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978-1-108-07164-2 - The Franklin Expedition from First to Last

Richard King

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**The Franklin Expedition from First to Last**

Having participated in a rescue mission to aid John Ross in the Arctic in the 1830s, traveller and surgeon Richard King (1810/11–76) considered himself qualified to suggest where the missing expedition of Sir John Franklin, which had set off in 1845, could be found. In his letters to periodicals, government ministers and the Admiralty, published in this collection in 1855, King argues that the missing party would be located near the mouth of the Great Fish River. He volunteered to lead a search expedition, but was ignored. By 1859, remains of the Franklin party had been discovered near to where King said they would be. These letters tell the story of his campaign, throwing light on an interesting chapter in the history of polar exploration and the understanding of the Canadian Arctic. Several other works on Franklin's last expedition and the subsequent searches are also reissued in this series.

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KING ISLAND FROM KING CACHE OF MONTREAL ISLAND; POINT OGLE IN THE DISTANCE.  
DEATH SPOT OF THE FRANKLIN EXPEDITION.

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# THE FRANKLIN EXPEDITION

FROM

## FIRST TO LAST.

BY

DR KING, MD.

LONDON.

JOHN CHURCHILL, NEW BURLINGTON STREET.

1855.

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## P R E F A C E.



A LETTER of thanks for a *past* search by the Great Fish River for Sir John Ross, and an earnest appeal for a *future* search by the Great Fish River for Sir John Franklin, is an introduction due to myself and to the press. Had the *past*, as an earnest of the *future*, been accepted—had the *appeal* in behalf of a tried servant on the one hand, and of suffering humanity on the other, been heard, The Franklin Expedition, humanly speaking, would now be alive, occupied in the great effort against a powerful enemy.

*The Times*, 13th October, '35.

“ (Advertisement.)

“ To the Subscribers to the Land Journey  
in search of Sir John Ross.

“ It is most gratifying to the committee

*a*

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“ to be enabled to state, that almost without  
“ exception, the most unqualified meed of  
“ approbation seems due to the exertions  
“ of every one concerned. In an especial  
“ manner, however, is this testimony due  
“ to Sir George Back himself, to Dr. King,  
“ his physician, and only accompanying  
“ officer, and to eight brave men—James  
“ McKay, George Sinclair, Peter Taylor<sup>1</sup>,  
“ John Ross<sup>2</sup>, Charles Mackenzie, James  
“ Spence, William Malley, and Hugh  
“ Carron—who proceeded with their gallant  
“ officers in a single boat to the Polar Sea.  
“ The dangers, difficulties, and hardships  
“ to which they were thus exposed were  
“ greatly beyond what had been anticipated;  
“ but not, as it proved, beyond their power  
“ to surmount.

“ To all concerned, then, the committee  
“ takes the liberty of now tendering its  
“ warmest thanks. These, perhaps, ought  
“ to be first addressed to the subscribers,  
“ without whose prompt and generous

<sup>1</sup> These three gallant fellows accompanied Mr. T. Simpson in his memorable journey.

<sup>2</sup> Now one of Her Majesty's Yeomen of the Guard.

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“ liberality the scheme must have fallen to  
“ the ground when first proposed. They  
“ are afterwards, however, especially due to  
“ Sir George Back, Dr. King, and those  
“ actually employed in the expedition; and  
“ they are also respectfully tendered to all  
“ co-operators with it; in particular to the  
“ governor, deputy-governor, and directors  
“ of the Hudson Bay Company; to the  
“ generous citizens of the United States;  
“ to his Excellency Lord Aylmer, Governor-  
“ General of the two Canadas; and others  
“ who promoted its objects in Montreal.

“ WILLIAM BOWLES,

“ *Chairman.*

“ 21, *Regent Street*, Oct. 9.”

The *Athenæum*, 13th November, '47.

“ The silence which has enveloped the  
“ proceedings of Sir John Franklin and his  
“ gallant party of Northern explorers having  
“ extended now beyond all limits consistent  
“ with a confidence in their security, the  
“ anxiety of the Admiralty is awakened in  
“ their behalf; and if a few days more shall  
“ pass without tidings of their whereabouts,

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“ a party will be dispatched to seek them  
“ out, or come upon the traces of their fate.  
“ Coincidentally with this renewal of the  
“ fears which have followed these sea ex-  
“ peditions for the solution of the polar  
“ problem comes the intelligence of the  
“ complete success of a land journey, which  
“ has increased the peril of the Franklin  
“ attempt, and heightened the uneasiness  
“ as to its result. As Dr. King has for  
“ years been urging, through our columns  
“ and elsewhere, geographical views which  
“ the progress of discovery has now con-  
“ firmed,—as well as practical opinions on  
“ the best means by which Arctic discovery  
“ was to be pursued, that have been singu-  
“ larly justified by the series of events,—  
“ and as he entertains certain views as to  
“ the direction and methods in which a  
“ party seeking Sir John Franklin should  
“ now proceed, that have also been promul-  
“ gated in this paper, we feel it only due to  
“ him to point out that his opinions are  
“ entitled at the least to serious attention,  
“ in view of the test which they have already  
“ successfully stood. We have suffered Dr.

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“ King from time to time to argue his case  
 “ in our columns without taking any part  
 “ of our own in his argument or against it;  
 “ but it is incumbent on us now to direct  
 “ attention to the confirmation which his  
 “ views have already received from events  
 “ —and the right which that circumstance  
 “ unquestionably gives him to a hearing  
 “ wherever the measures best adapted for  
 “ the recovery of Sir John Franklin and his  
 “ band of adventurers have to be discussed.

“ In the narrative of his journey, published in 1836<sup>3</sup>, Dr. King states:—‘ The  
 “ ‘ success of the Polar land journeys has  
 “ ‘ very satisfactorily shewn that to such a  
 “ ‘ service only England will in all probability be indebted for the survey of the  
 “ ‘ coast now unexplored, and for the knowledge of any passage about Regent Inlet.’  
 “ The surveys of Mr. Thomas Simpson and  
 “ Dr. Rae are monuments to the truth of  
 “ this remark. Dr. King did not content  
 “ himself with mere vague or authoritative  
 “ assertion. The last thirty-nine pages of

<sup>3</sup> King’s “ Journey to the Arctic Ocean by the Great Fish River,” Vol. ii. p. 303.

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“ the second volume of his narrative are  
 “ full of facts in support of his views. In a  
 “ communication on the subject, addressed  
 “ to the Geographical Society in 1836<sup>4</sup>, he  
 “ remarks:—

“ Having maturely considered the best means to be adopted for a further survey of the Northern coast of America, I have come to the following conclusions:— A party, consisting of an officer and six men, should proceed in a North-canoe—the smallest vessel in use in the country—passing from Montreal in Lower Canada, by the rivers Hudson and Uttawa, Lakes Huron, Superior, and Winnipic, to the Athabasca; and then due North, by a route well known to the Chipewyans, to a river to the Eastward of Fort Reliance called the Fish River. On its banks the party should winter; as, upon Indian authority, not far from its source a tributary to the Great Fish River takes its rise, which is said to disembogue somewhere below the Musk-Ox Rapid, and is probably Baillie River. Early in the spring the party should proceed by that stream down the Great Fish River to its mouth; and having ascended the inlet to Cape Hay, coast along until the Isthmus of Boothia be either met with or proved not to exist. If the land of North Somerset is found to be continuous with the land forming Repulse Bay, it may then be advisable to fit out a sea expedition, to try for a passage about the

<sup>4</sup> King's “ Journey to the Arctic Ocean by the Great Fish River,” vol ii. p. 301.

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broken land around Melville Island. While, however, the passage by Regent Inlet remains in doubt, I consider it would be highly impolitic to send out an expedition on a large and expensive scale."

" Dr. King then proceeds to argue in favour of a small rather than a large number of persons to compose the exploring party.—

" The precedents in favour of a small party will be found to be many. Sir Alexander M'Kenzie made all his discoveries in a North-canoe, and Hearne discovered the mouth of the Coppermine River without even a single white attendant. Park and Lander, who succeeded when alone, failed and lost their lives when accompanied by a party; and Captain Burnes is acknowledged to have made his journey in the most judicious manner by so conducting himself that he in general made friends of those races who have invariably been hostile to all strangers. The plan which I have sketched," continues Dr. King, " was conceived and matured whilst I was in the Indian country; and the most able of my companions are anxious to aid me in carrying it into execution. The question has been asked, how I can anticipate success in an undertaking which has baffled a Franklin and a Back? I will state in reply, that if I were to pursue the plan adopted by these officers—of fixing upon a wintering ground so situated as to oblige me to drag boat and baggage over some two hundred miles of ice, to reach that stream which is to carry me to the scene of discovery, and,

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when there, to embark in a vessel that I knew my whole force to be incapable of managing—very far from expecting to achieve more than those officers have done, I very much question if I could effect so much.

“ In selecting my wintering ground, I have not only borne in mind the appalling calamities which befel the natives at Fort Reliance, occasioned by the presence of Sir George Back’s party, but the long and laborious duty of conveying boat and baggage to Musk-Ox Rapid. Neither was it likely I should forget the transport of the baggage across the Great Slave Lake, and of the boat over Portage la Loche ; not merely because those undertakings were conceived and accomplished after Sir George Back had consigned the expedition to my charge, but because I believe them to have been hitherto unequalled.

“ In the selection of my vessel I have taken care to provide myself with one that two men are sufficient to convey over any obstacle that the previous Expeditions have hitherto had to contend with,—one that is in use among the natives, and one in which the fur-traders, from long experience, have found to be most adequate in traversing unknown ground. It was not only the vessel in use with Sir Alexander M’Kenzie and Hearne, but it was in such a vessel Sir John Franklin surveyed the Copper Mine River, and traced the coast-line to Point Turnagain ; which spot, since more unwieldy vessels have been used, has not been again reached, although two expeditions have sailed from England for that purpose, the one at an expense of about forty thousand pounds, and the other at seven thousand.”



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“ Point Turnagain, our readers know, has  
“ since been reached, and the land between  
“ it and the Great Fish River Estuary  
“ surveyed by *a small land party*.”

“ By the plan I propose, time as well as manual labour will be saved; and those obstacles which have arrested the progress of former expeditions, such as falls, fissures, mountains and masses of ice, no longer present insurmountable barriers against arctic research. It is by avoiding those errors into which former commanders have fallen, and by taking advantage of suggestions dictated by experience, that I hope to effect more than my predecessors, and it is seldom that by any other course great objects can be achieved.”

“ The communicator of Dr. King’s paper  
“ to the Geographical Society, put the  
“ views of the former, as to the practical  
“ part of the questions in issue, in a few  
“ clear paragraphs.”

“ The researches of our countrymen have already greatly reduced the extent of the northern coast of America respecting which doubt or ignorance exists. The investigation of this remaining portion may be undertaken either by sea or by land. When I call to mind how large a portion of the sea expeditions have been either unsuccessful, or attended with prodigious loss or risk—how great an expense they unavoidably incur compared with the amount of real advantage to be expected, it does seem well worthy the consideration of

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the Geographical Society, whether it be right to recommend to the Government the equipment of a fresh expedition of this kind, until one or more points have been settled by the more economical as well as the more promising agency of a land journey.

“ Although a land journey towards the northern coast of North America may be regarded as less expensive and less dangerous than a sea expedition, and at the present moment more likely to obtain accessions to science and commerce, they may greatly vary amongst themselves in all these respects, according to the mode in which they may be undertaken. They may, however, be all comprised in two classes.

“ To the first class belong small companies, travelling with the least possible encumbrance, and strictly adopting the mode of proceeding and the means of subsistence in use amongst the natives of the country and the traders who visit them. Individuals uniting physical ability, both for doing and suffering, necessary to meet the dangers and fatigues of this mode of travelling, with talents and acquirements necessary to render their journey availing for the purposes of science, have already effected much at a very trifling outlay. Hearne and Mackenzie prove the truth of this assertion.

“ The second class consists of those expeditions which possess a more organised and systematic form, being composed of a company of men and officers accustomed to military or naval service, seldom or never amounting to a smaller number than two or three officers and eighteen or twenty men, and consequently

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requiring a considerable amount of baggage For the conveyance of these men and their stores the small canoes of the country, which are readily made, repaired, and transported, are quite inadequate. Boats of larger dimensions are therefore had recourse to, which are easily damaged, are with difficulty repaired, and are too cumbrous to be conveyed across the portages when the distance is great or the ground uneven. These evils are not theoretical; they have been proved by fearful experience, and have been the cause of immense difficulty or failure. Companies of the size now under consideration, though they form but a small military troop, are too large to travel with advantage through a country in which the means of subsistence are very scanty and still more precarious. The difficulties which they have to encounter are infinitely increased when the individuals comprising the company are not practically acquainted with the mode of travelling through the district to be crossed, and consequently cannot be separated from each other without the greatest danger of fatally losing their way; on which account they cannot seek game and other sources of subsistence. From want of experience they are unable either to bear the burdens or travel the distance which a Canadian or an Indian would disregard. Time, the most important element in northern expeditions, is inevitably lost, and neither the energy nor the genius of the commanding officer can retrieve the error when the season is advanced upon them.

“ The expedition of which Dr. King has sketched the accompanying outline—for which he has already

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made many necessary preparations, and in which an adequate number of his former companions are anxious to accompany him—falls under the first or small class of land journeys to which I have alluded. The expense which it would probably incur is small, compared with that of any expedition of the second class;—so small indeed, that its adequacy has been called in question. It must, however, be recollected that the expedition has to pass through a country in which money is of no avail; that, with the exception of articles to be used in barter with the Indians, the skill and experience of the leader, and the strength and prowess of his companions, are the only availing resources. In such a journey the experience and ability of the leader is the desideratum of the first importance; and it is scarcely to be measured or represented by money. This desideratum, Dr. King, the companion of Sir George Back—the joint, and, for a considerable time, the sole conductor of his company—is not only ready to offer, but he is also generously willing to bear a considerable part of the pecuniary expense.”

“ Dr. King’s paper, we are told, was not  
“ acknowledged either to himself or to its  
“ communicator; nor was it read before  
“ the Geographical Society, nor published  
“ in its journal—though communications  
“ on the same subject, and at the same  
“ time, were both read and published from  
“ Sir J. Ross, Sir J. Franklin, Sir J.

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“ Barrow, Sir J. Richardson, and Sir F.  
 “ Beaufort<sup>5</sup>. Why the Geographical Society  
 “ should have thus treated Dr. King, we  
 “ know not ; but we believe it is a fact  
 “ that on the return of the expedition in  
 “ search of Sir J. Ross, Dr. King differed  
 “ materially from Sir George Back in  
 “ regard to the survey which that gallant  
 “ officer had made. He maintained that  
 “ Cape Hay was not, as Sir George Back  
 “ had drawn it, the Northern extreme of  
 “ the Western boundary of the Great Fish  
 “ River Estuary<sup>6</sup>—that the Polar Sea to  
 “ the North of Lake Garry formed a great  
 “ bay<sup>7</sup>—and that North Somerset was a  
 “ Peninsula. All these opinions have now  
 “ been established as truths. The existence  
 “ of the Great Bay North of Lake Garry,  
 “ and the continuity of the land North of  
 “ Cape Hay, were proved by Mr. Thomas

<sup>5</sup> “ Journal of the Royal Geographical Society,”  
 vol. vi.

<sup>6</sup> King’s “ Journey to the Arctic Ocean by the Great  
 “ Fish River,” vol. ii. p. 26.

<sup>7</sup> *Idem*, p. 77.

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“ Simpson in 1830<sup>s</sup>—and the Peninsularity  
 “ of North Somerset is now at length  
 “ determined by Dr. Rae.

“ The verification of these important  
 “ features entitles Dr. King, as we have  
 “ said, to a high position as a scientific  
 “ geographer. For instance;—the ex-  
 “ istence of such a coast as encloses the  
 “ Great Bay much facilitated the progress  
 “ of Mr. Thomas Simpson; and it was  
 “ ‘ the probability of its existence,’ to use  
 “ Dr. King’s own words, ‘ which induced  
 “ ‘ him to be so sanguine of success as to  
 “ ‘ volunteer to the Secretary of State for  
 “ ‘ the Colonies for the time being, year  
 “ ‘ after year, to conduct such an expedition  
 “ ‘ as Mr. Thomas Simpson undertook and  
 “ ‘ successfully carried out; for if several  
 “ ‘ jutting points of land had occupied the  
 “ ‘ space of that bay, not one season, but  
 “ ‘ several seasons, would have been re-  
 “ ‘ quired for its survey.’ The discovery  
 “ of land North of Cape Hay was even

<sup>s</sup> Despatch of Mr. Simpson in the *Athenæum*,  
 No. 652.

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“ more important ; for it was strong evi-  
 “ dence, in support of the Esquimaux  
 “ Chart, of North Somerset being a Pen-  
 “ insula. Dr. King remarks in 1836<sup>9</sup>—  
 “ ‘ From Cape Hay, the land, blue in the  
 “ ‘ distance, trended North - North - East,  
 “ ‘ where it dipped the horizon ; but a  
 “ ‘ little space, however, intervened to a  
 “ ‘ land gradually rising into boldness,  
 “ ‘ following a North-Westerly course, the  
 “ ‘ extremes of which were named Points  
 “ ‘ Ross and Booth. My impression was  
 “ ‘ that the sea formed a deep bay in that  
 “ ‘ direction.’ By Dr. Rae’s despatch, this is  
 “ proved to be true to the very letter. It  
 “ was his own observations, coupled with  
 “ the fact that no current passed through  
 “ the Fury and Hecla Strait, that led Dr.  
 “ King to put the utmost confidence in  
 “ the Esquimaux Chart as published by  
 “ Sir John Ross. The Hydrographer to  
 “ the Admiralty, Sir Francis Beaufort,  
 “ flung aside the Esquimaux Chart and  
 “ Dr. King’s observations—and erased the  
 “ dotted lines which made North Somerset

<sup>9</sup> King’s “ Arctic Ocean,” vol. ii. p. 26.

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PREFACE.

“ a Peninsula<sup>10</sup>. Dr. King, in a paper read  
 “ before the British Association at York,  
 “ and published in the ‘ London, Edin-  
 “ ‘ burgh, and Dublin Philosophical Journal  
 “ ‘ of Science,’ for December 1844, says :—  
 “ ‘ Considerable importance has been at-  
 “ ‘ tached to the land of North Somerset,  
 “ ‘ from a belief that it is an island ; which,  
 “ ‘ if proved, would at once solve the grand  
 “ ‘ problem of three centuries—the dis-  
 “ ‘ covery of the North-West passage. This  
 “ ‘ is evidently an error ; for if insular, its  
 “ ‘ separation can be but of trifling extent  
 “ ‘ —otherwise there would be a strong  
 “ ‘ current setting through the Fury and  
 “ ‘ Hecla Strait ; whereas, according to Sir  
 “ ‘ Edward Parry, there is no current—  
 “ ‘ while the absence of a current through  
 “ ‘ that Strait is a powerful argument in  
 “ ‘ favour of its being a Peninsula.’

“ Further, in a letter addressed to Sir  
 “ John Barrow, as Secretary to the Ad-  
 “ miralty, dated Jan. 8, 1845<sup>11</sup>, Dr. King  
 “ says :—

<sup>10</sup> See Admiralty Chart of Baffin Bay.

<sup>11</sup> See *Athenæum*, No. 898.



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“ You implicitly believe North Somerset to be an island, and the Fury and Hecla Strait to be the Atlantic outlet of the Polar Sea<sup>12</sup>. Where are the facts? Sir Edward Parry, who discovered the Fury and Hecla Strait, and it has not been visited since his time, has distinctly stated that there is no current in the Fury and Hecla Strait. Sir John Ross has published an Esquimaux Chart of North Somerset, wherein it is shewn to be a Peninsula. That, you will say, rests upon Indian information. It does, and so did the existence of the Polar Sea, the Fury and Hecla Strait, the Isthmus of Boothia, and Melville Peninsula. And who doubts the accuracy of these Polar fishermen in these respects? On the contrary, their geographical knowledge is the admiration of the world. Are you then justified in doubting them in this solitary instance? The same woman—women are the geographers at the Pole—who figured that extraordinary Isthmus, the Isthmus of Boothia, figured that land over which you are attempting to throw a doubt. When I contended for this point in 1836, you referred to Sir George Back’s decided opinion<sup>13</sup> of the termination of the Eastern boundary of the Great Fish River Estuary at Cape Hay—in which belief the gallant commander, to do honour to the Earl of Ripon, the chief promoter of the expedition, named an island, lying off the Cape, Ripon Island. But Cape Hay has now lost its importance, and Ripon Island is not in existence; Cape Britannia

<sup>12</sup> Geographical Society’s Journal, vol. vi. p. 35.

<sup>13</sup> Back’s Narrative, p. 408.

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occupies the place of Ripon Island, and you are thus informed by that great traveller, Simpson, whose death all deplore, that I was right, and that Sir George Back was wrong."

" Lastly, in a letter to Earl Grey, as  
 " lately as the 10th of June last<sup>14</sup>, Dr. King  
 " states,—‘ North Somerset is a Peninsula  
 " ‘ forming the North-Eastern corner of  
 " ‘ America, the Western shore of Regent  
 " ‘ Inlet, and the Eastern shore of the Great  
 " ‘ Fish River.’

" We have thought it right, we repeat,  
 " in justice to Dr. King, that these facts  
 " should be known. They cannot but give  
 " weight to the opinions which he has  
 " explained to Earl Grey as to the probable  
 " position of Sir John Franklin’s Expe-  
 " dition and the best means of rescuing it."

*The Times*, 14th June, '47.

" We understand that Dr. King, the  
 " medical officer, and, for a considerable  
 " period, the commanding officer of the  
 " land journey in search of Sir John Ross,  
 " has addressed a letter to Earl Grey,

<sup>14</sup> See *Athenæum*, ante, p. 621.

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## PREFACE.

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“ volunteering his services in search of Sir  
“ John Franklin. Dr. King maintains  
“ that, to save The Franklin Expedition, it  
“ would be futile to attempt to convey  
“ provisions overland to him. He proposes,  
“ therefore, to the Government to send out  
“ one or more ships laden with provisions,  
“ next Spring, to the Western Land of  
“ North Somerset, where he maintains, for  
“ several reasons, Sir John Franklin will  
“ be found, and, at the same time, to call  
“ upon the Hudson Bay Company to  
“ store up provisions in their trading houses  
“ on the Mackenzie River and the Great  
“ Slave Lake. He then proposes, in  
“ company with any officer the Govern-  
“ ment may appoint, to be the messenger  
“ of such news to Sir John Franklin, and,  
“ at the same time, to take with him Indian  
“ guides for the conveyance of the veteran  
“ officer and his party, either to the pro-  
“ vision stores on the Mackenzie River or  
“ the Great Slave Lake, or to the provision  
“ vessels at the Western Land of North  
“ Somerset as may be most desirable. He  
“ maintains that he is the only person who

“ has all the requisites for such a journey,  
“ —youth, health, great physical strength,  
“ and an intimate acquaintance with the  
“ country and the Indians. He has placed  
“ a heavy responsibility on Earl Grey, for  
“ he does not hesitate to state it is the  
“ only plan which can afford that relief to  
“ Sir John Franklin which he has a right  
“ to expect from the Government. Sir  
“ John Franklin, he asserts, should not  
“ have sailed in face of the facts he laid  
“ before the late Government; for, to  
“ use his own words, ‘it was altogether  
“ ‘impracticable, as the expedition would  
“ ‘have to *take the ice*, as the pushing  
“ ‘through an ice-blocked sea is termed,  
“ ‘in utter ignorance of the extent of its  
“ ‘dangers, and certainly with no better  
“ ‘prospect before it than that which befel  
“ ‘Sir John Ross, whose escape from a  
“ ‘perilous position of four years’ duration  
“ ‘was admitted by all to have been almost  
“ ‘miraculous. As it now stands, there-  
“ ‘fore, it is imperative on the Government  
“ ‘to use every means to save the lost party  
“ ‘from the death of starvation.’ ”

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## PREFACE.

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The *Sunday Times* copied the preceding article.

The *Pictorial Times*, 4th December, '47.

“ We take considerable interest in the search for Sir John Franklin, but, like many others, turn with disgust from its discussion, from the gross unfairness with which the claims of Dr. King to be recognised as the most correct authority upon the geography of the Arctic Regions, and the best qualified to conduct any expedition in search of the missing adventurers, are met with by the authorities in whose hands are placed the arrangements for pursuing the contemplated search.”

The *Nautical Standard*, 12th June, '47.

“ The whole of Dr. King's letter to Earl Grey so abounds in tersely stated facts, and these facts are of a nature so important to the recovery of Sir John Franklin, while the principles laid down are so essential to the prosecution of all further Arctic discovery, that we feel

“ ourselves called upon to state our conviction that Dr. King’s plans deserve the immediate attention of Government. They are put forth by a gentleman well known in the annals of arctic discovery, highly respected in his profession, and most deservedly esteemed by scientific societies, to whose interest he is devoted.

“ Sir John Franklin and his party will have entered upon their third year before succour can penetrate amid the wastes of ice in which, in all probability, they are embedded, to guide them along the pampas of a frozen ocean, and restore them to earth. Sir John Richardson has proposed a plan which has been accepted by the Admiralty. We ask, is England to be content that our countrymen should only be sought by a heavy arctic caravan-sary under the conduct of an officer already in the wintry region of life? whose vigour of frame has departed, though not the vigour of that mind which won for him a justly high reputation?

“ No! let her Majesty’s ministers, without disturbing the expedition of which