

70
Pole magnet - 1' over

200

Lat $70^{\circ} 5' 17''$

lg. Green $96^{\circ} 45' 48''$

near 2^d orth.

also Perry

near Purdy

Carte 1859

No. 12 Aurora Borealis.

13 Victory Harbour.

14 Cape Margaret.

15 Hecla and Fury Island.

16 Lady Parry's Island.

17 Eastern Island.

18 Polar Bear.

19 Observation Island.

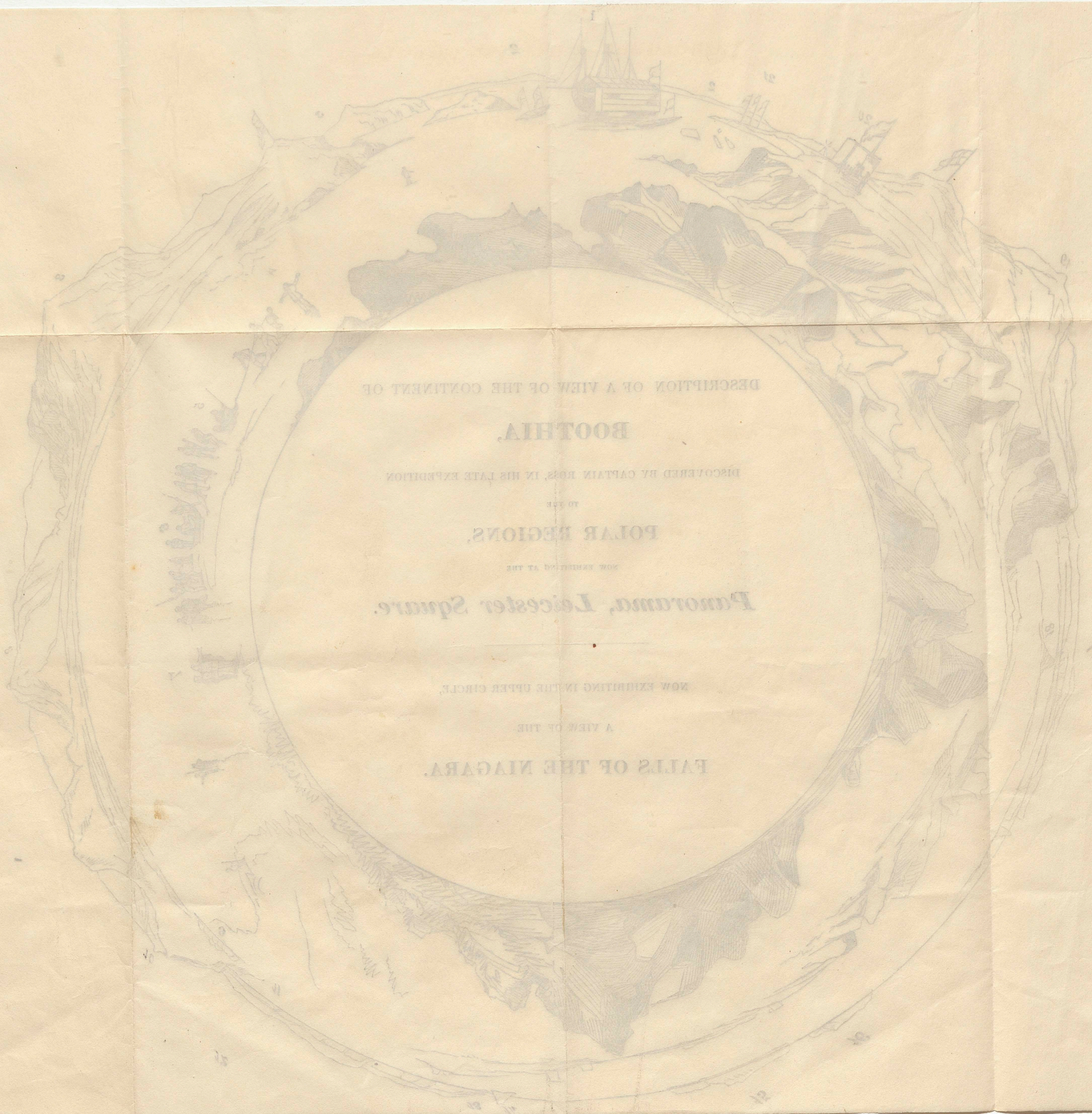
20 Observatory.

21 Magnetic Observatory.

Ex
Biblioth. Regia
Berolinensi.

- No. 1 The Victory.
- 2 King William's Land.
- 3 Boothia Felix.
- 4 Capt. Ross.
- 5 Histo.
- 6 Talliochin.
- 7 Commander Ross.
- 8 Magnetic Pole.
- 9 Bedminanz Village.
- 10 Observation Cairn.
- 11 Sherb's Harbour.

DESCRIPTION OF A VIEW OF THE CONTINENT OF
BOOTHIA.
 DISCOVERED BY CAPTAIN ROSS IN HIS LATE EXPEDITION
 TO THE
POLAR REGIONS.
 NOW EXHIBITING AT THE
Panorama, Leicester Square.
 NOW EXHIBITING IN THE UPPER CIRCLE.
 A VIEW OF THE
FALLS OF THE NIAGARA.

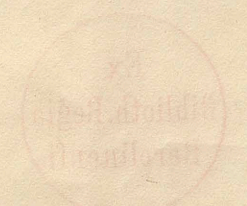
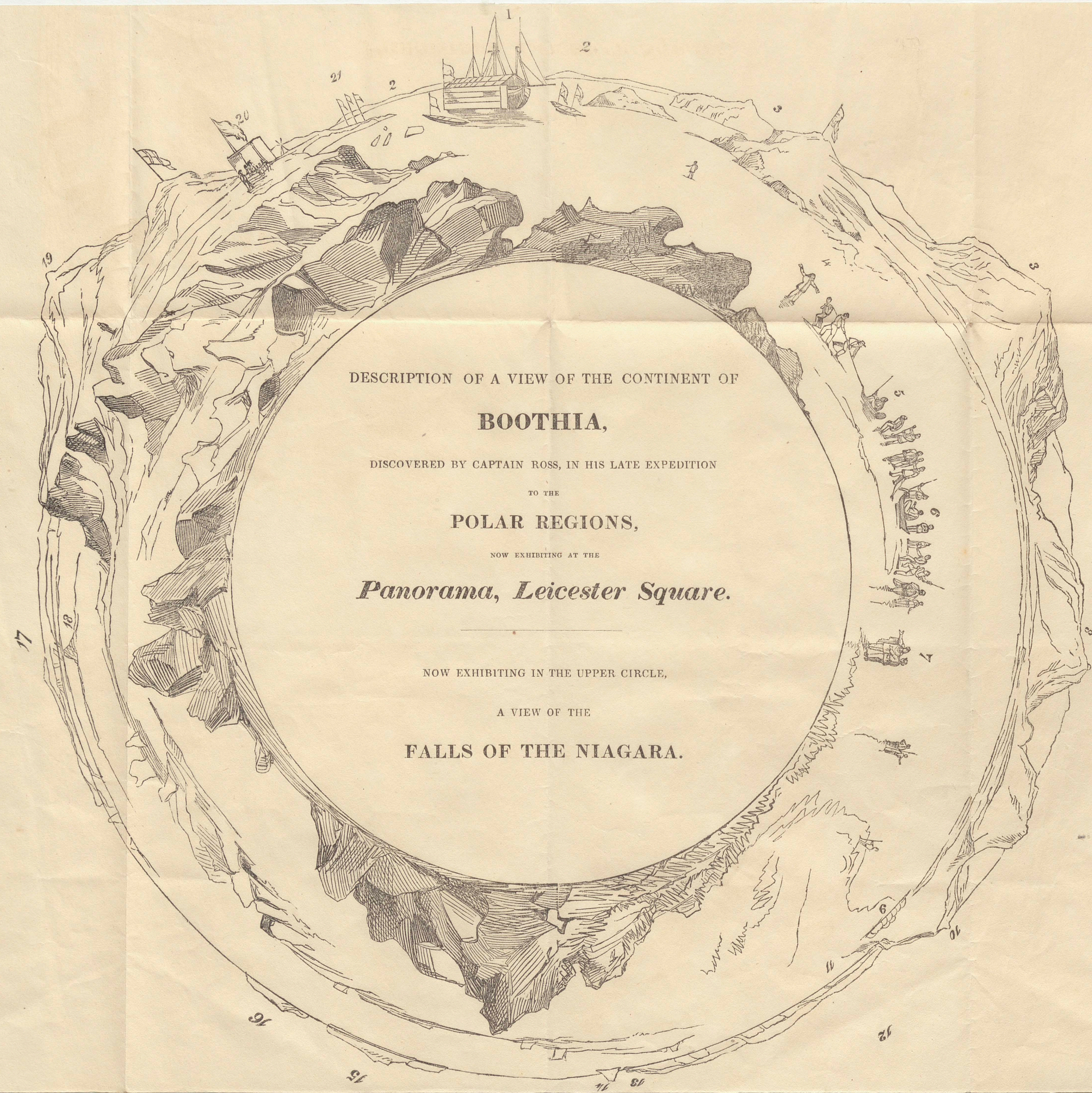


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- 19 Observation Island.
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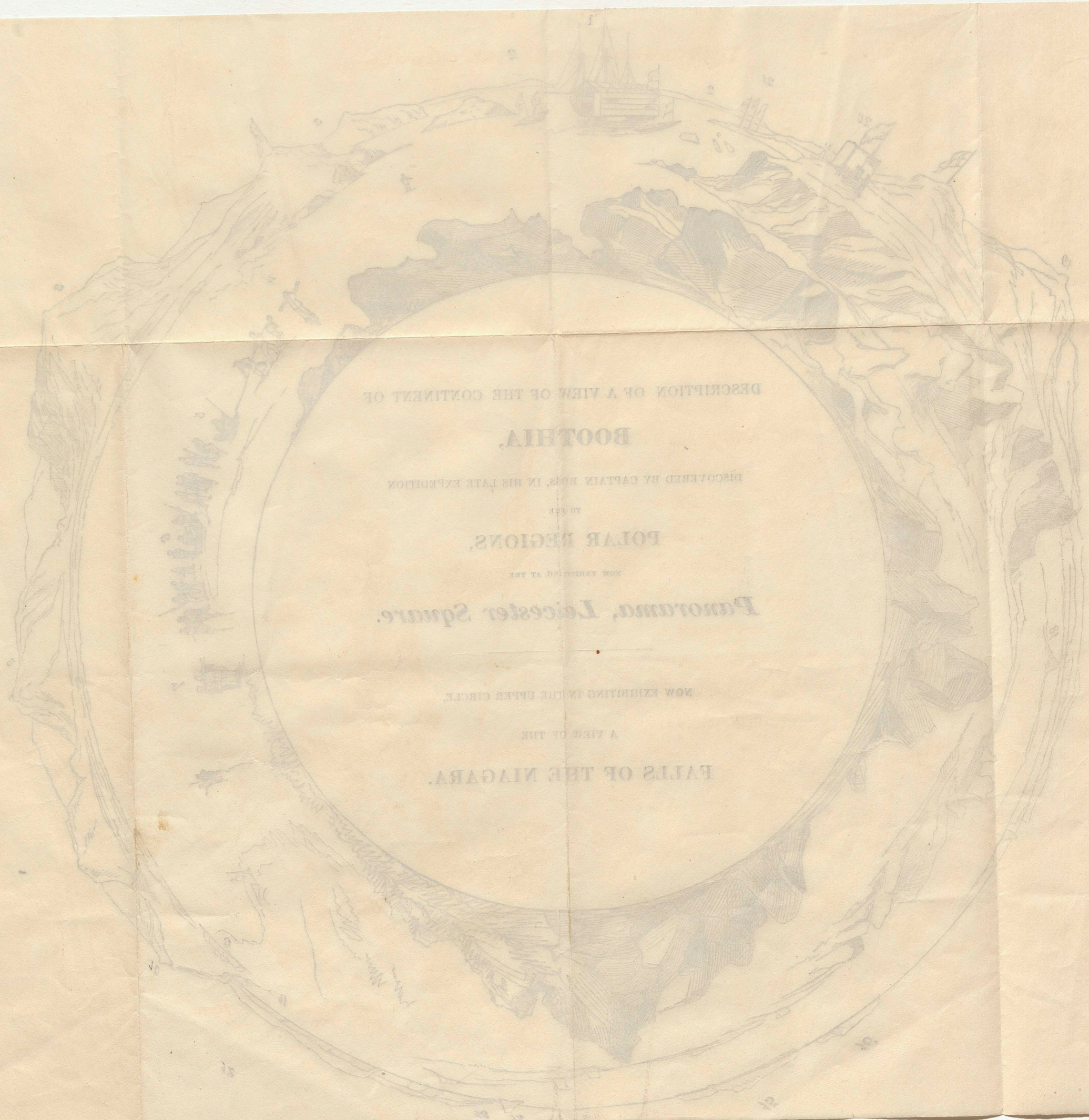
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- 8 Magnetic Pole.
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- 11 Sheriff's Harbour.

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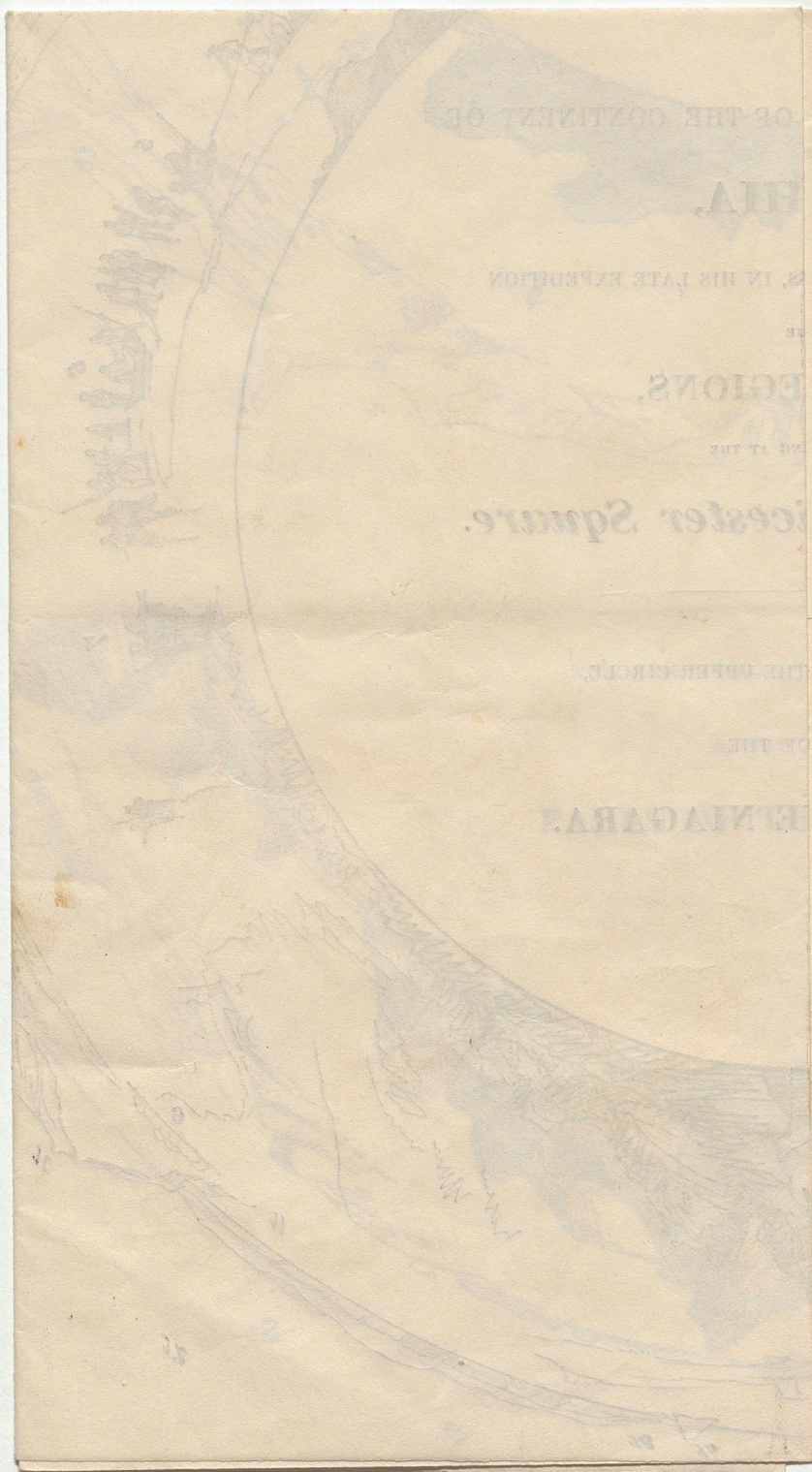


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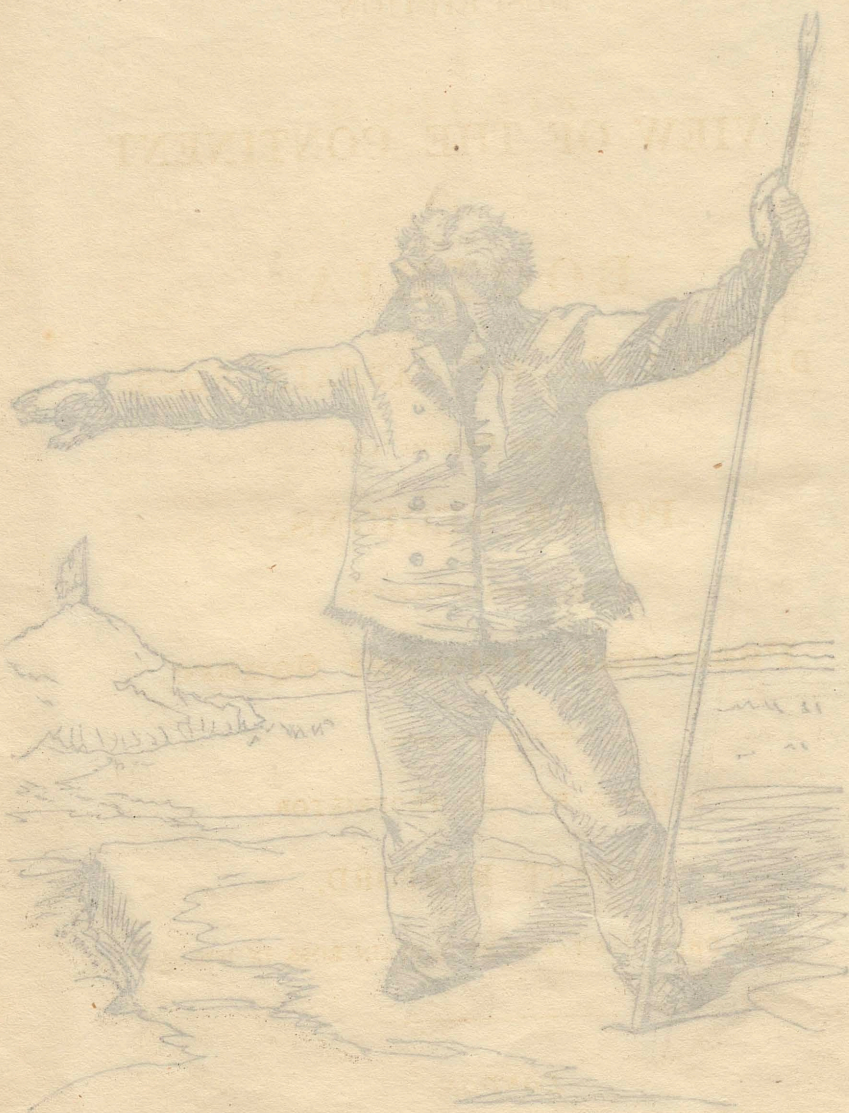


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Portrait of Capt. Ross in his Polar Dress.



Portrait of Capt. Ross in his Polar Dress.

DESCRIPTION

OF

A VIEW OF THE CONTINENT

BOOTHIA,

DISCOVERED BY CAPTAIN ROSS.

In his late Expedition to the

POLAR REGIONS,

NOW EXHIBITING AT THE

Panorama, Leicester Square.

PAINTED BY THE PROPRIETOR,

ROBERT BURFORD,

FROM DRAWINGS TAKEN BY CAPTAIN ROSS, IN 1830.

LONDON.

PRINTED BY J. & G. NICHOLS, EARL'S COURT, CRANBOURN
STREET, LEICESTER SQUARE.

1834.

Ex
Bibl. Regia
Berolin

BOOTHIA.

THE existence of a passage along the northern coast of America, from the Atlantic to the Pacific, and the practicability of such passage, should it be discovered, for large ships, is an important problem, which, for above two centuries and a half, has scarcely ceased to be an object of the most anxious research; the enterprising attempts which have been made during that period for its solution, in these waste and desolate regions, have added many a brilliant name to the page of Naval history, and although unfortunately unsuccessful in the main object, have made the most important discoveries in various branches of science, and considerably extended the geographical knowledge of this portion of the globe. No voyage, perhaps, has been conducted with more zeal, courage, and ability, nor attended with greater personal sacrifice, than that recently made by Capt. Ross, who, in the most liberal and disinterested manner, not only devoted his valuable time and property, but nearly sacrificed his life, without any selfish or interested view, in this irksome and dangerous undertaking; the time he was imprisoned in these

“Thrilling regions of thick ribbed ice.”

And his steady perseverance under difficulties and privations so frequent and long continued, during four Polar winters, are highly honorable to him as a British sailor, and will rank his name high amongst the celebrated and intrepid navigators of these seas; whilst the interesting results of his investigations, will be duly appreciated by all who have the interests of science and the honor and fame of their country at heart.

The present Panorama, taken from drawings made by Capt. Ross, has been painted under his immediate inspection. It represents the winter quarters of the Victory, in 1830, in latitude 70°, north, longitude 92°, west; and the spectators are placed in the actual tent in which the gallant Captain, passed the nights during his long and dreary journey of nearly 500 miles from Victory Harbour to Batty Bay. The dismantled vessel firmly beset by the ice in Felix Harbour, every part of her masts, yards, and shrouds, on which it could lodge, covered with snow, forms a conspicuous object, and gives cheerfulness to the scene, by

affording certain indications of the presence of human beings. The sea around presents one continued field of ice—towering icebergs of gigantic size and singularly fantastic form—immense masses thrown up by pressure, called hummocks, pyramids, cavities, and an endless variety of forms, heaped together in wild disorder, from some huge stalactitæ, are gracefully pendant; others are surrounded by sparry chrystals and brilliant icicles, the prominent surfaces tinged with the most vivid emerald and violet tints, and the most intense blue shades lurking in the recesses, presenting a splendid exhibition of icy grandeur.

The Continent, called by Capt. Ross, Boothia, and some small Islands, present nearly the same appearance, and are only distinguishable from the Ocean, by the bare sides of steep and precipitous rocks, which occasionally rise to a great height, presenting horizontal and perpendicular strata of primitive granite; in some places vast masses are piled with extreme regularity, in others so confused, that they evidently mark some violent convulsion of nature. These dark and frowning precipices, without the least marks of vegetation, form a singular contrast with the pinnacles of ice, and the sparkling whiteness of the surrounding snow. At a short distance, an Esquimaux village rears the dome shaped tops of its snow built huts, and a party of these interesting people are represented on their way to pay their first visit to the ship, whose extraordinary appearance and dress, and grotesque manners, considerably relieve the scene. Beyond, on every side, the eye stretches over one interminable field of ice and snow, whose very barrenness is beautiful, but which conveys a feeling of total privation and utter desolation. Towards the south the horizon is overspread by an arch of bright and splendid crimson light, which was always visible about noon, even when the sun was at its greatest southern declination; indeed, the return of what might be considered day, was always marked by so considerable a twilight, that by turning a book towards the south, the smallest print might be read without difficulty; and the brightness of the moon and stars, together with the reflection from the snow, rendered any thing approaching a deep or positive gloom of rare occurrence. The opposite portion of the hemisphere is splendidly illumined by that extraordinary and beautiful phenomenon, the Aurora Borealis, vividly darting its brilliant corruscations towards the Zenith in endless variety, and tinging the ice and snow with its pale and mellow light; the remaining portions of the sky, are clear, dark, and unclouded, thickly studded with number-

less stars, shining with peculiar lustre; the whole forming a striking and romantic scene; difficult to conceive, and impossible to describe; the awful grandeur and sublimity of which, cannot be contemplated but with the most intense interest, and enthusiastic admiration.

The extraordinary discoveries of the Portuguese, and their flourishing commerce in the Indian seas, stimulated the Merchants of England to a participation in that great source of wealth, by the discovery of a passage, that would shorten the voyage to India and China, to less than one half the distance of that round the Cape of Good Hope. After the discovery of America, the most sanguine hopes were entertained of the possibility of finding this passage, and the numerous attempts since that period to the present time, offer sufficient evidence that the solution of this interesting and important problem, has always been a pursuit, peculiarly adapted to the enterprising spirit of Great Britain. It has had the most cordial patronage of her Sovereigns—her Parliaments have granted rewards—it has engaged the attention of her first scientific and literary men—and has been encouraged in every possible way by her Merchants. Other maritime nations would have participated equally in the advantages to be derived from the discovery, but none have so zealously and heartily taken up the long agitated question. The search may be said to have commenced in the reign of Henry VII. (although it is recorded that Alfred the Great sent a mariner named Otho, to survey the coasts of Norway and Sweden, and to discover, if possible, a passage to the East). John Cabot, a native of Venice, stimulated by the example of Columbus, was the first projector of a north west passage, encouraged by the Merchants of Bristol, and furnished with letters patent from Henry VII. to conquer and settle unknown lands. He made a voyage, discovered Newfoundland and Cape Florida, and brought home three natives, answering, in every respect, to the Esquimaux of the present day. Notwithstanding the liberal encouragement given to Cabot, it was thirty years before another expedition was fitted out, when Henry VIII., at the suggestion of Mr. R. Thorne of Bristol, sent two vessels in 1527, one of which was lost, and no record remains of what the other did. A second expedition was fitted out during this reign, by Master Hore, of London, but without any beneficial result. In the reign of Edward the VI. 1553, an expedition of three ships sailed under the command of Sir H. Willoughby, two of them advanced to the latitude of 72°, where they were shut in by the ice, and Sir H. W. and the

crews, consisting of sixty persons, miserably perished of cold and hunger, on the eastern coast of Russian Lapland; the remaining vessel passed the North Cape to the eastward, and got safely to the Bay of St. Nicholas, on the Russian coast, being the first British vessel which had entered those latitudes; an unsuccessful attempt was also made in 1556, by Capt. S. Burroughs.

During the reign of Elizabeth, the spirit of discovery flourished in full vigour, Sir M. Frobisher was despatched three several times. In his first voyage, which was under the patronage of the Earl of Warwick, he discovered the strait which bears his name, and brought home a "salvage," and a "glistening mineral," supposed to be gold; his second voyage confirmed the discoveries of the first; and his third, consisting of fifteen ships and one hundred settlers for the "Mela Incognita," was dispersed by a storm, and did not even reach the strait. The next expedition, fitted out by the Merchants of London, was intrusted to Mr. J. Davis, who, in three voyages in 1585-6-7, sailed up the strait which has since borne his name, named a remarkable promontory, "Sanderson's Hope," in honor of the chief promoter of the voyage, and entered Cumberland strait; although unsuccessful himself, he declared the passage probable, and the execution easy; but no attempts, with the exception of an unfortunate one by Sir G. Weymouth, were made for several years.

The reign of James was fertile in expeditions, they commenced in 1605 and 1606, with Captains Hall and Knight, whose voyages added little to the stock of knowledge, the next was by the most successful, and most unfortunate, Henry Hudson, who was fitted out by a society of Merchants, he discovered the strait and bay which are called after him, near which, in his fourth voyage in 1640, himself, his son, and seven others, were inhumanly murdered by his crew. In 1612, Sir T. Button, and in 1614, Capt. Gibbon, made voyages without any new discoveries, and in 1615, an expedition sailed under the command of Capt. Bylot, who took with him the celebrated pilot Baffin, who had been many years accustomed to these seas; of this voyage but a meagre account remains, as Bylot could neither read nor write, but in a second voyage the following year, they circumnavigated the bay, since called after Baffin, reached the 78th degree of latitude, named an extensive sound in honor of Sir T. Smith, and returning on the western side, discovered Alderman Jones and Sir T. Lancaster's sounds, but unfortunately left them unexamined.

Notwithstanding these repeated failures, sanguine hopes were entertained of ultimate success. Capt. Luke Fox received the commands of Charles I. to make the voyage, and a letter from that Monarch to the Emperor of Japan, to be delivered when he had completed the passage. He only reached the latitude of 66. In 1668, Capt. Gillam wintered on the coast of Hudson's Bay, and in 1676, the Duke of York, afterwards James II. fitted out a vessel under the command of Capt. Wood, which sailed in company of a King's ship, as far north as latitude 76, where the ice offered an impenetrable barrier, and the royal vessel foundered; the discovery was then declared to be impossible, and no further attempts were made until 1719, when the Hudson's Bay Company took up the subject, and the unsuccessful and unfortunate voyages of Captains Knight, Barlow, Vaughan, and Scroogs, followed each other in rapid succession, without any important results.

In 1742, M. Dobbs suggested a plan, and prevailed on the Government to send two sloops of war, under the command of Capt. Middleton; this expedition reached Repulse Bay, the highest point on the American coast, that had yet been visited. Certain charges having been made by Mr. Dobbs against Capt. Middleton, which not being satisfactorily answered, the Government were induced to offer a reward of £20,000 to any person who should succeed in making the desired passage. This powerful stimulus caused an expedition, consisting of two ships, commanded by Capts. Moor and Smith, to sail in 1746, which only reached Wager River: attempts then ceased on the Atlantic side, and several were made from Behring's Straits.

In 1773 the subject was again revived, and Capt. Phipps, afterwards Lord Mulgrave, made an attempt to reach the North Pole; this was followed by the voyages of Lieuts. Pickersgill and Young, 1776—7, who did not reach high latitudes, and a voyage by Mr. Duncan, in 1791, who was obliged by a refractory crew to return from Churchill River.

The long protracted wars of Europe, suspended for many years any further attempts, but no sooner was peace restored, than the spirit of discovery revived. Mr. Barrow, one of the Secretaries of the Admiralty, who had bestowed great attention to the subject, felt assured of the practicability of the passage: from his representations, the Government were induced to send out two expeditions; one to the Pole—the other to seek the long desired passage, and from various causes, particularly the mildness of the preceding winter, and the vast quantity of Polar ice which had floated down the

Atlantic, great hopes of success were entertained. Capt. Ross, who was appointed to the latter expedition, after encountering considerable difficulty and danger, succeeded in circumnavigating Baffin's Bay, confirming in every respect the veracity of that celebrated navigator, examining various Bays on the western side, and ascended for thirty miles, Sir J. Lancaster's sound, the most promising. It being the opinion of many, particularly of Lieut. Parry, that the researches in Lancaster sound, had been prematurely abandoned, another expedition was determined on, the command of which was given to Lieut. Parry, that he might fulfil, if possible, his sanguine expectations. He sailed in 1819, with two ships, provisioned for two years; and after overcoming many difficulties, entered Lancaster sound, sailed up a strait to which he gave the name of Barrow's Strait, and entered an inlet, ten leagues broad, which he called Prince Regent's Inlet; up which he sailed 120 miles, when his farther progress was stopped by a solid bulwark of icebergs; returning, therefore, to its entrance, he continued his course westward, naming various bays, headlands, &c. until he arrived in the longitude of 110° west, where his crew became entitled to £5000, the only parliamentary reward which has ever been claimed. After passing a long and dreary winter at Melville Island, the expedition reached, in the following year, the most western point by thirty degrees, yet attained, to the northward of the American coast, being $113^{\circ} 48' 22''$ west longitude, in $74^{\circ} 27' 50''$ north latitude. It here became evident, from the solid appearance of the Ice, that farther progress on that parallel was impossible, and the expedition returned.

The result of the last voyage, having considerably strengthened the hopes of a passage being found, but in a lower latitude, a new expedition was equipped, and Capt. Parry having been promoted, sailed in 1821, proceeding westward through Hudson's Strait, to the Repulse Bay of Middleton, which he carefully surveyed, without finding any second outlet; after passing the winter, he made sail through Fox's Channel, and with considerable difficulty entered a strait, which he named after his ships, "Hecla and Fury:" here he passed a second winter, making several land excursions on Melville Peninsula, and Cockburn Island, which closed the proceedings, the sickly state of the crews making an immediate return necessary. The information gained by this voyage, proved the impossibility of a communication with the Polar Sea in that direction, but it was hoped that the desired passage might still be discovered through Prince Regent's Inlet, and Capt. Parry

was again appointed to make the attempt in this direction: he sailed in 1824; after wintering at Port Bowen, he succeeded in penetrating as far as longitude $91^{\circ} 50'$ west, in latitude $72^{\circ} 42'$ north: here one of his ships, the *Fury*, was nipped by the ice, and it was found necessary to make some repairs; during the removal of her stores she was further damaged by a violent storm, and there became no alternative but to abandon her; such provisions and stores as were not required, were made secure on *Fury Beach*, and the *Hecla* returned to England. Capt. Parry made a fourth voyage the following year, being an unsuccessful attempt to reach the North Pole.

The Government not being disposed to equip any further expeditions, Capt. Ross, a man of bold and energetic character, not discouraged by these repeated failures, projected a voyage, in which he hoped to complete the discoveries of Parry, by means of steam; from his own private resources, and the kind and patriotic assistance of his friends, particularly of Felix Booth, Esq., he was enabled to fit out the *Victory*, combining the advantages of steam power, with the perfect capability, of a sailing vessel. A second vessel, the *John*, was to have accompanied him, but, when on the point of sailing, the crew mutinied, and she was left behind. The *Victory* finally departed on the 15th of June 1829, and after experiencing some very stormy weather, in which she lost her foremast, arrived at Wylic Fiord, in Greenland, where she was rigged anew, and repaired from the wreck of a London Whaler, which had been abandoned on that coast. Capt. Ross and his gallant crew, then sailed up Baffin's Bay, entered Lancaster Sound, and arrived safely at *Fury Beach*, here they found the boats, provisions, &c. in excellent condition, but no vestige of the wreck. After taking in supplies, they again sailed on the 14th of August, and after rounding Cape Gerry, ran down the western coast, until they passed the latitude 72° north, in the longitude 94° west; here a considerable inlet to the westward, occupied them two days in surveying; at this point they were first seriously obstructed by the ice, which extended from the south cape of the inlet, in a solid mass, round by S. and E. to E. N. E. their progress from this circumstance, the shallowness of the water, and the rapidity of the tides, became dangerous and tedious, but they succeeded in penetrating below the latitude of 70° north, in longitude 92° west, where the coast after having carried them as far east as 90° , took a decided westerly direction, whilst land was seen extending east and west, at a distance of 40

miles. At this point on the 1st of October, they were arrested by an impenetrable barrier of ice, but having found an excellent wintering port, which they named Felix Harbour, they prepared, as seen in the Panorama, for the long and dreary season. The ship was dismantled, and the deck covered in, and as they were secluded, for an indefinite period, from the rest of the world, having scarcely any regular employment, it became necessary to create some, to prevent that tedious monotony, and idleness, so ill according with their general habits; the officers actively employed themselves in making surveys and land expeditions, taking astronomical observations, noting atmospherical phenomena, and collecting subjects of natural history, and arrangements were made for the amusement and exercise of the men, which reflect much credit on their gallant commander: but the greatest source of amusement, and that which excited the highest degree of interest, was the arrival, early in January, of a tribe of Esquimaux, with whom the most friendly communication was immediately established; from these people it was ascertained that the expedition had already seen the coast of America, and that 40 miles to the south-west, were two great seas, divided by a narrow strait or neck of land.

Early in April, Commander Ross, accompanied by one of the Mates, and guided by two of the Natives, visited this Isthmus, which he found to be two ridges of high land, connecting the land on the north and south, about 15 miles in breadth, intersected by a chain of fresh water lakes, which reduced the actual dry land to about 5 miles. Commander Ross subsequently surveyed the sea coast to the southward of the Isthmus, leading westward as far as the 99° degree, or to 150 miles of Cape Turnagain, of Franklin, to which point the land, after leading him into the 70° degree of north latitude, directly trended. He also surveyed 30 miles of the coast to the north of the Isthmus; also the sea coast to the south, so as to leave no doubt that it joined Repulse Bay, and determined that there was no passage southward, for 30 miles northward of their present position. During the summer, the object now being to try a more northern latitude, the expedition could only (owing to the vast quantity of ice) succeed in retracing its steps 4 miles, to Sheriff's Harbour, where the second winter was passed; during which, Commander Ross surveyed 50 miles more of the coast, and determined that no passage could exist below the 71° degree. The following autumn, the vessel was, with difficulty, got 14 miles northward, or to Victory Harbour, where, as all hope

of saving her was put beyond possibility by another very severe winter, she was left; Capt. Ross and his crew, with such provisions and fuel as they could carry, starting on the 29th of May, 1832, for Fury Beach, where they arrived completely exhausted by fatigue and hunger on the 1st of July. On the 1st of August they again set forward in three boats, which had been providentially preserved, and on the 1st of September reached Leopold South Island, now established to be the north east point of America, in latitude $73^{\circ} 56'$, and longitude 90° west, here the sea presented one impenetrable mass of ice, and they remained in a state of anxiety and suspense, until forced by want of provisions, to return on foot to Fury Beach, where they arrived on the 7th of October, after a fatiguing and laborious march. Here a fourth severe winter was passed in a canvas tent, 32 feet by 16, covered with snow frozen so hard, that they may be said to have inhabited an iceberg; their sufferings being greatly increased by want of bedding, clothing, and animal food. Mr. C. Thomas, the Carpenter, here perished, and three others of the crew were reduced to the last state of debility.

On the 8th of July, 1833, these intrepid individuals again left Fury Beach, being obliged to carry the three sick men who were unable to walk, and in six days reached the boats at Batty Bay; but it was not until the 15th of August, that they were able to put to sea. On the 26th, having crossed Navy Board Inlet, they descried a ship becalmed in the Offing, which proved to be the *Isabella*, of Hull, the same ship that Capt. Ross commanded in his first voyage of discovery, in 1818; they were received on board with every demonstration of kindness and hospitality, and safely reached England on the 18th of October, after having been exposed to the perils and privations of four severe Polar winters, the fatigues and hardships of which were freely shared by those in command, and were endured by the crew with a degree of cheerfulness, sobriety, and discipline, rarely to be met with but amongst British seamen.

The following account, Capt. Ross has kindly furnished himself.

“The situation of this Panorama, is half a mile northward of Felix Harbour, in the newly discovered country, named by Capt. Ross, ‘Boothia Felix,’ and is in latitude 70° north, and longitude 92° west, the land is entirely of primitive formation, the rocks being composed of various kinds of granite, and destitute of vegetation, except in the vallies, in some of

which are lakes of a considerable size, but frozen over, excepting a part of July, August, and September. Reindeer, hares, and foxes, were seen here, and two kinds of grouse, and bears were also constantly ranging along the coast. The time at which this view was taken, was the 9th of January, 1830, at noon, after having communicated with an interesting tribe of Natives, Captain Ross and his Officers having obtained their confidence, by giving them presents, persuaded them to accompany his party to the Victory, which is represented frozen in at Felix Harbour, with her colours and flags flying. The ship is housed in, or, in other words, covered over with a roof of canvass, the bow is exposed to view, but the star-board, or gangway side, is protected by a wall of snow, within which, the men usually exercised, when too stormy to walk on shore, or at a distance. The island to the left of her forms the Harbour, and on it the Observatory was erected, and contained a three feet transit instrument, and a six feet telescope, at which an Officer is represented looking at the planet Venus; this is decorated with flags, as well as the magnetic Observatory at a more distant point. Beyond, at a great distance, is seen King William's Land, which, since Capt. Ross's return, has been so named with His Majesty's gracious permission, as well as the position of the magnetic pole, which is behind the high land to the right of ship, which is named Boothia Felix, in honor of Felix Booth, Esq. the patriotic friend of Capt. Ross, and on the point of which, near a gun, is planted his flag. Going on again to the right, will be seen the village of the Natives, consisting of eighteen huts, built entirely of snow; and round the point is Sheriff's Harbour, where the expedition passed the second and most severe winter on this side of the most distant point, No. 11, called Cape Margaret, is Victory Harbour, distant 15 miles, where the third winter was spent, and where the ship was left in May, 1832. The next to the right, No. 15, is Isabella Louisa, or Lady Parry's island, which being nearest to Sir E. Parry's discoveries, is so named in compliment to that distinguished Officer; and the Lands which close in with that first mentioned, are those visited after much peril and labour, by Mr. Thom and Dr. M'Diarmid, in March 1830. In the foreground are seen the Officers and the Natives proceeding to the ship. Illictu, the old man, who had been placed in the front of the Natives, when formed into a body, is seen on a sledge drawn by Capt. Ross, No. 5, and his party of sailors. Tullooachiu, the man who had lost a leg, is seen on another sledge, drawn by Commander James Ross, No. 6,

and another party, the rest of the Natives are following, and by signs and gestures, expressing their surprise at every object, which is new and wonderful to them.

To the south, looking towards the Victory, is seen the horizon, as it is illuminated at noon, as the sun passes some degrees below the horizon, Venus is seen to the left, and the fixed stars are every where shining as seen at noon, in opposition or in the north, is seen the Aurora Borealis, as it generally appears, shooting its pencil rays upwards, or towards the Zenith. The tints which these phenomena give the surrounding hills is also given with striking effect."

The important results of this voyage, to use the words of Capt. Ross, have been "the discovery of the Gulf of Boothia, the Continent and Isthmus of Boothia Felix, and a vast number of islands, rivers, and lakes, the undeniable establishment that the N.E. point of America extends to the 74 degree of latitude, valuable observations of every kind, but particularly on the magnet, and to crown all, we have had the honor of placing the illustrious name of our most gracious sovereign, William IV. on the true position of the magnetic Pole."

EXPLANATION OF THE ENGRAVING.

1.—The Victory.

The Victory was formerly a Liverpool trader, and was purchased by Capt. Ross, expressly for this expedition, being a very strong and well built vessel; the steam power which was added was on the most approved principle, the boilers occupying a very small space, and the consumption of fuel, and the whole weight was not half that of the engines in general use, but it was soon found to be of no service in these seas. On her arrival in Felix Harbour, every comfort that the situation would admit was provided, the deck was covered over with sail cloth stretched on spars, the steam machinery was removed, and may be seen half buried in the snow, and a substantial wall of snow 7 feet in thickness, composed of huge blocks, was erected to defend her from the northern blasts and violent snow drifts, the non-conducting power of which also prevented the abstraction of heat which was so considerable in windy weather, on the present occasion she appears decked with all her ensigns, in honor of the first visit of the Esquimaux. Her crew consisted of nineteen persons, exclusive of Capt. Ross, Commander Ross, M. Thom, and Mr. Mc. Diarmid. Her burthen was about 184 tons.

3.—Boothia Felix.

Part of the continent of America, named after Felix Booth, Esq. "the truly patriotic citizen of London, who in the most disinterested manner enabled Capt. Ross, to equip this expedition in a superior style." Boothia here presents a most unpromising appearance, being principally composed of immense rocks of primitive granite, of a dark grey color, in some places rising to the height of 400 feet.

5.—Esquimaux.

The general features, bodily and intellectual, of these poor people are too well known to need repetition; the description of savage life is nearly alike applicable to all portions of mankind, placed below a certain degree of refinement, but the amiable character of the Esquimaux forms a striking contrast to that of most savage nations. Insulated by nature from the rest of the world, they have no idea of any other human beings, and there is more of the true spirit of contentment to be found amongst them than is probably to be met with in any other class of mankind whatsoever. Happy in his smoky dwelling, the Esquimaux knows no want, feels no inconvenience, unless the weather prevents his accustomed hunting, he tills no land, nor concerns himself about any right of property, his experience extends only to the arts befitting his mode of life, and the climate forbids his desiring anything beyond common animal wants. In person they are short, but stoutly made, the complexion is olive, the face broad, and the eyes small and piercing, good humour is fully expressed, but they have an indescribable mixture of wildness and ignorance. The women differ but little in appearance from the men, and the dress of seal or deer skins is nearly the same for both sexes. Their sledges, knives, spears, &c. are formed from the bones of the whale and other fish, wood is scarcely known. The present party of males is represented on their road to the ship, which they visited without the least hesitation, expressing great astonishment at all they saw, and their delight at the trinkets presented them by loud gesticulations, and incessant leaping. The two principal were named Illictu, and Tulloochiu; the poor fellow in the second sledge had lost a leg, which had been taken off below the knee in a most masterlike manner, the operation was thus described, the upper part of the leg was bound with thongs, and the flesh stripped from the lower part with their rude knives, the bone was then inserted in a hole in the ice and snapped assunder, the parts were then seared by some lighted moss, and nature did the rest; the sailors afterwards made him a wooden leg, with which he was much pleased, and familiarly christened him Peg-leg.

7.—Commander James C. Ross.

The Nephew of Capt. Ross, and the second in command in the expedition. Commander Ross sailed with his Uncle in 1818, and in the four voyages of Capt. Parry, from whom he received the most flattering testimonials of the zeal and ability which he displayed in the various branches of science committed to his care. He has spent, altogether, thirteen summers and eight winters in the Polar regions, and the knowledge he had acquired of the difficult language of the Esquimaux, was of the greatest service. In the present expedition he conducted the departments of astronomy, natural history, and surveying. In the course of several exploring excursions, he discovered the Gulf of Boothia, several hundred miles of the sea coast of the Continent of America, and after a journey of much severity and hardship, had the proud satisfaction of being the first to plant the flag of his country on the true Magnetic Pole of the world. He is the only individual that has accompanied every voyage of discovery that has lately been sent to those regions, and was first Lieut. with Sir Ed. Parry, in his attempts to reach the North Pole over the ice.

8.—Magnetic Pole.

The solution of this important difficult and perplexing problem, is one of the greatest discoveries of modern days, recent voyages had pointed the direction in which it was to be sought, and by an excellent dipping needle constructed by Jones, Commander Jas. C. Ross determined the spot with tolerable precision, but it was feared it could only be approached by a land journey, which was beyond the limited means of the expedition, these fears were, however, dispelled by the discovery of the western sea; the party first sent having but a small supply of instruments, brought back only some imperfect indications of the object of their search, but when it appeared that another winter must necessarily be passed in these regions, preparations were made for a more accurate survey, and in May 1831, a series of observations determined, as far as the evidence of instruments is conclusive, the place of the Magnetic Meridian, and the exact position of the Magnetic Pole.

No. 9, Esquimaux Village.

No other material but snow and ice is used in the construction of these singular huts, which are erected, furnished and inhabited, in two or three hours, the hut is round with an arched dome perfectly well formed, of blocks of snow, with a round slab of ice for a window, it is entered by a long low passage, a raised bank of snow in the interior covered with skins forms the bed, and a second elevation the cooking place, or lamp, which is a hollowed stone filled with blubber, having several wicks of moss lighted as required; the little property of the Esquimaux consist in skins, cooking utensils of stone, and whalebone, sledges, and dogs, the latter are to them what horses are to Europeans, hardy, faithful, and sagacious, but ill treated animals; the present tribe consist of about 100 persons.

10.—Observation Cairn.

These Cairns of which several may be seen in different directions, consist of piles of stones erected in elevated situations, for the purpose of astronomical and other scientific calculations.

11.—Sherriff's Harbour.

Capt. Ross having ascertained that no passage existed in the Gulf of Boothia, determined on trying a more northern latitude, and with extreme difficulty succeeding in getting the vessel a distance of four miles, and cutting her into a place of security, which he named Sherriff's Harbour, here he remained during the winter of 1830-1, the most severe on record, the thermometer sinking to 92 below freezing point.

12.—Aurora Borealis.

This beautiful and singular phenomenon makes its appearance in these regions with peculiar brilliancy, and during the three winter months is almost constantly seen, varying continually in shape and intensity, generally from north by east towards the south, sometimes it appears in broad masses, breaking suddenly into columns and streamers, filling the whole hemisphere; at the others a brilliant arch of silvery light occupies the space, again it will appear in a straight line, a few degrees above the horizon, as at present represented, the lower part well defined as if issuing from a dark cloud, which was not the case as the stars are unobscured, forming a broad band of pale yellow light, from which the most vivid corruscations of every prismatic colour shoot upwards with inconceivable rapidity towards the zenith; neither the magnet, needle, nor the electrometer, were in the least affected during these exhibitions.

13.—Victory Harbour.

In the Autum of 1831, the ship retraced her steps fourteen miles farther northward, but as the East Cape was not yet doubled, all hopes of saving her were at an end, and was put beyond possibility by another very severe winter, and having only provisions for another year, accordingly in the following spring she was abandoned in her present harbour.

18.—Polar Bear.

The Polar Bear, (*Ursus Maritimus*) is too well known to need particular description, they are of a large size, and possess the most formidable strength, and ferocity, and manage to support nature on seals and the remains of fish, &c. In regions where it might be thought so large an animal must necessarily perish, their sense of smell is very keen, and they frequently were attracted to the ship by the cooking, and afforded good sport in hunting. A very large one attacked Captain Ross one day in his tent, but the Captain having his gun, gave him so warm a reception that he soon took to his heels, he afterwards visited the ship where he received the reward of his temerity, by being immediately shot.

20.—Observatory.

This Observatory was erected for the purpose of containing a 3 feet transit instrument, it is 12 feet in height, built entirely of snow.

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