-ice was fallen in with at 10.30 P. M. July 12th, in lat. $61^{\circ} 30'$ N., $53^{\circ} 30'$ W., and a second pack encountered the same day, at 2.30 P. M., in $62^{\circ} 30'$ N., $52^{\circ} 15'$ W., was passed through in an hour; neither offered

any obstructions to free passage or caused the slightest delay. They both consisted of ice-floes varying from one to eight feet above the water. Coming from the east coast of Greenland they had drifted with the southerly current from Cape Farewell into Davis Strait.

From Herr Krarup Smith, inspector of North Greenland, it was learned that the past winter in Greenland, except a brief period of cold in March, had been one of marked and unusual mildness, and that the ice north of Upernavik had broken up very early. July 20th, Dr. Octave Pavy joined the expedition as acting assistant surgeon. Twelve dogs, a large quantity of dog-food, and some sealskins were procured, with a considerable quantity of "*mattak*," skin of the white whale, a very valuable anti-scorbutic; and a few articles of fur clothing obtained by barter, as they could not be bought for money. Hard bread and tobacco were principally given in exchange.

The remains of the house purchased by the *Florence* in 1880 were taken on board, as well as thirty thousand pounds of buffalo pemmican stored by the same expedition. A good set of observations for time were made July 19-20th, at the only hours during which the sun shone.

Leaving Godhavn the morning of the 21st the vessel reached Rittenbenk the same forenoon. At that point were purchased a number of sealskins, a large quantity of dog-food and other minor articles, which had been accumulated for the expedition through the energy of Dr. Pavy. Being delayed by the fog Lieutenant Lockwood was sent with a party to obtain birds from Awe-Prins Island. He returned that evening with sixty-five guillemots (*Alcaawa* or *Alca Bruennichi*). It was said at Rittenbenk that the spring had been the most forward one for years.

From Rittenbenk, running through the Waigat, the steamer was off Upernavik 9 P. M. July 23d, but owing to the fog could not enter the harbor until next morning. Two Esquimaux who were expected to accompany the expedition were not available, and in consequence a trip to Pröven, about fifty miles distant, was necessary to obtain others. Skin clothing could not be obtained, except ten suits, which having been made by order of the Danish Government for the use of the International Polar Station of Upernavik of 1882-83, were now sold.

On the morning of July 25th Lieutenant Lockwood left in the steam-launch *Lady Greely* for Pröven, taking a circuitous route inside the islands, rendered necessary by bad weather. He returned early on the 28th, bringing for service with the expedition a native, Jans Edward, and a half-breed, Frederick Shorley Christiansen; he also procured about a dozen suits of skin clothing, which, though second-hand, were very serviceable. He had killed one hundred and twenty guillemots during his voyage. The launch behaved admirably, both as a sea-boat and under steam.

Lieutenant Kislingbury, under orders, made two visits, July 24th and 25th, to the "Loomery" near Sanderson's Hope, bringing back the first day three hundred fine birds, and on the latter one hundred and fifteen, all guillemots (*Alca Awa*), and ten dogs, five of whom died of dog disease, and must have been sick when sold. Additional dog-food, sledge fittings, dog harness, and sealskins were also bought. It was through the marked interest and kindly influence of Inspector Smith that the expedition secured the services of the natives and obtained so fair a stock of needed articles.

The meteorological records of the past winter showed it to have been very mild, and the spring very early. Inspector Smith remarked that in fourteen years Upernavik had never been so green. Reports from Tessi-ussak were to the effect that the ice, breaking up very early, was all gone. On the afternoon of July 29th the anchorage of Upernavik was left, and at 7 P. M., having run out the southern way, the vessel was distant three miles, just off the island to the west. Running northward a few hours the Middle Passage was taken, and at 7 A. M., July 31st, the engines were stopped, as the dead reckoning placed the vessels only six miles south of Cape York; a dense fog prevented the land from being seen, but an hour later, the fog lifting a few minutes, showed land about five miles distant. This experience of the "Middle Passage" may be fairly said to have been without parallel or precedent. The run of the English Expedition of 1875-76 from Upernavik to seventy five miles south of Cape York in seventy hours was said to have been unprecedented; this passage by the same route, and to within five miles of Cape York, was made in thirty-six hours, half the time taken by the expedition under Sir George Nares to run a less distance.

Nothing in the shape of a pack was encountered in Baffin

Bay; but in about $75^{\circ} 08' N.$, $63^{\circ} 40' W.$, a pack was seen to the westward; whether open or compact was uncertain. At 8.15 A. M. July 31st, the fog lifting, disclosed Petowik glacier near, to the north of which, in small patches of dirty reddish color, was seen the red snow among the "crimson cliffs" of Sir John Ross. Sighting the Carey Islands at 3.10 P. M., two parties were landed on the southeast at 5.45 P. M. The party under Dr. Pavy obtained from the cairn on the summit the record left by Captain Allen Young in 1875 and 1876, and with Lieutenants Greely and Lockwood found and examined the whaleboat and depot of provisions left by Sir George Nares in 1875; they were in good and serviceable condition.

August 2d Littleton Island was reached. Here a personal and exhaustive search of seven hours was necessary to find the English mails. There was a very small cairn near the mails, but with no record. A record enclosure was left here, and Lieutenant Lockwood with a party landed about six and a half tons of coal, as a depot of fuel for possible future use. Lieutenant Kislingbury and Dr. Pavy visited Lifeboat Cove to communicate with the Etah Esquimaux and see the *Polaris* winter-quarters. Several photographs of the surroundings were taken by Sergeant Rice, and a number of relics were brought off. The transit instrument of the *Polaris* was found about twenty feet from the cairn.

About 7.45 P. M., off Cape Lieber, a heavy pack against the land was passed to the eastward, and at 9 P. M., August 4th, the vessel was stopped for the first time by ice, in the extreme southeast part of Lady Franklin Bay, only eight miles from destination. The pack was a very heavy one, and running from Cape Baird northward in a semicircle, reached the Greenland coast, where it touched the land just south of Offley Island, near the mouth of Peterman's Fiord. It consisted of thick Polar ice, ranging from twenty to fifty feet in thickness, cemented together by harbor ice from two to five feet thick. It was impossible to do aught but wait. The vessel was tied to the pack off Cape Baird, and awaited a gale.

August 5th Greely went ashore at Cape Lieber, with Lieutenant Lockwood, Dr. Pavy and a party, to examine the ice from the cliffs. Lieutenant Lockwood erected a cairn on the highest peak. No other cairn could be seen on it or from it, nor on other peaks visited by Greely and Dr.

Pavy. Occasional lanes of water could be seen through the rifts of the fog-cloud which covered Hall-basin; but the main pack was firm and unchanged. August 6th, the pack moving slightly, obliged the vessel to change her mooring-place from time to time; it drove the ship out of Lady Franklin Bay, and during two days she was gradually driven south; probably twenty-five miles of ice in huge fields passed southward. Every opportunity was improved to steam around such fields, to keep head against the southerly current; but by the evening of August 8th the steady north wind had forced the whole pack down, while the fields, previously driven southward, packed fast together, formed a huge, compact barrier, stretching from Carl Ritter Bay across to Hans Island. Only a mile or so of open water remained. A nip appeared most probable, and preparations were hastily made to unship screw and rudder. During the night matters improved somewhat; but again, during the 9th and 10th, the ship was forced slowly southwards to within about five miles of Hans Island, having lost about forty-five miles of latitude.

About noon of the 10th the long-desired southwest gale set in, accompanied by snow, starting the pack northward. The snow cleared the next morning, but the gale fortunately continued, and open water was visible on the west coast as far northward as could be seen. At 7.30 A. M. the ship rapidly ran northward, and about 1 P. M. again passed Cape Lieber, and at 2.40 P. M. had crossed Lady Franklin Bay. Either ice-foot or pack-ice jammed against the shore covered Watercourse Bay, but a narrow lane permitted the vessel to enter Discovery Harbor just inside Dutch Island, where harbor ice about eighteen inches thick was found, covering the whole harbor as well as the western half of Lady Franklin Bay. Lieutenant Lockwood, sent to examine the bay, reported the place an excellent one for camp, the bay partly clear, but shallow. He thought it probable the vessel could come within about two hundred yards of the shore; the bay, however, was of such shape that, while discharging, the vessel would be unprotected against ice, as it is exposed to all winds from northeast to south-southwest. The coal was so located that it could be readily mined after ice formed, and could, if required, be hauled without difficulty to Watercourse Bay or to Discovery Harbor. Lieutenant Greely reluctantly decided to settle at Discovery winter-quarters; and it was a fortunate decision, for Watercourse Bay was full of pack-ice.

On the 12th the vessel broke her way through two miles of heavy ice, and anchored off the cairn about one hundred yards from shore; the men were divided into two gangs, to work day and night by four-hour reliefs, until the general cargo was discharged, which was done in sixty hours. Coal was landed, of which there was about one hundred and forty tons, enough to last two winters without mining any. Work on the house progressed rapidly, though but three or four men could be spared for the work. The foundation was finished, floor stringers laid, and about one-eighth of the frame set up. Fourteen musk oxen were immediately killed, and enough meat procured for issue, three times a week, for the following seven months, besides ten days' rations of dried birds. "The post was named Fort Conger, in honor of Senator Conger, of Michigan. Photographic views have been, and will be, taken once each day. From these one can best judge of the progress and condition of affairs."

It is proper to state, says Lieutenant Greely, that a retreat from here southward to Cape Sabine, in case no vessel reaches here in 1882-3, will be safe and practicable; although all but the most important records will necessarily have to be abandoned; abstracts could and will be made of those left.

In the reports of the Signal Officer for 1881-2 it is stated that "The station has supplies for two years; that it was contemplated to be visited in 1882 and 1883 by a seal steamer or other vessel, bearing such supplies and additions to the party as might be deemed needful; and that in case such vessel is unable to reach Lady Franklin Bay in 1882, she will cache a portion of her supplies and all of her letters and despatches at the most northerly point she attains on the east coast of Grinnell Land, and establish a small depot of supplies at Littleton Island. Notices of the locality of such depots will be left at one or all of the following places, viz.: Cape Hawks, Cape Sabine and Cape Isabella. In case no vessel reaches the permanent station in 1882, the vessel sent in 1883 will remain in Smith's Sound until there is danger of its closing by ice, and on leaving will land all her supplies and a party at Littleton Island, which party will be prepared for a winter's stay, and will be instructed to send sledge parties up to the east side of Grinnell Land to meet this party. If not visited in 1882, Lieutenant Greely will abandon his station not later than September 1st, 1883, and will retreat southward by boat,

following closely the east coast of Grinnell Land, until the relieving vessel is met or Littleton Island is reached.

"During the first session of the Forty-seventh Congress an act was passed, June 27th, 1882, appropriating \$33,000 for the supply and relief of Lieutenant Greely's party; and under this appropriation Mr. William M. Beebe was sent out with men and supplies on board the Neptune on the 8th of July following. His report to the Signal Officer, dated St. John's, N. F., September 28th, tells the brief story of the failure of this vessel to reach the station.

"The Neptune met the first field ice July 13th, lat. 60° N., long. 54° W. Mr. Beebe says that these fields, though not large, were very heavy and solid, and this was undoubtedly the heavy winter ice, borne from the eastern coast of Greenland



PACK-ICE.

by the strong current which sets southward from about Iceland, turns to the westward and northward around Cape Farewell, and flows up the western coast of Greenland, until, in lat. (about) 67° N., it meets and mingles with the current from Baffin Bay. These united currents set southward with great strength down the coast of Labrador, and, trending eastward, pass around and down the eastern coast of Newfoundland and into the Gulf Stream, carrying with them the immense icebergs launched from the numerous glaciers of West Greenland and so much of the ice-fields as had survived the passage from Davis Strait." The passage of the ship did not exceed three miles an hour, but she broke through the fragments of solid ice-pans, clearing the floe within two days, and arriving at Godhavn on the 17th. Here she learned the

death of the Danish Inspector Smith, so frequently referred to in all previous American expeditions. Leaving Godhavn July 20th, the Neptune encountered a blinding snowstorm, rendering it impossible to pick her way through the channels. She tied up to the ice-fields for the night. Working again with difficulty from the 23d to the 28th, after helplessly drifting with the tides in plain view of Cape York and the Crimson Cliffs of Beverly, she passed Littleton Island; but, a half hour later, was checked by an unbroken ice-barrier, from twelve to twenty feet thick, extending from Cape Inglefield on the west, across the sound, to Ross Bay and to the northern horizon. Turning again southward, and looking in only at Life-boat Cove and Port Foulke, she made a tolerably comfortable anchorage in Pandora Harbor, finding here Sir Allen Young's record of his visit in the Pandora, 1875; and, for a most acceptable change from the ordinary ship's fare, abundance of game—Arctic hares, eider ducks, auks, and a variety of gulls. August 7th, the field ice having been thoroughly broken by the southwest gales, the Neptune again turned northward, reaching on the 10th lat. $79^{\circ} 20'$, twelve miles from Cape Hawks and seventeen from Cape Prescott. On the 18th she anchored in Payer Harbor, lat $78^{\circ} 42'$ N., long. $74^{\circ} 21'$, finding on Brevoort Island, and on an islet near it, Captain Nares' record and the depot established by Captain Stephenson. The broken cache was rebuilt, and a record of the Neptune placed in it.

Making a third northward effort on the 23d, but checked in it, Captain Sopp found the condition of the ice and the prevalence of the southwest winds to demand that the ship should seek a harbor; he returned to Pandora Bay, and from thence, after several unsuccessful attempts even to establish a depot as far north as Cape Hawks, anchored off Littleton Island on the 28th. Mr. Beebe here effected a landing, and established one cache on Cape Sabine and a second on Littleton Island, securing these so as to be invisible from any point a few yards distant, that they might be safe from the Etah Esquimaux, a party of whom had already twice visited the Neptune. Minute directions for finding these stores, as well as a whaleboat placed on Cape Isabella, were left on another part of the island, as had been requested by Lieutenant Greely's letter of the previous year. Mr. Beebe was satisfied that if Lieutenant Greely should come down to Cape

Sabine he would readily find these. After effecting this provision for the future of that party, he was, however, reluctantly compelled to assent to the decision of the captain of the *Neptune*, its first officer, Mr. Norman, and the surgeon, to return to the United States. Further delay was useless and extremely hazardous, and the safety of the ship and the lives of all on board demanded an immediate departure. On the 8th of September Godhavn was again reached, and the dogs, dog-food and lumber put on shore for a subsequent expedition: on the 24th the *Neptune* anchored again at St. John's. The voyage was another and a striking illustration



ESQUIMAUX BUILDING A HUT.

of the uncertainty of ice-navigation, especially as contrasted with that of the *Proteus* when she took out the party under Lieutenant Greely the previous year. It was disheartening to the friends of Arctic exploration, as well as to the relatives of the explorers, that no supplies could be afforded to those at such distance from home, and no reports of their labors or of their condition could be received. Nothing whatever could be done until the summer of 1883.

In obedience to orders from the War Department and from the chief signal officer U. S. A., Lieutenant E. A. Garlington left New York on board the United States Steamer *Yantic*, Commander Wildes, June 12th, 1883, and, on arriving at St.

John's on the 21st, finding there the steamship *Proteus*, which had been chartered for an expedition to relieve Lieutenant Greely's party, nearly ready for sea. After a consultation with Commander Wildes, the steamships *Yantic* and *Proteus* left St. John's June 29th, Lieutenant Garlington having been joined on board the *Proteus* by Lieutenant J. C. Colwell, U. S. N., on duty, under orders from the Navy Department, as a volunteer.

Disko Island was sighted July 6th, but Captain Pike, "by some error in his bearings," ran by the entrance to the harbor, and was making about due course for Rittenbenk, when some one on deck discovered a pilot-boat steaming after them. The ship was put about and the captain piloted into Godhavn.

The *Yantic* arrived on the 12th, having come all the way under sail and encountering no ice. Commander Wildes informing the lieutenant that he would remain at Godhavn probably a week, and then go to the Waigat Strait to procure coal, Garlington left the harbor on the 16th, determined to push his way forward without further delay. The Inspector and the Governor of Godhavn both assured him that there would probably be no difficulty in reaching the station. On the 17th, when passing Hare Island, icebergs were numerous in every direction. On the 18th the *Proteus* was forcing her way through ice varying from two to six feet in thickness, and on the second day following she was stopped by an impenetrable pack.

The *Proteus* again turned south, Cape York in sight; on the 22d the southeast Carey Island, the cache of Nares' Expedition, was visited, and a record taken up which was made there August 1st, 1881.

The record is as follows:

"International Polar Expedition to Lady Franklin Bay, fitted out by the War Department, under the supervision of General W. B. Hazen, Chief Signal Officer U. S. Army, and commanded by First-Lieutenant A. W. Greely, Fifth Cavalry, A. S. O. and Asst.

"Left in the Steamship *Proteus*, island of Upernavik, 7 P. M., July 29th, 1881, and at 7 A. M., July 31st, stopped by a heavy fog about six miles south of land supposed to be Cape York.

Middle passage taken and found to be *entirely unobstructed* by ice. All well. This notice deposited August 1st, 1881.

(Signed) "J. B. LOCKWOOD,
"Lieut. 23d Inf. U. S. Army, Third Officer."

(MEMORANDA.)

"One keg of biscuits opened and found mouldy. One can of beef opened and found good. Stores generally found apparently in same condition as when deposited here in 1875.

(Signed) "J. B. LOCKWOOD,
"Lieut. U. S. Army."

At Cape Sabine, Payer Harbor, the cache of stores made by the party from the Neptune the year previous, was found to be in fair condition.

Under the ever quickly changing, but now favorable condition of the leads in the ice, Lieutenant Garlington determined to go out in the harbor, to examine these and endeavor once more to go north. By his glass he saw that "the pack had broken and open lanes of water had formed, leading across Buchanan Strait along Bache Island and across Princess Marie Bay. At 8 P. M. the Proteus rounded Cape Sabine and proceeded through the open leads in the broken ice to within four miles of Cape Albert, where the ship was stopped about six hundred yards from the open water, and Captain Pike's efforts to force a passage by ramming entirely failed."

The Proteus on arriving next day again within four miles of Cape Albert, discovered that the open lane was now filled with a solid pack; she turned southward in a fruitless attempt to make her way out; at 2.45, movement in any direction was impossible. Ice from five to seven feet in thickness came against her sides and then piled itself up on the floe amidships and astern; at 4.30 P. M., the starboard rail gave way, the ice forced its way through the ship's side into the bunker, the deck planks rose, the seams opened out; at 7.15 she slowly passed out of sight on an even keel. Alive from the outset to the coming crush of the nip, Lieutenants Garlington and Colwell and Dr. Harrison had succeeded in saving one of the boats and a quantity of the stores; the report to the Signal Officer affirms that with the exception of the chief engineer of the Proteus and the boatswain, none of the

crew of the Proteus lent assistance to this work, but employed themselves in opening and rifling the boxes even of private clothing. With some of the stores saved, Lieutenant Colwell made a cache three miles west of Cape Sabine, which was afterwards increased by the two sidereal chronometers and a quantity of clothing. The cache was intended for Lieutenant Greely's party.

To render assistance to Greely being now impossible, there remained nothing for the parties from the Proteus except the choice either of spending the winter with the Esquimaux or attempting to cross Melville Bay in boats. Lieutenant Colwell headed boldly across the bay to establish communication with the Yantic; the rest of the party started to coast around the bay and reach Upernavik; after a severe Arctic experience, Colwell reached Upernavik on the 23d, and finding that the Yantic was not there, pushed forward to Godhavn where he found the tender, and gladly learned from Commander Wildes that on the 2d of the month at Upernavik, he had received on board all of the other parties from the Proteus. Lieutenant Colwell's boats had spent in them thirty-eight days, making a voyage of nearly one thousand miles.

On September 13th the Yantic arrived at St. John's, bringing Captain Pike and crew of the Proteus, and Lieutenant Garlington and the Greely relief party. A court of inquiry was ordered, before which Mr. Linden Kent acted as counsel for Lieutenant Garlington, and which ended in that officer's honorable acquittal of all blame.

After the return of the survivors of the ill-fated Greely expedition, Mr. Kent wrote the following letter to General W. B. Hazen, Chief Signal Officer:

"WASHINGTON, July 22d, 1884.

"GENERAL W. B. HAZEN:—

"DEAR SIR—My professional relation to Lieutenant Garlington in the late investigation of the failure of the Proteus expedition under his command, will signify to you the occasion for this letter. His absence and your published comments on his failure to leave more stores at Cape Sabine suggested to me the propriety of addressing it to you. Your sole object, I must assume, is to fix the responsibility for the loss of eighteen brave men where it properly belongs. In the shadow of this great calamity, I will not believe that you

can have a less pure motive. We have been through this investigation together, general, and as the source of our intelligence is the same, I feel that you will the more readily accept the aid that I cheerfully tender to the common cause of truth.

"The world now knows that the sad fate of the eighteen victims was due to the failure to deposit a proper quantity of stores at Cape Sabine. You say that 'the rations which Lieutenant Garlington left at Cape Sabine were in accordance with Lieutenant Greely's instructions. Of course, if more stores had been left, more lives would have been saved.' The legitimate inference from this is, that while the few stores left by Garlington saved the lives of six of Greely's party, the loss of the others was due to his failure to leave a larger supply. Whose fault was it that there was not a sufficient deposit of stores at Cape Sabine? If Garlington's, let him answer for it; if not, you would not wish that he should remain longer under such suspicion.

"In 1882 the Beebe expedition, under your instruction, was organized for the relief of Lieutenant Greely. It was transported north on the ship Neptune, and arrived in the vicinity of Cape Sabine on the 29th of July, and remained until the 5th day of September, having been stopped in its northward course by a barrier of ice. 'In accordance with her instructions,' derived from you, a cache of provisions was established upon 'Littleton Island and another on Cape Sabine of 250 rations each.' The rest of her stores were, by your orders, brought back to St. John's and landed for future use. There was every opportunity to establish a cache of 10,000 rations instead of 250 at Cape Sabine had you so directed. In your testimony before the court of inquiry on the 15th of November, 1883, you approved of Mr. Beebe's course in thus making the depots in accordance with your instructions, though in your testimony before the same court on the 20th of November, in relation to the propriety of leaving the stores at Cape Sabine, you say: 'I have regretted very much ever since that such instructions were not given, and that his supplies were not all left at Cape Sabine.' Surely it was not Garlington's fault that the stores of the Neptune were deposited at St. John's instead of at Cape Sabine, or Littleton Island, nor can I believe that it was Greely's, as you suggest in your memorandum of the 19th inst.

"Under your sole direction the relief expedition of 1883 was sent north in the Proteus under Lieutenant Garlington's command, and arrived off Cape Sabine on the 22d day of July, 1883. If he had had orders, or even permission, to leave supplies at Cape Sabine, there was abundant opportunity to do so; but the court of inquiry found that under your instructions he had neither, and justified his course in not doing so.

"Permit me to remind you that you specially emphasized the necessity of not permitting Lieutenant Garlington to deposit any of his stores on the northward course of the Proteus in the very first lines of your written instructions to him, wherein you say: 'You are aware of the necessity of reaching Lieutenant A. W. Greely and his party with the expedition of this year. This necessity cannot be overestimated, as Lieutenant Greely's supplies will be exhausted during the coming fall.' When your attention was called to this, as the records of your office disclosed, that Greely then had a full year's supplies, you said: 'It was either a clerical error or it was put in by Captain Clapp in his first rough draft, and the matter was overlooked afterward.' This is found by the court to have been one of the nine grave errors or omissions noted in your action 'as having either directly led or largely contributed to the abortive issue of the expedition.'

"Again, you justified your course in not permitting Garlington to land any of his supplies on the northward progress of the ship upon the ground that the tender (the Yantic) being at Littleton Island would actually be a depot. Your instructions, both written and verbal, were explicit on this point. In the attempt to carry out your instructions 'that no effort must be spared to push the vessel through to Lady Franklin Bay,' the Proteus was caught in the ice, and lost off Cape Sabine on the evening of July 23d, 1883. With respect to Garlington's conduct at this time the court, in its finding, says: 'After the disaster the evidence clearly establishes the fact that Lieutenant Garlington and his party saved all they could from the sinking ship, and that they cached near Cape Sabine all the stores and provisions that could be spared before crossing to Littleton Island.'

"Whether the responsibility should be fixed upon Greely or Garlington, these facts recalled to your attention, I think, will relieve you of any doubt as to where it should in fact rest.

"I may add that the court took occasion to note that from July, 1882, to August, 1883, not less than 50,000 rations were taken in the steamers Neptune, Yantic, and Proteus up to or beyond Littleton Island, and yet of that number 1,000 only were left in that vicinity, the remainder being returned to the United States or sunk with the Proteus. This was the provision that was made under your instructions for Greely's arrival at Cape Sabine, although the officers in your department connected with this subject again and again urged the propriety of making large depots on the east side of Smith Sound, and notwithstanding the fact that Lieutenant Greely himself, in a letter addressed to you from Lady Franklin Bay, bearing date August 15th, 1881, said: 'I feel it proper to here state that, in my opinion, a retreat from here southward to Cape Sabine, in case no vessel reaches us in 1882 or 1883, will be safe and practicable,' thus foreshadowing to you—his chief, charged with his relief—the very course that he subsequently pursued with such indescribably terrible results.

"If strict obedience to orders be the highest duty of a soldier, let Garlington have the credit which the court accorded to him, of having faithfully executed yours, that the regret over the fatal consequences to him and his expedition in having done so may be in some degree assuaged with the reflection that, as a soldier, he could have done nothing else. Pardon me if I express my surprise at your attempt, in your memorandum of the 19th inst., to shift the responsibility of Garlington's instructions from yourself to Greely. When the court says Garlington carried out your orders, you in substance answer: 'They were Greely's instructions, not mine.' Does it not occur to you that the country may think if Greely is to be responsible for the orders that issue from your high office, that he should also enjoy its emoluments and dignities?

"Amid the expression of the world's admiration for the heroic conduct of Lieutenant Greely and his courageous band, the one word of reproof and criticism from his chief will be an unexpected greeting to him emerging from the Arctic night of suffering and starvation. "LINDON KENT."

CHAPTER XXVII.

LIFE AT FORT CONGER.

The Life of the Colonists at Fort Conger—In Camp—Erecting a House—Scientific Observations—Sergeant Brainard Establishes a Depot of Provisions at Cape Beechey—An Arctic Winter—Meteorological Phenomena—Aurora Borealis—Tidal Observations—Pastimes and Amusements—Among the Floes—Difficult Travelling over Hummocks and on the Frozen Sea—Dr. Pavy, Sergeant Rice, and Esquimaux Jens Edwards Undertake a Sledge Journey on the Frozen Arctic—A Wonderful Escape—Graphic Description of Sergeant Rice—Lieutenant Lockwood's Journey to the Highest Point ever Reached—Along the Coast of Greenland—Lockwood Island—Incredible Hardships.

OUT of the twenty-five colonists left by the Proteus at Lady Franklin Bay, but seven could be saved by the rescuing party under the command of Commander W. S. Schley, which left the harbor of New York in May, 1884.

The story of the life at Fort Conger, as told by Major Greely and the other survivors, is most interesting, while the record of their scientific observations and explorations adds greatly to our knowledge of a land hitherto almost unknown, and the tale of their sufferings from hunger and cold during the winter of 1883 to 1884 is sad and harrowing in the extreme.

After the departure of the Proteus, which conveyed the colonists to Lady Franklin Bay, on August 25th, 1881, the command lived in tents until September 2d, when the double house, which had been constructed in the United States, having been erected, was taken possession of. This afforded far greater protection from the cold, as it was a house within a house. It was divided into two main compartments, with a small kitchen between, the officers occupying one and the enlisted men the other of these two rooms. Cooking was done in common and all fared alike, messing in the quarters in which they lived. The meals were: breakfast at eight, a light lunch at eleven A. M. and nine P. M., and dinner at four.

Their house was finished about a week after the Proteus left. It was named, in honor of Senator Conger, Fort Conger. During the first month the cold affected the men more