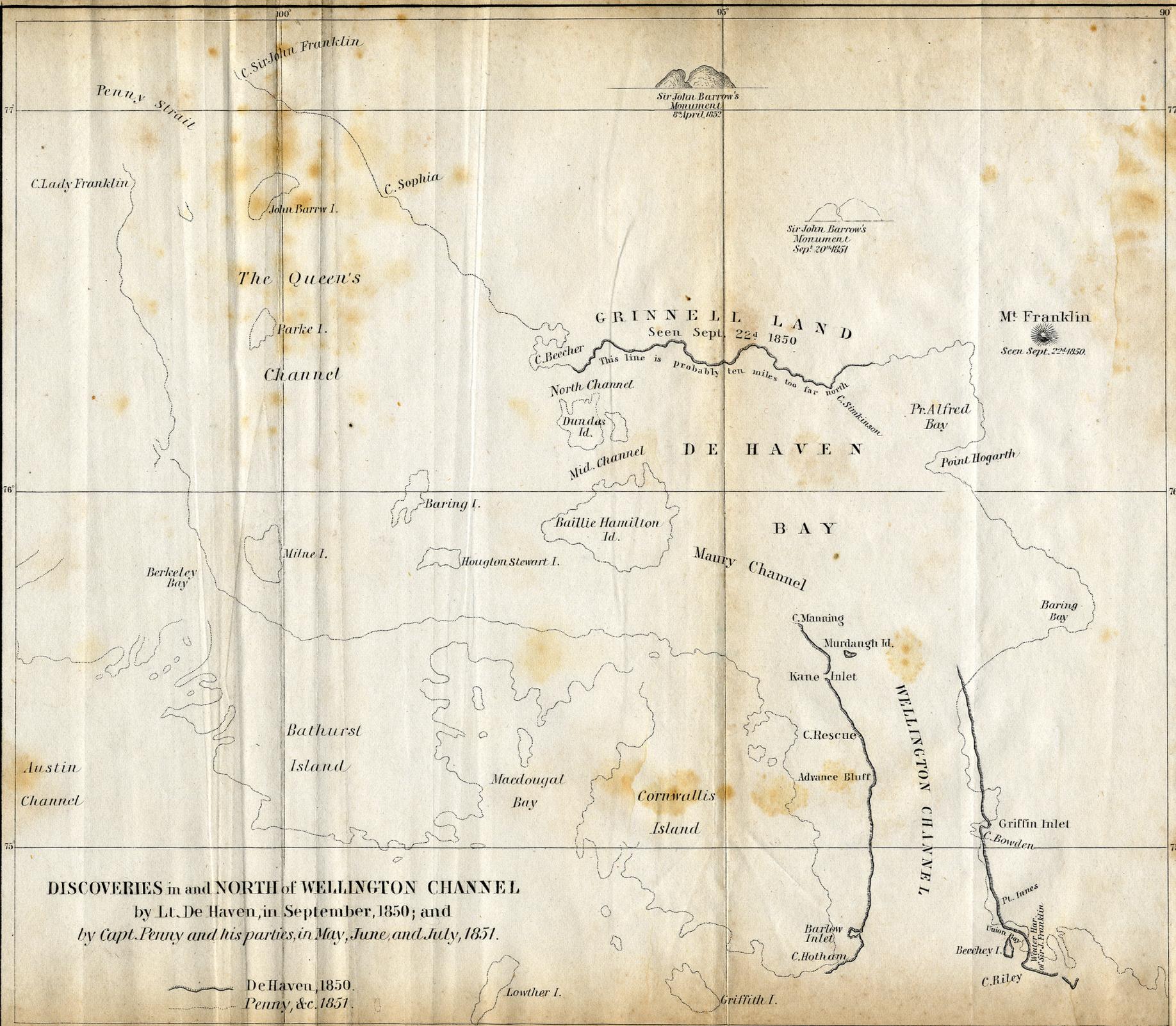


GRINNELL LAND.

Remarks on the English Maps of Arctic Discoveries, in 1850 and 1851, made at the Ordinary Meeting of the National Institute, Washington, in May, 1852, by PETER FORCE.

The reputation of the American Flag is the common property of the nation. Its victory or its defeat is felt by every one of us. In time of peace or war, its glory or shame (should shame ever discolor one of its stripes or diminish the lustre of one of its stars) is the glory or the shame of the American people. In war it can protect and defend itself. In peace it is our duty to watch it with a jealous care, and protect it against any attempt made by a friendly nation to rob it of its honours.

When the American Exploring Expedition, in 1840, discovered the Southern Polar Continent, (a discovery that had baffled the efforts of Europe for a century,) the discovery was repudiated by the commander of an English Expedition, and excluded from English maps. The people and the press of this country submitted to the injury in silence, leaving it to time to do the Discoverer justice. But this forbearance has only invited a repetition of the wrong. England has now repudiated the American discovery in the North in 1850.



DISCOVERIES in and NORTH of WELLINGTON CHANNEL
 by Lt. De Haven, in September, 1850; and
 by Capt. Penny and his parties, in May, June, and July, 1851.

— De Haven, 1850.
 - - - Penny, &c. 1851.

GRINNEL LAND
 Seen Sept. 22 1850
 This line is probably ten miles too far north
 C. Simpsonson

Mt Franklin
 Seen Sept. 22 1850.

Sir John Barrow's
 Monument
 8th April 1832

Sir John Barrow's
 Monument
 Sep^r 20th 1851

How this has been done it is the object of these remarks to show.

The long absence of the Expedition under the command of Captain Franklin, who was sent to discover the Northwest Passage to the Pacific in 1845, and the unsuccessful efforts made from England to ascertain the fate of that Expedition, induced Lady Franklin to appeal to America for aid in seeking for her husband and his companions. Her appeal was responded to by HENRY GRINNELL. He purchased vessels, which, with the countenance and aid of the United States Government were sent to assist in the Search.

This munificent act of Mr. Grinnell is without a precedent. It was an undertaking by a private citizen of one country to seek out and restore to their homes, if possible, the officers and crews of the absent ships of another. None of Sir John Franklin's own countrymen came forward to do as much. Not a man was found in England, from Prince to Peasant, who was able and willing to send at his own expense an expedition to search for the English ships and their crews, such as was projected and carried out by this great-hearted American.

The American Searching Vessels were placed under the command of an officer of the United States Navy who had seen some ice service in the Expedition that discovered Wilkes's Land on the Antarctic Continent.

Without dwelling upon the arctic voyage of

Lieutenant De Haven, or of his and his companions' sufferings and providential preservation from destruction during the most extraordinary ice-drift on record, one fact, highly creditable to the skill and perseverance of the officers, and the determination and indomitable spirit of the seamen of our Navy, may be noticed. It is this : The Rescue, the foremost vessel of the American Expedition entered Wellington channel in company with the Assistance, the foremost vessel of all the English Expeditions, on the 24th of August, 1850 ; and when, at the close of the season, it became apparent that no farther progress could be made, the American vessels, *without the aid of steam*, were at the farthest point that was made by any vessel of the three English Expeditions then engaged in the Search, all of which had been assisted by steam on their outward voyage, when in, and while crossing, Baffin's Bay.

The English Expeditions of Ross, Austin, and Penny, made harbors. The Americans were afloat the whole of a long arctic winter, at the mercy of the winds, the currents, and the ice. On the 18th of September De Haven was North of Cape Bowden, the most northern point seen by Parry, in 1819, and farther North within Lancaster Sound than has been attained to this day by any vessel of all the English Exploring and Searching Expeditions.

His discoveries began at Cape Bowden, on the 17th of September. By the end of the

month he was at $75^{\circ} 25' N$. Here he saw hitherto unknown land to the East and West, and far off to the North beyond the land on the maps. Of this new discovered land he gave names to Maury Channel, Grinnell Land, Mount Franklin, and other places around De Haven's Bay, which names none that came after him had a right to alter. He says—

“ To the Channel which appeared to lead into the open sea, over which the cloud of ‘frost smoke’ hung as a sign, I gave the name of ‘Maury,’ after the distinguished gentleman at the head of our National Observatory, whose theory with regard to an open Sea to the North is likely to be realized through this Channel.

“ To the large mass of Land visible between N. W. and N. N. E. I gave the name of ‘Grinnell,’ in honor of the head and heart of the man in whose philanthropic mind originated the idea of this Expedition, and to whose munificence it owes its existence.

“ To a remarkable Peak bearing N. N. E. from us, distant about forty miles, was given the name of ‘Mount Franklin.’

“ An Inlet or harbour immediately to the North of Cape ‘Bowden’ was discovered by Mr. Griffin, in his Land excursion from Point Innes on the 27th of August, and has received the name of ‘Griffin Inlet.’

“ The small Island mentioned before was called ‘Murdaugh's Island’ after the acting Master of the ‘Advance.’

“ The eastern shore of Wellington Channel appeared to run parallel with the western, but it became quite low, and, being covered with snow, could not be distinguished with certainty, so that its continuity with the high land to the North was not ascertained.”

The exclusion of the discoveries of Captain Wilkes in the Antarctic Ocean from the charts of

Captain Ross, with all the circumstances relating to this exclusion, were remembered, but it was not supposed that an attempt of a like character could be made to set aside the American discoveries in the Arctic Regions; for, that no vessel of, and no party from, the English Expeditions was, in 1850, at any position from which Grinnell Land could be seen, was a fact unquestionably established by their own Reports of their proceedings.

Yet it has been attempted. In England, on their maps, it has been accomplished. There, on the authority of the Lords of the Admiralty De Haven's discoveries of 1850 have been set aside. The name of "Grinnell" has, there, been erased, to make room for that of Prince "Albert."

In May, 1851, eight months after the discovery by Lieutenant De Haven, the same land was seen by Captain Penny and his parties. As their observations do not agree with De Haven's, it is proper to inquire how far they were qualified to correct him or why theirs should be taken in preference to his.

In answer to questions of the Arctic Committee, Capt. Penny said—"The observations for longitude were rendered useless in consequence of our time pieces not keeping equal rate." "The longitude was by a dead reckoning, and could not have been far out." "Being young travellers, we all over estimated our distances, and had to reduce them, some nearly eighty miles."

Being inquired of about a discrepancy in latitudes, Penny answered. "I can explain that. I was deceived myself at the time. It was a low shingly isthmus covered with snow, which the best surveyor must have taken for ice. Mr. McDougall made his observation when it was covered with snow, and he was deceived, as I was, from a distance."

In his answers to other questions it appeared that he was in the water in the neighborhood of Baillie Hamilton Island from the 17th of June to the 20th of July—thirty-three days. In all that time he got no farther west than Baring Island, about twenty miles. He found a tide of at least four knots, but, though near the land all the time, could not tell whether the flood came from the eastward or westward. He took no soundings; and touched the coast of the main land at one point only—at Cape Beecher, on the northeast side of the channel.

From this cape, at an elevation of five or six hundred feet, he took the exact bearings of Capes Sir John Franklin and Lady Franklin, each distant from him sixty or seventy miles. He not only saw both Capes very distinctly at that great distance, but he was able to mark, at the same time, the coast line, as it now appears on the maps, with its projections and indentations, its Capes and Bays, on both sides of the channel, which was sixty miles wide to the Southwest from Cape Beecher and twenty-five miles wide in the Northwest at Penny Strait. It must have

been in this view of Captain Penny from Cape Beecher, that "three hundred and ten miles of coast were examined by the boat," which he says was done ; for it does not appear that at any other time he was where thirty miles of coast could be examined by the boat. We have here exhibited in their performances some of the qualifications of Capt. Penny and his associates for correcting the observations of an American officer, an experienced and accomplished seaman, thoroughly versed in all the branches of nautical science.

Of the five maps consulted in the examination into the curious and progressive discovery of Albert Land, including Sir John Barrow's Monument, the first is Captain Penny's "outline chart of coast explored by traveling parties from the Lady Franklin and Sophia, in search of H. B. S. Erebus and Terror." It was prepared at Captain Penny's Winter Quarters, Assistance Bay, and delivered to Captain Austin before they left the ice, on the 12th of August, 1851. He then had no knowledge of De Haven's presence in the North in the fall of 1850, and doubtless believed that all he saw there was an original discovery. In his desire to make this as large as possible, he pressed his coast line as far North as he could, and extended it Westward to the utmost limits of credence ; but, with this exception only, he could have had no motive for not representing every thing precisely as he found it. As to his

longitudes and latitudes, it must not be forgotten that he says his "observations for longitude were rendered useless," and in his latitude he admits he was deceived "from a distance." He gives on this track-chart the routes of the several parties, and the coast lines and islands, seen and supposed to have been seen by him and the officers under his command; but he gives no names to the land or the water.

"Sir John Barrow's Monument," at that time, had not been discovered.

The next in order is Penny's "Outline of Discoveries," printed in the Illustrated London News of September 20, 1851, within two weeks after his return to England. It is nearly a copy of the preceding, with the addition of names to the Capes, Bays, Islands, &c. Here "Grinnell Land" is first called "Albert Land," and here "Sir John Barrow's Monument" is first named. It is placed near $76^{\circ} 45'$ North, and $93^{\circ} 30'$ West.

A third one is the "Authorized Chart," which, with Penny's track chart, was inserted in the appendix to the Report of the Arctic Committee. This chart bears the stamp of the Hydrographic Office, and the date of September 23, 1851. It has "Albert Land" with the addition "explored by Captain Stewart." The date of his exploration, May 1851, is omitted. It gives Sir John Barrow's Monument in $77^{\circ} 5'$ North, and $95^{\circ} 30'$ West, and puts land between

M'Dougall's Bay and Victoria Channel, which the preceding did not.

Up to this time it may be said that neither Captain Penny nor the Hydrographer of the Admiralty had more precise information of the position and extent of De Haven's discovery, in 1850, than they obtained from the published letters from the American Expedition and the returned whalers, and hence were excusable in claiming all seen North of Cape Bowden as original English discoveries.

When the next (the fourth) map was published there could be no pretence of a want of information; as full accounts of De Haven's discovery in 1850, had then reached England. On this map appeared the first certain public demonstration of a determination in England to rob him of the credit of the discovery. The man who volunteered, or who was selected, to perpetrate this discreditable act is one extensively known as a publisher of maps and charts, and whose reputation for ability and integrity in their construction had not hitherto, as far as is known here, been suspected. This map has the following title :

" Discoveries in the Arctic Sea, between Baffin Bay and Melville Island; showing the coasts explored on the ice, by Captain Ommanney and the officers of the expeditions under the command of Captain H. Austin, R. N. C. B. and Captain W. Penny; also by the Honorable Hudson's Bay Company's Expedition under the command of Rear Admiral Sir John Ross, C. B. in search of Sir John Franklin.

“ Drawn from official documents by John Arrowsmith, 10 Soho Square.

“ London. Published October 21st, 1851, by John Arrowsmith, 10 Soho Square.”

This map, “ drawn from official documents, by John Arrowsmith, 10 Soho Square,” it is seen, bears the date of “ October 21st, 1851,” but there is on it the southern shore of Wollaston Land, which was first explored in May, 1851, by Dr. Rae. The letter of Dr. Rae giving an account of his exploration and enclosing a tracing of the coast, was dated at Kendall River, North-east of Bear Lake, June 10, 1851, and was communicated by the Secretary of the Hudson Bay Company to the Secretary of the Admiralty on the 10th of November. It was not possible therefore for Mr. Arrowsmith to publish this earlier than November, some time after certain intelligence of De Haven’s discoveries had been received, and it probably was not published when the Arctic Committee adjourned on the 17th of that month, as no allusion to the pretended discovery by Captain Ommanney was made by the Committee or by any of the officers who were examined.

On this map, “ drawn from official documents,” Sir John Barrow’s Monument is placed in precisely 77° N. 96° W.

Over the coast of Grinnell Land Mr. Arrowsmith has placed this inscription :

“ ALBERT LAND. Seen (*on the birth day of H. R. H.*

Prince Albert,) from H. M. S. Assistance, 26th August, 1850.—CAPT. OMMANNEY'S JOURNAL.

"Independently seen and explored by Captain Penny and his officers."

Thus it appears, that, according to Mr. Arrowsmith's map, Captain Ommanney has asserted in his journal that he discovered "Albert Land" on the 26th of August, 1850. This assertion of Captain Ommanney, if true, would completely cut off De Haven's discovery of the 22d of September. But it is not true. Whether the statement was made on the authority of Captain Ommanney, or was invented by Mr. Arrowsmith, must be settled by the gentlemen themselves. In the inquiry under consideration it is of no importance to know which of the two is responsible for it. It is here of consequence only to ascertain what truth there is in it.

The name of "Albert Land" was given to the land discovered by De Haven in 1850, and "independently seen by Captain Penny and his officers" in 1851. The name had nothing to do with Mr. Arrowsmith's birth-day discovery. "Albert Land" was on the maps published before Ommanney reached England, up to which time neither Austin, nor Penny, nor Stewart—not even Ommanney himself, as far as appears in the official reports and correspondence, had ever heard of a discovery of land in the North on the 26th of August, 1850.

Mr. Arrowsmith's map is dated October 21, 1850, one day earlier than the letter of the

Secretary of the Admiralty to Admiral Bowles, informing him of the appointment of the Arctic Committee. This Committee met on the 24th of October. After a full investigation of the journals, reports, and proceedings of all the Searching Parties of the expeditions, and the examination of the officers of all grades, who gave answers to upwards of fifteen hundred questions, the Committee adjourned on the 17th of November, and made their report on the 20th.

On the day of the final adjournment of the Committee, the last witness examined was Captain Stewart. Some questions were asked him respecting the contents of a letter he received from Captain Austin after his return from his exploring journey, about the end of June, 1851. Captain Stewart said he had received a letter, but did not recollect the purport of it. Question No. 1502 was then put by the Chairman:

“Can you state to the best of your recollection what it was about?”

Captain Stewart's answer is—“I think the purport of it was congratulating me on my return *and on having discovered that new land to the north.*”

This “new land to the North,” for the discovery of which in May, 1851, Captain Stewart was congratulated by Captain Austin in the succeeding month of June, is the “Albert Land” of the English maps. There was no suggestion by the Committee nor by any officer examined by

them, that "Albert Land" had been discovered by any other person than Penny and Stewart, or earlier than May, 1851. Captain Ommanney, in his examination before the Committee set up no pretence to the discovery of the "new land to the North" on the 26th of August, 1850. What he communicated to "John Arrowsmith, 10 Soho square," was a private affair, of which we know nothing but what Mr. Arrowsmith has been pleased to make public.

Let us now inquire where Captain Ommanney was, on the 26th of August, 1850.

Commander Forsyth and Mr. Snow both say, that on the 25th of August, 1850, the day the Prince Albert entered and left Wellington Channel, the Assistance (Captain Ommanney's vessel) was working over to Cape Hotham.

Captain Penny, in his letter to the Admiralty, dated 12 April, 1851, says he was off Beechey Island on Sunday, the 25th of August, when he learned from the American schooner, Rescue, that relics of Franklin had been found on Cape Riley—

"The 'Assistance' was then running to the westward; and, anxious to be possessed of every particular, I followed her, with the intention of going on board, but I had not that opportunity till two P. M. when both vessels were made fast to the land ice, two thirds of the distance across Wellington Channel, the Assistance being about one mile and a half to the westward of us."

This shows where he was on the 25th of August. Where he was on the 26th, is seen in the following extract from Lieutenant De Ha-

ven's Report to the Secretary of the Navy, dated New-York, 4 October, 1851.

"On the 26th [of August, 1850] with a light breeze, we passed Beechey Island, and run through a narrow lead to the North. Immediately above Point Innes the ice of Wellington Channel was fixed and unbroken from shore to shore, and had every indication of having so remained for at least three years.

"Further progress to the North was out of the question. To the west, however, along the edge of the fixed ice, a lead presented itself, with a freshening wind from S. E. We ran into it, but at half way across the Channel our head way was arrested by the closing ice. A few miles beyond this two of the English vessels (one a steamer) [Assistance and Intrepid] were dangerously beset. I deemed it prudent to return to Point Innes, under the lee of which the vessels might hold on in security until a favorable change should take place."

Here we have the position of Captain Ommanney on the 26th of August, on the authority of Lieutenant De Haven.

The appeal will now be to Captain Ommanney himself. Let him say in his own words what his position was, and whether he saw "Albert Land," on the 26th of August, 1850. In his Report to Captain Austin of 10th September, 1850, he says—

"From the top of Beechey Island [August 23] I had an extensive view of Wellington Channel and Cornwallis Island; nothing but a close body of ice could be seen, an unbroken field of ice covering an extensive sea to the Northward, but *no land visible beyond.*"

"On the 25th a lead opened across the Strait towards Cape Hotham; I therefore considered it my duty to avail myself of this opportunity to carry out your instructions

and examine a spot where I felt confident a record would be left by the Expedition on their progress westward. The Intrepid was despatched under steam to execute this service, whilst we followed under canvass.

“ During the day Captain Penny communicated with me, and having informed him of my intention, he returned to search the bay side of Beechey Island. We kept along the solid field of ice extending from Cape Innis to Barlow Inlet, which bounded the horizon to the Northward, and where *no land was visible*.

“ When six miles east of Barlow Inlet, the pack ice closed in on the main floe, and stopped my further progress, where the Interpid joined us.

“ In this position we continued beset in Wellington Channel from the 25th ultimo to the 3d inst., strong southeasterly winds and thick weather prevailing.”

These extracts from Ommanney's Report furnish abundant proof that no discovery was made by him on the 26th of August, 1850. They show that on that day he was fast in the ice near Barlow Inlet on the western shore of Wellington Channel, and, that he saw no land to the Northward when crossing the Channel on the 25th, nor even from the top of Beechey Island, where he was on the 23d, at an elevation of seven or eight hundred feet.

Captain Ommanney himself, then, exposes the utter groundlessness of the assertion of Mr. Arrowsmith, made on the authority of his own journal, that he discovered land to the North on Prince Albert's birth day, in 1850. It is possible that an entry, such as Mr. Arrowsmith refers to, may now be found on his journal, but no one who reads his letter of the 10th of September can

believe that such an entry was made there in August, 1850, or before his return to England, 28 September, 1851.

Mr. Arrowsmith's was followed by another map, emanating from the highest authority in England, and is the last in the series, so far, showing the origin and progress of the discovery of Albert Land and Sir John Barrow's Monument. It is entitled—

“Discoveries in the Arctic Seas to 1851. London. Published according to act of Parliament at the Hydrographical Office of the Admiralty. April 8, 1852.”

This was prepared for publication long after the Admiralty were in possession of De Haven's Report; for his Report was included in the papers entitled “Further Correspondence and Proceedings connected with the Arctic Expedition; presented to both Houses of Parliament by command of Her Majesty,” and printed early in February; from which it was copied by Lieutenant Osborn into his “Stray Leaves from an Arctic Journal,” published in London, February 15, 1852. Indeed, the map itself shows that the Report was before the Hydrographer when it was constructed.

The Admiralty therefore knew what discoveries De Haven had made in September, 1850. They probably feared the fraudulent pretensions of Mr. Arrowsmith and Captain Ommanney to the discovery of Albert Land, on the 26th of

August, 1850, the Prince's birth-day, would be detected, and that it could only be made an English discovery by relying entirely on "the independent exploration" of it by Penny and his officers, in May, 1851, and by rejecting and discrediting De Haven's discovery made eight months earlier; that is, by doing precisely what had been done before in regard to the discovery of the Antarctic Continent by Captain Wilkes.

The coast line of the Northern Land is placed a few miles farther to the North by Stewart than by De Haven. Stewart makes Cape Simpkinson $76^{\circ} 19'$, while De Haven made Mount Franklin $76^{\circ} 5'$, showing a difference of fourteen miles. As there is but one land there extending from East to West, and that the land first seen by De Haven, he or Stewart must be wrong some fourteen miles; or perhaps neither may have it precisely correct, as it is possible from his distance, and not knowing the height of the land, De Haven might not be exact.

A greater error was committed at another point. M'Dougall carried the water of M'Dougall Bay, in longitude $98^{\circ} 20'$ West, to the northward of Goodsir's southern coast line of the Queen's Channel, making Cornwallis Island an island. This collision of the Explorers was noticed and *corrected* by the Hydrographer, who placed a belt of firm land between the two waters, by which Goodsir's connected shore line for Victoria Channel was secured, and Bathurst Island and

Cornwallis Island were made one land ; though this latter fact does not appear to have been very satisfactorily determined. Goodsir had no instruments. His journal at midnight on the 25th of May, near the place in question, breaks off abruptly in the middle of a sentence, while he was on the ice in the middle of Manson Bay, which had very much the appearance of a deep inlet ; and in the morning of the same day, from an elevation of two hundred feet, a few miles to the Eastward of his terminus, he found a level country stretching out to the South a considerable distance, and the view in that direction bounded by high hills. M'Dougall was at Neal Island, on very near the same meridian, on the 6th of June, when he observed carefully from a hill in the centre of the Island, and saw no land North of him round the head of the Bay, nor was his view in any direction bounded by high hills. This over-lapping of waters and latitudes, and other discrepancies of observations, presented no difficulty to the Hydrographer. With a bold and a strong hand he separated the waters and put dry land between them ; and, at the same time, made a low isthmus of Dr. Goodsir's high hills.

All these and other corrections and alterations were adopted by the Admiralty. But they do not admit the possibility of an error, by De Haven or by Stewart, in regard to the exact position of the coast line of Grinnell Land. There they do not hesitate a moment, but come at once to

the absurd conclusion that Baillie Hamilton Island, with an Eastern front running North and South, is "The Grinnell Land of the U. S. Squadron," which runs East and West; and that De Haven's assertion that he saw land where he has marked Grinnell Land, is untrue. Indeed there was no middle path to take. They had either to admit De Haven's statement to be true or to reject it as untrue; for, to charge him with committing a blunder of a few miles would be an admission of his Discovery, which, apparently, it was their determination from the first to deny.

Though Grinnell Land has no place on the Admiralty map, to Mount Franklin, which now appeared for the first time on an English map, they have assigned quite a conspicuous position. They found Grinnell Land moved fourteen miles to the North, but instead of placing Mount Franklin on the same parallel with it, they shoved the latter round to the Eastward in Longitude $91^{\circ} 28'$ of their map, and changed its bearing from N. N. E. to N. E.; and then, as if to convict De Haven of misrepresentation or ignorance, they marked on Baillie Hamilton Island, four degrees and a half to the Westward, "The Grinnell Land of the U. S. Squadron."

By this cunning but unfair and unjustifiable device, (for Mount Franklin and Grinnell Land are on one and the same coast, north of De Haven's Bay,) "Mount Franklin of De Haven," is placed on the east side of the Bay, as it is

drawn on their maps, within ten miles of the coast between Baring Bay and Point Hogarth, in a very flat country, where Captain Stewart says when speaking of the place where he buried some provisions—"We buried them and built a "large cairn to mark the place, so that we might "not pass it in returning, the land being so low "and flat that there was nothing whatever to "make one know the place again, without some "mark, our own sledges being the highest thing "in sight for miles and miles, except the hum- "mocks in the offing." There could, then, be no Mount Franklin there.

Thus, by cutting De Haven's Discovery into two parts, erasing one entirely and placing the other fourteen miles to the South of their northern coast line, they endeavor to make it quite clear that he did not see Grinnell Land at all, and that there can be no Mount Franklin; and therefore all that he says about discovering land to the North is nothing more nor less than a sheer fabrication.

Mount Franklin has been a great puzzle to the English Hydrographers and map makers. All they knew about it before De Haven's return to the United States, was the reference by Dr. Kane in a letter, to a remarkable Peak, bearing N. N. E. from the ships. They knew from this that there was a distinctly marked high land somewhere in the direction indicated by Dr. Kane. But this was all they knew. Nothing like it had

been seen or mentioned by Penny or by Stewart. No notice of such a Peak is found on any of the Journals of Penny's parties. But when his "Outline of Discoveries," of September 20, was prepared, a "remarkable Peak" was required to make it complete. It would not do to leave undiscovered what it was known De Haven had seen. So "Sir John Barrow's Monument," with two remarkable Peaks, was discovered for the occasion, and very faintly placed in about latitude $76^{\circ} 45' N.$, longitude between 93° and $94^{\circ} W.$ On the copy examined it is so faintly marked that only the words can be seen—nothing of the Monument is perceptible.

It is possible Sir Francis Beaufort thought the position first chosen for the Monument was too near De Haven's Mount Franklin, and that farther off it would be much safer from a suspicion of its surreptitious existence. So he altered its location. On the "authorized chart" of September 23, "Sir John Barrow's Monument" is removed to $77^{\circ} 5' North, 95^{\circ} 30' West.$ Arrowsmith, October 21, got it a little farther West—he changed it to $77^{\circ} North, 96^{\circ} West;$ but he does not cite Captain Ommanney's Journal as his authority for this change. When the cunning device was conceived of cutting off Mount Franklin from Grinnell Land, and taking it around from the North to the East side of De-Haven Bay, by the Admiralty, April 8, 1852, it appeared to be entirely out of the way, so the

Hydrographer carried the Monument back to 77° 5' North, 95° 30' West.

Thus it has been floating about, from September to April, like a log drifted by the tides. Where it may be placed on the next map "drawn from official documents," no one on this side the Atlantic can imagine. To the question—"Who has seen Sir John Barrow's Monument, and what is its true position?" there is no answer. Penny did not see it. Stewart did not see it. Sutherland did not see it. None of the explorers saw it. There was no authority for placing it any where. "Sir John Barrow's Monument" is a mere fiction, thought indispensable, perhaps, in sustaining the attempt to appropriate to the English explorers of 1851, the American discoveries in 1850.

These are some of the fruits of an undertaking prompted by kindness and urged on by humanity. It was carried out with ability, energy, and perseverance. What is given in return for this?

What are England's thanks to Lieutenant De Haven? His discoveries are taken from him, his fair fame is assailed, and, through him, the honor of the flag he sailed under is contemned. What are England's thanks to Mr. Grinnell? His name has been rudely and scornfully ejected from a land where, according to the laws and usages of all civilized nations, it had a right to remain forever; they have put in its place the name of another but not a nobler man.

Such are the thanks and the greetings of England to America, for sending solicited aid to assist in ascertaining the fate of her long absent subjects.

Nevertheless, should another call be made for a similar mission, may there then be a Grinnell, and a De Haven, and an administration in these United States, ready to answer it, and prompt to act upon it. But the self-respect of the people and government of America should never again permit their Flag to be associated on such a service, with one that may, from whatever motive, be unwilling to do it justice. No—rather in all future time, when sent forth in the cause of humanity or of science, wherever duty may call it, there let that Flag be seen, floating proudly—but alone.