

At morning when the breakfast meals
 Were on the table spread
 A muffled tread through the doorway steals—
 “How cold is it?” he said.

A question's heard through all the months
 From the General, lank and lean—
 A hundred times if he's asked it once—
 “What is the monthly mean?”

The months roll by, a year is gone,
 A voice comes through the door
 From a tall, slim man, with a red cap on—
 “Will the mean be minus four?”

The weary sledgers, tired and sore,
 Come by which island way,
 But hardly have they passed the door—
 “How cold did you have it, pray?”

Should any of this poem tell,
 Should it fall in other hands,
 The poet sure will then catch h—ll
 From the gentleman who commands.

Latitude 81° 44' north, December, 1882.

G. W. R.

“THE TIDOMETER.”

One more extract, to close this somewhat pathetic inspection of the dead explorer's diary. It is headed: “Doggerel notice stuck up to have myself awakened as usual to take tidal readings,” and is as follows:

In the stall among thermometers,
 Barometers, hydrometers,
 Along with the geographer
 (Who is also the chronographer)
 There sleeps the old photographer,
 Who wants some one to jog him, for
 When 10:40 by chronometer
 He must go and read tidometer.

CHAPTER XXIX.

THE RESCUE.

The Voyage of the Relief Ships Thetis, Bear, and Alert to Lady Franklin Bay—Battling with the Ice—Looking out for the Greely Party—Finding the Survivors—A Terrible Sight—Relieving the Sufferers—Ten Graves—Homeward Bound—Meeting the Alert—Death of Elison—Interment of Frederick Christiansen.

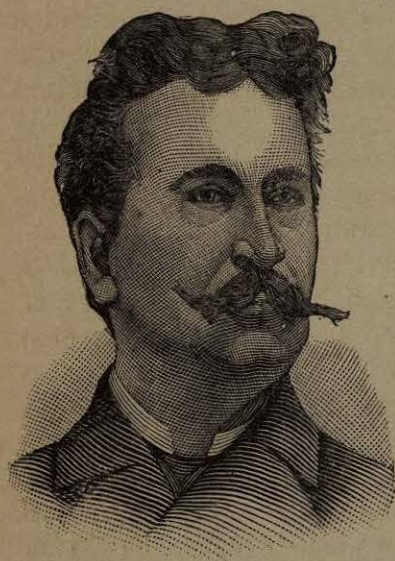
THE United States government not having received any news concerning the Greely colony, in the spring of 1884 sent out another relief expedition, consisting of the steamers Thetis, Bear, and Alert.

The Bear, the first of the Greely Relief Expedition to leave New York, sailed shortly before four o'clock on the afternoon of April 23d. The officers and crew of the Bear were as follows: Lieutenant W. H. Emory, commander; Lieutenant F. H. Crosby, executive; Lieutenant John R. Colwell, navigator; Lieutenant N. R. Usher, ensign; L. K. Reynolds, passed assistant surgeon; H. E. Ames and Chief-Engineer John Lowe. Seamen, Jacob Johnson, Albert Jason, John Johnson, James F. Burke, James C. Coogan, James J. Campbell, Joel C. Evans, Hugh Brock, Ferdinand Boljohn, Carl J. Carlson, Arthur Lloyd, Francis Duryea, John Johnson, Jr., and Heinrich Krasburg; boatswain's mate, John Quevedo; carpenter, Joseph B. Freeman; ordinary seamen, Louis C. Smith, Charles H. McLeod, David H. Kiernan, and John Roberts; landsmen, Otto Shurz, Gustave Weber, and George Sovo; machinists, J. M. Beam and Henry Thomas; blacksmith, Thomas J. Warton; firemen, James Regan and Archie Currie; ice-pilot, Captain Ash.

The Bear was purchased by the United States government on January 31st, 1883, from W. Giuve, Son & Co., of St. John's, Newfoundland, for \$100,000. She was used as an Arctic sealer, and was considered one of the strongest vessels afloat. She was a three-masted vessel, barkentine rig, and was divided into two compartments. Her dimensions were: Length, 190½ feet; breadth of beam, 29½ feet; depth

of held 18½ feet; gross tonnage, 689 tons; net tonnage, 468 tons. She was built at Dundee, Scotland, in 1874, and had compound engines with cylinders of 25 and 50 inches diameter respectively, and 30 inches stroke. She was built of hard wood and sheathed from the keel to above the waterline with greenheart, a wood obtained in Demarara, South America. It is considered the hardest wood in the world. The forward part of the vessel for about fifteen feet was built up of solid timbers. The Bear was thoroughly overhauled and refitted at the Brooklyn Navy Yard. The cost of the repairs amounted to nearly \$20,000.

The Thetis, the flag-ship of the Greely Relief Expedition,



LIEUTENANT W. H. EMORY.

sailed from New York on May 1st. Her officers and crew were: Commander W. S. Schley, the commander of the expedition; Lieutenant Urell Sebree, Lieutenant Emory H. Taunt, Lieutenant Samuel C. Lemley, Ensign Charles H. Harlow, Chief-Engineer George W. Melville, Passed Assistant Surgeon E. H. Green; ice-pilot, J. W. Norveau; cook, Max Tyron; steward, Charlie Yong Sing; quartermaster, George Cross; first-class fireman, Thomas Clark; second-class firemen, Harvey D. Wall and Frederick W. Griffin; seamen, William Attkin, George Harvey, William Johnsen, C. Oxchmitt, W. Booth, Edward W. Walker, Joseph B. White, C. Wilson, C. Puelsen, F. Bujjessen, J. W. Powers, Bartley Cook, Michael Hickey, Joseph Mitre, Thomas Maloney, George G. Yewell, J. Munsen, F. F. Taylor, and J. McDonald.

The United States government bought the Dundee whaler Thetis on the 5th of February. She was two years old, was of 600 tons burden, and was the strongest and staunchest of the Dundee whaling fleet. On the 8th of February Lieutenant-Commander F. E. Chadwick, naval attache of the American Legation at London, and Mr. Leigh Smith, the well-known Arctic explorer, inspected the Thetis at Dundee. Secretary

Chandler, on the following day, detailed Lieutenant-Commander Caspar F. Goodrich, the executive officer of the Lancaster, to proceed to London and to bring to this country the Thetis. This order was, however, countermanded, and Rear-Admiral Baldwin, who commands the European station, detailed Lieutenant Lazarus L. Reamy, also of the Lancaster, to take charge of the vessel. On the 14th of February the London Board of Trade, upon inspection, approved the Thetis, and the purchase of the vessel by the United States was finally completed. The amount paid for the vessel was about \$140,000. The original price asked by her owners was nearly \$160,000. She was formally turned over to the United States on the 26th of February, and she sailed from Dundee on the morning of the 29th. On reaching New York the Thetis was taken to the Navy Yard, where she was refitted for the expedition.

The Alert, the last of the relief vessels to leave port, sailed on May 10th. Her officers and crew were as follows: Lieutenant-Commander George W. Coffin, commanding; Lieutenant C. J. Badger, Lieutenant H. J. Hunt, Ensign C. S. McClane, Ensign A. A. Ackerman, Chief-Engineer W. H. Nauman, Passed Assistant Surgeon, F. S. Nash; able seamen, Frank Blokus, P. C. Hansen, Charles Baxter, William Bloom, M. C. Bot, Thomas Nilson, Thomas Watts, Thomas Beesweihemck, Charles Guyken, Armand Olsen, J. Luckscheintz, Charles Tristram, Alexander Watson, Herman Lara, H. Lupkerwitz; firemen, J. Wachter, John Sullivan, T. S. Roberts, William Hess; boatswain's mates, Joseph Doyle and Thomas Bragger; blacksmith, A. H. Kemble; quartermasters, Philip Shantz, Salvator Torgada; machinists, William J. Bowers and J. T. Green; captains of maintop, Albert Jones and Charles Anderson; carpenter's mate, Edward White; steward, Waldemar Wettergreen; cabin cook, Olaf Anderson; ship's cook, Adam Weizel.

The Alert, which was presented to the United States by England to be used in the expedition, was built of wood at the Pembroke dock-yard in 1856, and was originally a five-gun sloop of war. In 1874 she was thoroughly overhauled at the Portsmouth dockyard, and was fitted up specially for an Arctic exploring vessel. She took part in the English Arctic expedition in 1875, and proved herself admirably fitted for such work. She was formally turned over to Minister

Lowell on March 25th. The Alert is now regarded as one of the strongest vessels afloat. She registers 1,045 tons, and is 179 feet long over all, and 160 feet at the water-line. Her breadth of beam is $32\frac{1}{2}$ feet, and when fully equipped she draws 15 feet.

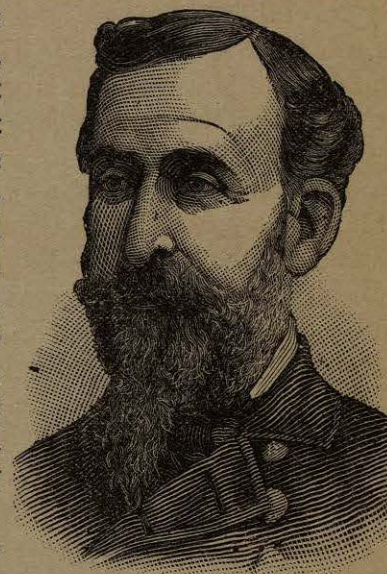
The Thetis arrived at Disko on May 22d, accompanied by the collier Loch Garry, after a pleasant passage of ten days and two hours from St. John's. On the first day out several large bergs were passed, but once clear of the coast no more ice was seen until we neared the shores of Greenland. On the morning of May 18th the ship was completely surrounded for several hours by loose, scattered field-ice, on some pieces of which seals were seen. The west coast of Greenland was sighted on May 20th, in latitude $64^{\circ} 30'$ north, longitude $53^{\circ} 20'$ west, and the part of Davis Straits through which we were then passing was found to be remarkably free from ice, only an occasional berg being seen. Off Disko she met large pans of floating ice, varying in thickness from three to five feet and extending about three miles to seaward. Not without some difficulty she worked her way through these and made fast with ice anchors to the fixed ice in the mouth of the harbor of Lievely. Here she learned that the past winter had been one of the most severe ever experienced. The Bear had arrived on May 15th, ten days and fifteen hours from St. John's. On the passage down she had taken a more westerly course than that pursued by the Thetis and encountered continuous fields of ice and large bergs on the coast of Labrador and met winter ice off the Whale Fish Islands, which lie about twelve miles south-southwest from the entrance to Lievely Bay. Taking a westerly course she forced her way through to the mouth of the harbor, where she made fast to the ice. Two whalers, the Triune and Cornwallis, had arrived, and shortly afterward the former attempted the passage to Upernavik, but failed on account of the ice. She returned and both then sailed, as their captains said, for the Southwest fisheries. On the 17th the Bear left for Upernavik and succeeded in getting as far as Hare Island, some seventy miles north of Disko, where she was stopped by an impassable barrier of winter ice, and on the 18th put back to Disko. In the meantime the Dundee whalers Polynia and Nova Zembla had arrived, and on the 21st, the day before the arrival of the Thetis, they left for the north, followed closely on the same day by the Bear. She

took with her as dog driver Hans Havsen, who accompanied Nordenskjöld to Cape York the previous year. David Danielson, who was on board the Proteus with Lieutenant Garlington, and made the passage across Melville Bay in Lieutenant Colwell's boat, went in the same capacity on board the Thetis. During the stay at Disko preparations were made for encountering the ice. Men were drilled at "abandon ship." Sixty days' provisions, including pemmican, tea, sugar, bread and extract of beef, were placed on deck to be ready for an emergency.

Arms, ammunition and accoutrements were distributed.

Each man was given a knapsack containing a change of clothing, foot-gear and tobacco, to be kept at the head of his bunk and not to be disturbed except in the event of abandoning ship. Torpedoes, both of gun-cotton and gunpowder, were experimented with and found to operate well, although the ice here was too soft to give them a fair test. Throughout the cruise there were no drills, except these, and at fire quarters, the idea being to have no unnecessary work.

The Thetis sailed from Disko on May 24th, convoying the Loch Garry. At five P. M., having advanced about forty-five miles to the southward, heavy pack-ice was met, and, preferring not to risk the Loch Garry in it, Commander Schley waited until the next morning for a lead, and then, the ice being still close packed, the Loch Garry was signalled to return to Disko and there await an easterly wind, while the Thetis stood on, taking a lead where it could be found, ramming and boring as occasion required. On the 27th she arrived off Hare Island and the next morning, having been again joined by the Loch Garry, together with the whalers Arctic and Wolf, the four vessels proceeded together to Upernavik, sometimes one and sometimes another leading the way, except the Loch Garry, which, being an iron vessel and not adapted for ice work, always brought up the rear.

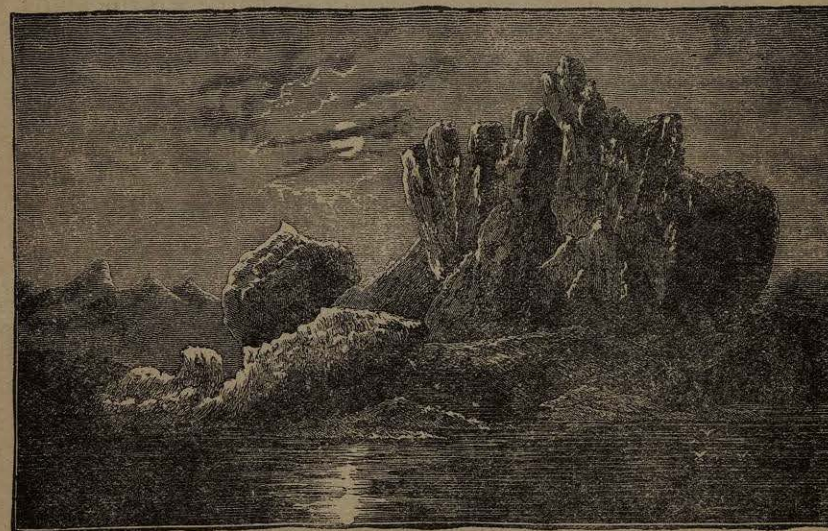


COMMANDER W. S. SCHLEY.

On May 29th, at half-past seven A. M., the Thetis and Loch Garry arrived at Upernavik, followed later by the Wolf and Arctic. Here the ships found the Bear, together with the Scotch whalers Triune, Polynia and Nova Zembla. The Bear had arrived the previous evening, having first run up to Berry Island, twenty-five miles north, to examine the state of the ice. Lieutenant Emory reported that it was impassable, that the whalers Cornwallis, Aurora and Narwhal, all of Dundee, were there waiting for the ice to open. In the afternoon all the whalers, with the Thetis and Bear, left Upernavik, the Loch Garry remaining behind to await the convoy of the Alert and a more favorable season for crossing Melville Bay. Governor Elborg, of Upernavik, accompanied the ships as far as Knigatock, a small settlement twelve miles north, where they tied up to the ice, the Arctic close by the Triune, Polynia, Wolf and Nova Zembla; on the other side of the island the Cornwallis, Aurora and Narwhal in sight from the hill top. The whalers were much surprised to see the squadron so early in the field. The vessels of no other expedition, either of relief or exploration, had ever arrived there at so early a date, or even left England or the United States before June 1st, the day on which this expedition left Knigatock and made a start across Melville Bay.

From this time until the day of our arrival in the open water around Cape York the ships were continually battling with the ice or waiting for a chance to push on where it was found impenetrable. The entire fleet of eight whalers and the two expeditionary vessels were together at the Duck Islands from June 6th to 11th. The Thetis and Bear had touched at Tessnisak, the northernmost of the Danish settlements, on the way up. While waiting for the ice to open the men had fine shooting. Eider duck, dovekies and loons were abundant. From this point the vessels separated, the Thetis and Bear, with the whalers Arctic and Wolf, being generally in company, the remainder running in groups of three or four together, with the Esquimaux and Jan Mayen, which afterward came up. Each day, though eventful in itself, was but a repetition of the preceding. The ice varied in thickness from three to five feet, even more when rafted, and it was only by watching the leads carefully and taking advantage of every favorable opening, that the ships made any progress at all. Commander Schley almost lived in the crows' nest.

Sometimes when waiting they would tie up to the lee of a berg, but more frequently to the floe, and, if the obstruction was not absolutely impassable, resorted to ramming and torpedoes to force a passage. On the 14th and 15th they made comparatively fine runs to the westward, passing through much open water and loose pack-ice. On the 16th and 17th they were at a standstill all day within fifty miles and in sight of Cape York, the ice being there impenetrable and, with a fresh southerly wind, threatening a nip. Captain Fairweather, of the Aurora, who has had much experience in these waters, stated that he had never before seen the land ice here extend so far off shore—about thirty-five miles. At



CAPE YORK

nine P. M. on the 17th the Thetis and Bear, with the whalers Aurora and Wolf, got under way, the ice having opened, and worked through leads and heavy pack toward Cape York. At two A. M. on June 18th the ships passed into open water off Cape York, the Aurora leading, the Wolf next, and then the Thetis and Bear. The crew of each vessel as she cleared the ice gave three cheers. The Arctic was still hull down astern, but in another hour she, too, ran into the north water. It was a lovely morning, the temperature just below the freezing point, the sun shining brightly, scarcely a ripple on the surface of the water, while thousands of little auks flying about the ship made the air resound with their cheerful twitter.

Being now in a region where we might hope to find traces of the Greely party, our colors were hoisted to attract attention. The Bear was signalled to push ahead and send a party on shore to communicate with the natives, and she was the first ship to reach the land ice off Cape York. Preparations had been made to send in a joint sledging party from the two ships with ten days' supplies should it not be possible to reach near the cape, but this was not necessary, and Lieutenant Colwell, of the Bear, with three men, a sledge and small boat went in, the Thetis coming up. In the meantime the Bear was despatched to the northward, and Lieutenant Colwell with his party having met a native on the way out returned and took passage on board the Thetis until the two ships met at Littleton Island. Nothing had been heard here of the Greely party. From this point a search was made at all places where records or people were at all likely to be found. The Bear went to the Carey Islands, the Thetis to Conical Rock, Westernholme and Saunders Island, Cape Parry and finally to Littleton Island, where she arrived on June 21st. At the last place the Beebe cache was found in good condition, but no tidings of the Greely party. Until now no one on board supposed that they would have to go beyond this place, but failing here the impression became general that they were bound to Lady Franklin Bay, with a probability of a winter in the Arctic, no one supposing for a moment that the party had come south and been unable to cross the sound. Letters were got ready to send home by the Alert when she should go in the fall, and sledging parties were discussed to start north when the ships could go no farther. On Sunday, the 22d day of June, 760 rations were landed and cached, and it was decided to land 3,000 more at Payer Harbor. The Bear arrived at noon, and at four P. M. both ships ran across through open water to Cape Sabine, arriving at Payer Harbor at ten minutes to seven, where they made fast to the ice. Parties were at once sent to scour the adjacent hills for records.

Lieutenant Colwell thus describes the finding of the survivors:

"On this, the 22d day of June, 1884, we found all that remained of the Lady Franklin Bay expedition in command of Lieutenant A. W. Greely. The object of our trip into these waters was accomplished. The problem for which so many

theories have been advanced has been solved. The anxiety about the Bear continued all through the morning; the gale was increasing and the weather growing thicker, and still no signs of her. A little after twelve two men who were pulling in a dory from the shore sang out, 'There's the Bear.' Mount Garry Island shut off the view from the deck, so I mounted to the crow nest and anxiously watched the top of the island. Two or three minutes passed, and then the little black nest at her foremast head slowly crept over the edge; then her mainmast and mizzenmast heads, with the ensign and pennant flying, assured me beyond doubt that it was the Bear. She soon made fast. Captain Emory reported, and by 2.30 we were off for Cape Sabine. All sail and steam carried us across in about four hours. The cairn could be seen on the top of Brevoort Island, and the location of the one on Starknecht Island was descried. Lieutenant Taunt and Ensign Harlow were sent at once to examine these, as soon as the ships made fast to the ice in Payer Harbor.

"In each of them records of Greely were found, dated in October, 1883, and reporting all well at that time. The location of their camp was given as being at a point midway between Cape Sabine and Cocked Hat Island. Captain Schley went on board the Bear at once and started for the camp. The Thetis remained to pick up her officers and men, and soon joined the Bear at Camp Clay, as the winter-quarters of the Greely party were called. All remarked on the possibilities of the next hour while on our way around, but no one dreamed of the horrible tragedy that was to be revealed. The wind had increased to well-nigh a hurricane. It tore over the hills in furious blasts, driving the water in sheets before it, and heeling the ship to an uncomfortable degree. The Bear had steamed nearly up to the ice, and people could be seen running about on shore. Some one was seen on the ice signalling with flags. 'Send doctor with stretchers and Harlow with photograph machine; seven alive.' When it came to the last two words I made him repeat them. With what careful interest I watched them no one can realize. It might be D-E-A-D; but no, A-L-I-V-E waved plainly through the air, and the fate of the Greely party was known on board the Thetis. Boats were lowered at once, manned with strong crews, and a party of officers and men started for the shore. It seemed a long pull. It was a hard pull, but

with water dashing over the rail at every lunge and rolling gunwales under in the short but heavy seas, we finally reached the ice foot and hurried to the scene of misery. A few steps from the landing we met a black face, with horrid, staring eyes, wrapped in a clean blanket that contrasted strangely with the filthy clothes that covered the body of one of the survivors. It was Fredericks, who was strong enough to walk to the boats—a miserable sight, but cheerful compared with the one that met our gaze a few steps farther on. A slight incline to the left and the busy relief parties came in view. Passing a small fire on which pots of milk were warming we came to the tent, under which lay four of the poor fellows. Two lay outside, one with his face swollen so that he could barely show by his eyes the wild excitement that filled his being. The other was muttering in a voice that could scarcely be heard in the howling of the gale his hungry appeal for food. Pushing aside the flaps of the tent we saw a sight the like of which we trust never to see again. Crowded together in the little of the tent that was left standing lay Greely and three of his men in their sleeping-bags, their faces black with dirt. Their hollow cheeks and their gleaming eyes made a picture that we will never forget, and told a story that has but few rivals in the histories of miserable sufferings. The short glance revealed four men with the hand of death laid upon them; one, indeed, was gasping his last feeble breath while food and stimulants were forced between his teeth. The fate of the other three was a question of a very few hours. The gale was killing them in their weak and exhausted condition. To move against such a wind was an impossibility. An able-bodied, healthy man bent to it at times. So there they lay, waiting for death, unable to cook the pitiful ration of tanned oil sealskin and lichens that they called their meal.”

The scene at the camp beggars description. It is sufficient to say that they were starving, and but for the timely relief afforded some of them would have died during the night. Connell had been given up as lost. The gale was killing them, and Major Greely says that he gave himself only about sixty more hours to live. Fredericks, Long and Brainard were the strongest of the party, and they were only able with great difficulty to walk down to the boat. It is a remarkable coincidence that Mr. J. W. Norman, the ice pilot of the *Thetis*,

who was mate of the *Proteus* in 1881, and the last person to say good-bye to Greely at Lady Franklin Bay, was also the first to greet him here, having accompanied Lieutenant Colwell in the *Bear's* steam-launch, and being the first to arrive at the camp he jumped ashore at once. Upon landing, with his pockets full of bread, he heard from Long the melancholy news that there were but seven left, and knowing that Greely was one of them, he ran up the hill to within hailing distance and called out, “You are all right, Greely; there are two ships here for you.”

The major, recognizing the voice, replied: “Is that you, Norman? Cut the tent.” The tent had blown down on them and they were too weak to set it up again. They had not eaten anything warm for more than two days, being unable to crawl out and build a fire. Our glance was a short one: work was to be done, and all turned to do it with heart and hands. The poor sufferers were wrapped in blankets, fed with warm milk, beef-tea and crackers, and carried to the boats. A photograph was taken of the camp despite the time, 11 P. M., and the weather. The living having been provided for, our next sad duty lay with the dead. The graves were on the summit of a ridge behind the camp—ten of them, with their scanty coverings of gravel. Each body was carefully unearthed and wrapped in blankets, marked to correspond with its number on the diagram that was made and carried to the boats. This task being finished and the bodies divided between the boats, the next difficulty was to reach the ship. It seems almost a miracle that they got safely alongside and could discharge their sad cargoes, with the survivors in charge of the sympathizing officers and crew, who removed their rags, bathed and fed them. Their dead comrades were piled on the dory and covered with a tarpaulin. We steamed back to Payer Harbor, and about 4 A. M. made fast to the ice again in about the same place we first had the information that led to the stirring events of the night.

The next day the *Bear* revisited the camp and collected every scrap and relic appertaining to it. The cairns were revisited, and the records left by Greely, his pendulum, journals, the flag of the Nares expedition that he proudly brings back from the place where they left it as marking their highest latitude, his instruments, and their records. Our work being completed, we turned homeward from the places

made sad by so many former, and triply so by the recent, disasters. They have closed the gates of Smith's Sound for a time, but expeditions to come—and they are sure to come—will learn more from the conduct of the party in command of Lieutenant Greely than they could ever know from the combined experiences of the earliest to the latest explorers in those regions.

The ships then ran across to Littleton Island. The sound was still open, but two or three miles to the northward was seen drifting toward us an ominous line of ice which would probably have prevented our advance in that direction, at least for some time. We left Littleton Island on June 24th, homeward bound, and stood down the coast, taking up *en route* the records left for Commander Coffin, of the Alert, as we went north, and substituting for them others which told of the result of the expedition, and directed him to proceed to Disko. Just south of Cape Parry we met seven of the Dundee whalers working their way to the westward, and informed them of the result of our mission. This was the last that we saw of the whalers, and the occasion seems a fit one to say that during our intercourse with them we found the captains at all times courteous and obliging, and we greatly enjoyed their jolly good company. We bade them God-speed, as they did us, and may they have a fine catch. Re-entering Melville Bay on June 27th we found that the recent northerly winds had driven the pack to the southward, leaving an open lane of water, like a canal, through which, with only an occasional block, we readily passed.

On the 30th, off the Devil's Thumb, we met the Alert and Loch Garry struggling manfully through a blind lead, having weakened the floe by torpedoes. The combined squadron then proceeded to the southward, and on the 2d of July the Thetis and Bear stopped at Upernavik to take on the coal left there by the Loch Garry, the other two ships going on to Disko. On the 5th the squadron was once more united at Disko, making preparations for the homeward voyage.

The amputation of Elison's feet having become imperative on account of the sloughing of the old wounds, the operation was performed by the surgeons of the three ships. He had been out of his mind several days previously, yet stood the operation, but, as was feared, had not sufficient strength to endure, and died three days after. On the 7th the remains

of Frederick Christiansen were interred in the graveyard at Godhavn—a detail of officers and men from each of the ships, the Danish officials and the entire native population attending the obsequies. A brief service was held in the small church by the native priest; Mr. Andersen, the Danish Inspector of North Greenland, making a short address in English. On the 8th we bade good-bye to the Danish officials, who here, as well as at Upernavik and Tessinisak, have treated us with marked kindness and hospitality, and on the morning of the 9th the squadron sailed for St. John's.