

DISCOVERY OF THE REMAINS OF SIR JOHN FRANKLIN AND PARTY.

(From the *Moniteur* of Dec. 24.)
 We have been favored by E. M. Hopkins Esq., (in the absence of Sir George Simpson), with the following outline of the proceedings of the Arctic Expedition, and the instructions from Her Majesty's Government, was employed by the Hudson's Bay Company to follow up the clue discovered by Dr. Rae, while engaged on another exploring expedition, also fitted out by the Hudson's Bay Company, of the fate of Sir John Franklin's party.

It will be in the recollection of our readers, that it is scarcely a year ago that we published to the world the first authentic information which had been received of the lamentable fate of the gallant Franklin and his brave comrades. The intelligence which was conveyed to Dr. Rae in the Winter of 1853-54 by the Esquimaux, and in the accuracy of which that distinguished Arctic traveller placed perfect reliance, was received in the month of August, and great hesitation, arising, probably, from an unwillingness to believe the mournful facts.

That intelligence was in substance that in the Winter of 1850, the Esquimaux saw a party of whites travelling from the northward toward the Arctic coast, dragging a heavily laden sled, and entering the sea as soon as they reached open water; that the party, about forty in all, made the land near the mouth of a large river (the Great Fish River of Back) and there perished of starvation, to which were added a number of painful details that we suffer to repeat, we will not again inflict on our readers. In proof of the truth of these reports, the Esquimaux exhibited and sold to Dr. Rae a great variety of relics, principally silver forks and spoons, marked with the crests and initials of various officers of the ships Erebus and Terror (Franklin's), and among other articles, a small order, or star, with Sir John Franklin's name engraved on it. These were the tangible proofs conveyed by England to the confirmation of the tale he collected from the Esquimaux; but his proceedings and conclusions have been frequently called in question, and therefore it will be more gratifying to him now, that they are fully corroborated, and that the authenticity of the tale, in which he might possibly have been mistaken.

As soon as Dr. Rae had laid his report before Her Majesty's Government, it was decided, that an attempt should be made to follow up the trace he had obtained, commencing on the point of departure of the Esquimaux as the scene of the last sufferings of the party of whites seen by them in 1850.

The organization and management of this new expedition were wisely intrusted to the Hudson's Bay Company. On the 27th of October, 1854, the instructions of Her Majesty's Government and the Company were forwarded from London to Sir George Simpson at Lachine, where he immediately proceeded to the rendezvous. His great experience and well known ability in affairs of that nature enabled him to decide with promptitude on the mode of carrying out the expedition, the men to be employed as leaders and in subordinate capacities, the supplies to be procured, and all other requisites for the undertaking; and on the 29th of November, last year, his instructions were dispatched by special messenger to the Hudson's Bay Territories, all parts of which were under his immediate British management, and which he collected at the rendezvous, Fort Resolution, in Great Slave Lake, by the 1st of June following; and so completed were the plans, and so carefully had all contingencies been provided against, that no point was there a failure in carrying out his arrangements.

The officers selected to lead the party were Mr. Anderson, a chief factor of the Company, and Mr. J. C. Stewart, a chief trader, both well qualified by their experience, physical strength, &c., for the arduous duty. The party consisted of two officers and fourteen men, and left Fort Resolution, a port of the H. B. Company on Great Slave Lake, on the 1st of June last in two ketches, in which they pursued the perilous voyage down Great

Fish River—a river known to the world for its dangers and horrors by the George Back's voyage in 1825. It is now well known that he doubts that the party ever could have got safely down that stream to the coast, had it not been for the wonderful dexterity of the three Inroquois voyageurs who Sir George Simpson had providently forwarded from Lachine to join the expedition—the three best men of his own canoe.

The party reached the outlet or skirting of the river on the 30th of July, and skirted along its eastern shore as far as Point Barrow, pushing their track canoe bodily out into the Arctic Ocean, and forcing their way through drifting masses of Arctic ice seven or eight feet thick. But they were prepared to make any effort to reach the land, had they been placed in a single boat, the Esquimaux to mean, when describing where the white party perished in 1850; and they had the melancholy satisfaction of procuring, on that very spot, the fullest possible confirmation of the report. They also met Esquimaux in that vicinity, who had seen the whites, and gave much valuable information. Suffice it to say, that on the island were discovered the remains of a boat, which had been partially destroyed by the action of the ice, and the wood and the metal fastenings.

Although there was sufficient left to identify it as belonging to the Franklin expedition, one fragment of wood (now, as well as some other small relics, in the possession of the Hudson's Bay Company at Lachine), was placed in a tin, and branded on it, while another piece has the name of Mr. Stanley, (surgeon of the Erebus) cut upon it, this latter being part of a snow-shoe, evidently of English manufacture, being made of oak, a species of wood being peculiarly adapted to the purpose. No papers or books, and no human remains were found; nor was it likely, as four years had elapsed, since this tragedy was perpetrated, that any traces would be left to the storms of four Arctic Winters, and there is little doubt, that either the sea has washed off or the sand has buried deep the unfortunates who perished on this spot. The Esquimaux were very friendly, and they displayed all their treasures obtained from the boat, or found near it, and these consisted principally of the oars, used by them as tent-poles, the boat-kettles, the empty preserved-meat-cans, &c., but no papers; and the natives stated, with every evidence of sincerity, that none had ever been seen or found.

Everything portable was secured by Messrs. Anderson and Stewart and brought back, and are now on their way to Canada; it would be useless to recount them all, but we will give a few particulars. The Government mark on it, oars branded with the broad-arrow, piece of button, (remains of a flag), a letterholder, a step of a mast, &c.—all clearly European and all Government property. Is anything more wanted?

The weather is described as having been "exceedingly variable," with frequent snow, rain, sleet, hail, thunder, and whatever else can be conceived that is disagreeable. It is a part of the coast the natives even consider uninhabitable—merely visiting it in the winter time in Summer when the dogs pass that way.

On the 14th August, when the expedition commenced its retreat from the coast, the ground was covered with fresh fallen snow, and the ice was forming; in fact, *Winter* had set in. A few other details of the last moments of the lost party have been collected; we may mention one mournful incident reported by an Esquimaux woman, who saw the last man die; he was large and strong, she said, and sat on the sandy shore, with his hands clasped together, thus the last survivor of Franklin's Expedition yielded up his brave spirit. Messrs. Anderson and Stewart retraced their steps to Great Slave Lake, whence the latter coasted to the mouth of the River, and then, by a short detour, reached the British Territory to Montreal, where he arrived on

Friday evening last, 5th of January, at St. Paul, three months and a half's travel, in open craft, and through an unsheltered bay, without a halt. A few facts taken at random may serve to bring home to you appreciation, what this North-west expedition accomplished and what it cost.

In this month of January, the troops who were sent from Lachine to form part of the expedition returned thither, thus performing in one year the same service that Sir George Back got through in three. For 60 days and nights, the party saw no fire, being no truder on the Great Fish River or Arctic coast; and during those 60 days they travelled incessantly in open craft in a wretched climate, never had dry clothes or slept on dry blankets, and never eat cooked viands except on rare occasions, when they made a little soup by means of a lamp. This party of sixteen in all travelled in bark canoes down one of the most turbulent rivers known even to the North-west voyagers; ventured among the ice on the Arctic sea; and returned to the starting-point with no other loss than a single accident to property—and, what, performed all that was required of them; and had they gone out for one or five years earlier, would no doubt have been instrumental in saving the lives of a portion of Franklin's party.

We think the foregoing narrative is ample corroboration of the wisdom of the recent outcry, to put "the right men in the right places."

One word in conclusion as to the Franklin Expedition. The two vessels, Erebus and Terror, were built in England, and last heard of in 1845. They probably tried several passages, but were killed by the ice, and finally in 1848 were crushed, probably in Victoria Straits. Many of the crews perished, but one or more boats got off with the survivors, to take refuge in stores they could collect and travelled southward toward the Arctic coast, in the hope of reaching some of Hudson's Bay Company's posts. This season of 1850 was probably spent on the decayed journey and returned to the coast of the Great Fish River, but in so exhausted a state that they could merely run their boat on the beach and crawl ashore to die. This seems all that is certain, and all that we can ever know of the fate of the Franklin Expedition.

THE PRESIDENT'S MESSAGE.—The National Intelligencer of Friday says:—

"From the disclosures which took place in the course of last month, of the complicated state of our relations with England, and the certainty that we are the poorer of the result of the two governments, there is reason to infer that the present national expense of the Executive is far more ordinary importance; and during the inability of Congress to receive the communications and to exercise cognizance, and the power of our foreign affairs, the Executive may by the force of circumstances, or drifting into difficulties which the National Legislature, if made aware of them, might enable him to avoid."

DURABILITY OF IRON SHIPS. The iron ship, Richard Cobden, sent the Liverpool Mail, which was built twelve years ago at Liverpool, will repay a visit from any one who is interested in iron ships. She has been twelve years in the East India trade, and has had not the slightest repairs done to her; but never left a drop of oil, and is still in all appearance, last for an unlimited length of time.

SHIP BUILDING IN MAINE.—Maine, during the last forty years, has built three-eighths of the whole United States tonnage. And though other states have immensely increased the number of their vessels, Maine still enjoys the same preeminence over them.

THE REALLY GOOD WIFE.—It is a blessed thing for a poor man to have a contented wife; one who will not wish to live beyond her husband's income, just because the next door neighbor does; one who can be happy in the love of her husband, her home, and its beautiful duties, without asking the world for its smiles or its favour.

NEW FOOD.
 Attention, all men know, has of late years been anxiously turned towards the search of a plant capable, in whole or in part, of forming a substitute for the precious potato-erub—Many have been suggested. The tuberos oxalis, the arracacha, the lesser celandine, and many more, have from time to time been brought into notice; but in general they are, when weighed in the balance of practical agriculture, has been found wanting.

The star of hope, the eye of hungry which the combats labours of the "Allicia" glorious obscurity brought forth from an Indian soil some twenty years. Like the East and West Indian yams, however known, it belongs to the genus *dicocorea*; but is very different from these in its specific characters. M. Decaisne's experiments lead to the conclusion that it would speedily become a plant of real agricultural importance in France; and Professor Lindley is no reason—judging from its geographical distribution, and its affinity to our fudge Bryony, which it much resembles in its habit, and its mode of culture.

The plant has large tuberous stems or roots, the top ends of which are as thick as the fist, and which taper downwards to the thickness of the finger, descending perpendicularly to the depth of a yard, if the soil is loose, and will follow them. The tuberous part is thick, a little cylindrical, extending from right to left two yards in height, of a violet colour, with small whitish specks; and when not artificially supported, it trails on the ground, resembling the joints of a vine. In China, this plant has long been extensively cultivated, under the name of *Sain-Lan*; and M. Montigny, through whom it was introduced from Shanghai to Paris, reports it to be highly productive, and consumed as largely by the Chinese as the potato is by Europeans.

As yet, the applicability of the plant to Britain has not been practically demonstrated; but the French horticulturists, who have not since pains to enquire into its merits, have a great number of observations. 1. That in point of flavor and nutritive properties, it is equal to the potato, and in the opinion of Professor Decaisne, is superior to it. 2. That the yield is greater, and its freedom from disease renders the crop more certain. 3. That it grows upon sandy, and what are usually considered barren soils; and thus affords an excellent means of turning waste-land to profitable use. 4. That it may be propagated with facility. 5. That it may be raised in several years without degenerating; but on the contrary, it increases in size, weight, and nutriment "furnishing at all seasons of the year an aliment within the reach of every one." 6. That when harvested, it may be preserved in cellars or sheds, without any vegetating, for many months after the potato has become useless for food. 7. It requires a shorter time in cooking than the potato; ten minutes boiling being sufficient.

M. Decaisne, in detailing his experiments, observes: "If a new plant is to have a chance of becoming useful in rural economy, it must fulfil certain conditions, in the first place, that its cultivation cannot be profitable.... Next, that it does not infest itself every one of these conditions. It has been domesticated from time immemorial; it is perfectly hardy in the climate of France; its root is bulky, rich in nutritive qualities, and it may be raised either by boiling or roasting, without conveying no other taste than that of food (cooked). It is as much a ready-made bread as the potato, and is better than the batatas or sweet potato."

The system of cultivation recommended by Professor Lindley for Britain is the following:—namely—For propagation, the smallest roots are set apart, and pitted to keep them from frost.—In the spring, they are taken out and planted in furrows, pretty deep, and covered with a little earth. They soon sprout and form prostrate stems, which are made into cuttings as soon as they are six feet long. As soon as the cuttings are ready, a field is worked into ridges, along each of which a row is formed, a small furrow being made in the piece, and the soil laid down and covered with a little earth,