

THE OFFICIAL REPORT OF DR. KANE.

The following is a copy of the official report of Dr. Kane, commanding second Grianel expedition in search of Sir John Franklin, to the Secretary of the Navy:

Our little party have returned in health and safety.

We reached the Danish settlements of Upernivik on the 6th of August, after an exposing travel of thirteen hundred miles. During this journey, which embraced alternate zones of ice and water, we transported our boats by sledges, and sustained ourselves on animal food exclusively by our guns. We entered port after eighty-four days exposure in the open air.

I have the honor to subjoin a hurried outline of our operations and results in advance of more detailed communications.

My previous despatches make the department acquainted with our arrival at the northern settlements of Greenland. Thence I crossed Melville bay without accident, and reached Smith's Sound on the 5th of August, 1853. Finding Cape Hatherton, the seat of my intended beacon, shut out from the sound by the more prominent headland of Littleton island, I selected this latter spot for my "cairn," erecting a flag-staff, and depositing despatches.

To the north the ice presented a drifting pack of the heaviest description, the actions of hummocking having in some instances reared barricades of sixty feet in height. In my efforts to penetrate this drift, being driven back and nearly beset in the pack, I determined (as the only means of continuing the search) to attempt a passage along the land where the rapid tides (here of twelve or sixteen feet rise and fall) had worn a precarious opening. Previous to this responsible step, a depot (of provisions with a metallic life boat (Francis) was carefully concealed in a large inlet in latitude 78 deg. 26 min.

The extreme strength of the Advance enabled her to sustain this trying navigation. Although aground at the fall of the tides, and twice upon her beamends from the pressure of external ice, she escaped any serious disaster. After a month of incessant labor, cheered, however, by a small daily progress, the new ice so closed around us as to make a further penetration impossible. With difficulty we found a winter asylum at the bottom of a bay which opened from the coast in latitude 78 deg. 44 min. Into it we thankfully hauled our battered little brig on the 10th of September, 1853. From this point as a centre, issued the exploration of my party.

The winter was of heretofore unrecorded severity. Whisky froze as early as November, and mercury remained solid for nearly four months. The range of eleven spirit thermometers, selected as standards, gave temperatures, (not yet reduced) of sixty or seventy-five degrees below zero, and the mean annual temperature was 5 deg. 2 min. Fahrenheit, the lowest ever registered.

This extreme cold, combined with one hundred and twenty days of absence of sun gave rise to an obscure, but fatal form of tetanus, (lockjaw.) The exertions of Dr. Hayes, the surgeon of the expedition, had readily subdued the scurvy, but these fearful tendencies to tonic spasm defied our united efforts. This disorder extended to our dogs, fifty seven of which perished, thus completely breaking up my sledge organization.

The operations of search were carried on under circumstances of peculiar hardship. We worked at our sledges as late as the 24th November, and renewed our labor in March. Much of this travel was in darkness, and some at temperatures as low as 50 deg. The earlier winter travel was undertaken by myself in person, but by the aid of a single team of dogs, and the zealous cooperation of my officers, we were enabled to replace the parties as they became exhausted, and thus continue the search until the 12th of July. It is believed that no previous parties have been so long in the field. Messrs. Brooks, McGeary, Bonsall, Hays and Morton successively contributed to the general result. The men worked with fidelity and endurance.

I briefly detail the explorations of our party. Smith's Sound has been followed and surveyed throughout its entire extent. It terminates to the northeast in a gulf 110 miles in its long diameter.

Greenland has been traced to its northern face, the coast tending nearly due east and west, (E. 17 deg. N.) Its further penetration towards the Atlantic was arrested by a glacier, which offers an impassable barrier to future exploration. This stupendous mass of ice issues in 60 degrees west longitude. It is coincident with the axis of the peninsula, and is probably the only obstacle to the insularity of Greenland. It rises 300 feet in perpendicular face, and has been followed along its base for 80 miles in one unbroken escarpment. This glacier runs nearly due north, and cements together by an icy union the continental masses of Greenland and America.

It explains the broken and permanently frozen character of Upper Smith's Sound, its abundant icebergs, and to a certain extent its rigorous climate. As a spectacle, it was one of the highest sublimity.

The northern land into which this glacier merges has been named Washington, and the bay which interposes between it and Greenland I have named after Mr. Peabody.

Peabody bay gives exit at its western curve (latitude 80 deg. 12 min.) to a large channel, which forms the most interesting geographical feature of our travel. This channel expands to the northward into an open and iceless area, abounding in animal life, and presenting every character of an open Polar sea. A surface of 3,000 square miles was seen at various elevations free from ice, with a northern horizon equally free. A north wind, fifty-two hours in duration, failed to bring any drift into this area.

It is with pain that I mention to the department my inability to navigate these waters. One hundred and twenty-five miles of solid ice, so rough as to be impassable to boats, separated them from the nearest southern land. My personal efforts in April and May failed to convey one of the smallest India rubber boats to within 90 miles of the channel.

My party, including myself, were completely broken; four of them had undergone amputation of toes for frost bite; nearly all were suffering from scurvy, and the season had so far advanced as to render another journey impossible. To the north of latitude 71 deg. 17 min. the shores of the channel became precipitous, and destitute even of passage to the sledge. William Morton, who with one Esquimaux and a small team of dogs, had reached this spot, pushed forward on foot until a mural cape, lashed by a heavy surf, absolutely checked his progress.

It was on the western coasts of this sea that I had hoped to find traces of the gallant martyrs whose search instigated this expedition. The splendid efforts of Dr. Ray—now first known to me—would have given such a travel a merely geographical value. Reviewing conscientiously the condition of my party, it is perhaps providential that we failed in the embarkation.

The land washed by this sea to the northward and westward has been charted as high as latitude 82 deg. 40 min. and longitude 76 deg. This forms the nearest land to the pole yet discovered. It bears the honored name of Mr. Grinnell.

As the season advanced it became evident that our brig would not be liberated. Our immediate harbor gave few signs of breaking up, and one unbroken ice surface extended to the sound. It was now too late to attempt an escape by boats; our fuel was deficient, and our provisions, although abundant, were in no wise calculated to resist scurvy. At this juncture I started with five volunteers on an attempt to reach the mouth of Lancaster Sound, where I hoped to meet the English expeditions, and afford relief to my associates. During this journey we crossed the northernmost track of William Baffin in—, but finding a solid pack extending from Jones Sound to Hakluyt Island, with difficulty regained the brig.

The second winter was one of extreme trial. We were obliged as a measure of policy, to live the lives of the Esquimaux, enveloped in walls of moss, burning lamps, and eating the raw meats of the walrus and bear. At one time every member of our party, with the exception of Mr. Bonsall and myself, was prostrate with scurvy, and unable to leave his bunk. Nothing saved us but a rigorously organized hunt, and the aid of dogs, in procuring walrus from the Esquimaux, the nearest settlement of which people was seventy miles distant from our harbor.

With these Esquimaux—a race of the highest interest—we formed a valuable alliance, sharing our resources, and mutually depending upon each other. They were never thoroughly to be trusted, but by a mixed course of intimidation and kindness, became of essential service.

I have to report the loss of three of my comrades—brave men who perished in the direct discharge of their duty. Two of these—acting carpenter Christian Ohlsen and Jefferson Baker—died of lockjaw; the third, Peter Shubert, of abscess following amputation of the foot. Mr. Ohlsen was a valuable adviser and personal friend. He acted in command of the brig during my absence upon the sledge journeys.

Knowing that a third winter would be fatal, and that we were too much invested by ice for an expedition from the sound, to liberate us in time, for the present season, I abandoned the Advance on the 17th of May, and commenced a travel to the south. The sick—four in number—were conveyed by our dog-sledge. I had to sacrifice my collection of natural history, but saved the documents of the expedition.

The organization of this journey was carefully matured to meet the alternating contingencies of ice and water. It consisted of boats cradled upon wooden runners, with lesser sledges for the occasional relief of cargo. With the exception of reduced allowances of powdered breadstuff and tallow, we depended upon our guns for food; but a small reserve of Borden's meat biscuit was kept unused for emergencies. Our clothing was rigorously limited to our furs. We walked in carpet moccasins.

Our greatest difficulty was the passage of an extensive zone of ice which intervened between the brig and the nearest southern water. Although this belt was but eighty-one miles in linear extent, such was the heavy nature of the ice, and our difficulties of transportation, that its transit cost us thirty-one days of labor, and an actual travel of three hundred and sixteen miles.

From Cape Alexander we advanced by boats, with only occasional ice passages at the base of glaciers. At Cape York I erected a cairn and pennant with despatches for the information of vessels crossing Melville bay; and then, after cutting up my spare boat for fuel, embarked for the North Greenland settlements.

We arrived at Upernivik (as before stated) on the 6th of August, without disaster, and in excellent health and spirits. Throughout this long journey my companions behaved with admirable fortitude. I should do them an injustice if I omitted to acknowledge their fidelity to myself and gallant bearing in times of privation and danger.

From Upernivik I took passage for England, in the Danish brig Marianne; but most fortunately, touching at Godhaven, (Disco) we were met by our gallant countrymen under Captain Hartstein. They had found the ice of Smith's Sound still unbroken, but, having met the Esquimaux near Cape Alexander, had heard of our departure and retraced their steps. They arrived at Disco, but twenty-four hours before our intended departure for England. Under these circumstances, I considered it obligatory upon me

to withdraw my contract for passage in the Marianne, and return with the Release and Arctic.

The present season is regarded as nearly equal in severity to its predecessors. The ice to the north is fearfully extended, and the escape of these searching squadrons from besetment is most providential. The rapid advance of winter had already closed around them the young ice, and but for the power of the steamer and the extraordinary exertions of Capt. Hartstein an imprisonment would have been inevitable. Not only Smith, but Jones and Lancaster sounds were closed with an impenetrable pack; but, in spite of these difficulties, they achieved the entire circumnavigation of Baffin's bay, and reached the Danish settlements by forcing the middle ice.

Dr. Kane's Expedition.

The highest acknowledgments are paid to Dr. Kane, for the skill, ability, resoluteness and care of his men which he exhibited. When out on sleighing excursions, he took his place in harness as well as the meanest of his men; and when the Advance was finally abandoned, he supplied them with bread made with his own hands, traveling back to the vessel to bake it in the stoves. This he continued during the whole thirty days that the party was en route to the open sea, and he has traveled in his dog sleigh no less than eight hundred miles on a stretch, calling on his way at an Esquimaux hut, in which four of his men were sick, and depositing bread with them. These same individuals he afterwards carried in his sleigh, one by one, to the main party.

Nothing was too high for his scientific research, nor too mean for his humane action. He proved himself indeed a model commander; and the following form of prayer drawn up by him, and used on the starting and return of expeditions, will show that he did not neglect the spiritual welfare of his men:—

A PRAYER TO BE USED BY THOSE ENGAGED IN THE ARCTIC EXPEDITION A. D. 1853.

O, Almighty and Most Merciful Lord God, who didst create the heavens, the sea and the dry land, and hast given to man wisdom and skill to plan and to work, we, thy sinful and dependent creatures, would ever seek thy pardon, thy guidance, and thy protection. We confess that we have often transgressed thy laws, abused thy favors, and forgotten thy watchful care over us. We humbly beseech Thee, let not our sins be now had in remembrance against us, but pardon them for the sake of Thy Son, our Savior, Jesus Christ. Preserve us in our present voyage from the dangers of the sea, from sickness, and from all fatal injuries. Make our way prosperous, and help us in the great work that lies before us, so that our labors and hardships may be rewarded with a good measure of success in accomplishing the objects of our undertaking, to the glory of Thy holy name.

Leave us not, we beseech Thee, to our own counsel, but strengthen our various faculties, bring all needful things to our remembrance, and in every danger give us presence of mind, skill, and power of arm to work out a deliverance. And do thou, O Lord, our Guardian and our Guide grant that we may all return in safety to enjoy the blessings of the land and the fruits of our labor, and with a thankful remembrance of Thy mercies, to praise and glorify Thy holy name.

O, Heavenly Father, we would call to remembrance before Thee, and commend to Thy care and favor our relations and friends everywhere, our benefactors, and especially those whose benevolence, liberality and energy have planned and fitted out this enterprise. And, finally, we beseech Thee to comfort and succor all those who are in trouble, sorrow, need, sickness or any other adversity, especially such as may be exposed to the raging of the sea, or to dangers and privations amidst the snows and ice. To all travelers grant a safe return home; to all who are at sea, that they may reach their destined port; and to all who are tossed upon the waves of this troublesome world, that they may come to the haven of salvation and the land of everlasting life. All this we ask through the merits and mediation of our Lord and Savior Jesus Christ, in whose blessed words we sum up our petitions, saying:—

Our Father who art in Heaven, hallowed be Thy name, Thy kingdom come: Thy will be done on earth as it is in heaven; give us this day our daily bread, and forgive us our trespasses, as we forgive those who trespass against us; and lead us not into temptation, but deliver us from evil; for Thine is the kingdom, and the power, and the glory, for ever and ever. Amen.

Sketch of the Life and Services of Doctor Kane.

We consider this a particularly appropriate time to give a brief sketch of the life of Dr. Kane, now that he is before the world in a more conspicuous position than he has ever occupied before. He was born in Philadelphia, on the 3d of February, 1822, so that he is at present about thirty-three years old. In 1843 he graduated, after a seven years' course of studies, at the Pennsylvania Medical University; and soon after he entered the United States navy as assistant surgeon. While acting in this capacity he was appointed as physician in the first embassy to China from this country.

His naturally adventurous disposition led him to project a visit to the interior, but the difficulties were so numerous that he could not accomplish his purpose as fully as he desired. He, however, succeeded in traveling over a large section of the country; and before his return he visited the Philippines, Ceylon and other islands in that region, and even succeeded in penetrating into

the interior of India, his travels through which were full of adventures and perils; but perils to a man of Doctor Kane's temperament appear only to have the effect of making them more attractive. While in India, he descended the crater of the Tael of Lerzon, suspended by a bamboo rope from a projecting crag which hovered above the interior scoria and debris, over two hundred feet. This act of daring nearly cost him his life, for the natives regarded it as a sacrilegious act, which could only be effaced by the death of the suspicious offender. Dr. Kane, however, eluded their pious vengeance, and afterwards went to the Sandwich Islands with the celebrated Baron Leo, of Prussia, where he was attacked by a whole tribe of the savage inhabitants of those islands. Against these he successfully defended himself; but the hardships he and his companion subsequently underwent were more than the latter could endure, and he sunk under them. Dr. Kane alone passed over to Egypt, ascended the Nile as far as the confines of Nubia, and remained during a whole season among the ruins of ancient Egypt, in antiquarian research. Leaving Egypt, he visited Greece next, which he traversed on foot, returning to the United States in 1846. When he arrived his love of adventure would not allow him to remain inactive, and he applied, almost immediately after his return, to the government for a commission to Mexico. Failing to obtain this, he accepted an appointment on board of a United States vessel, bound to the African coast. Arriving there, he could not resist the temptation to see the slave marts of Whydah, but was met in his journey by that terrible enemy of the white man, the African fever.

He was brought home in a state of extreme ill health and emaciation; but although almost unable to move, he made his way to Washington, from Philadelphia, against the earnest entreaties of his family, presented himself with shaven head and tottering limbs to President Polk, and demanded what had before been refused him, a commission to Mexico. The president could not deny his request and entrusted him with important despatches for the Commander-in-Chief, General Scott.

He was given as an escort through Mexico the notorious company of Colonel Dominguez, who started with him from Vera Cruz. As they were approaching Nopaluca, near Puebla, they were informed by a Mexican that a large body of Mexican soldiers were on their way to intercept them, and at that time were but a short distance off. Dominguez refused to proceed any further, and was about retreating, when Dr. Kane commanded him to remain with him, threatening the vengeance of his government if his company should leave him.

Having succeeded in preventing him from turning his back on the enemy, he finally induced him to attack them. Placing himself at the head of his escort, Dr. Kane took advantage of a rising ground to sweep down upon the Mexicans, who were then thrown into confusion by the intrepidity of his charge. Rallying, however, they made a stout resistance, and it was not until after a severe skirmish that they were defeated, and the principle part of them taken prisoners. These consisted of a number of distinguished officers in the Mexican army, who were on their way to join their commander. Among them was General Torrejon, who led the cavalry at Buena Vista, and Major General Antonio Gaona, and his son. The latter was dangerously wounded by Dr. Kane, who, in a personal encounter ran him through the body with his sword.

When the skirmish was over, the Doctor, finding that his antagonist was seriously injured, had recourse to his surgical skill to save his life, and the result proved that it was of no ordinary character. With no other instrument than the bent prong of a fork and a piece of packthread, he tied up an artery from which the life of the young soldier was fast ebbing, and placed him in a condition that he could be conveyed safely to Puebla. No sooner, however, had he concluded this humane act, than he was informed by young Gaona that he overheard Dominguez say he would take the life of his father, because he had, at one time, put him in prison.

Dr. Kane instantly interfered, placed himself between his escort and his prisoners, and threatened to shoot the first man who attempted the life of Major Gaona. Dominguez became infuriated, ordered his men to charge; but the first man of the company, named Pallaseoz, fell before the fire of Dr. Kane, who plied his revolver with fatal effect upon all who came within its reach. With a severe lance wound in his thigh, he managed to keep them at bay, and saved his prisoners from their fury until he arrived in Puebla, where they were placed under the charge of Col. Childs. Dr. Kane, whose wounds were very serious, was detained here for many days, during which he was attended and nursed with the most tender care by the family of Major Gaona, who is now among the most ardent friends and admirers of our noble and gifted countryman.

There is one thing in this romantic adventure which we should not omit to mention. Dr. Kane, thought, and still thinks, more of the surgical skill which he displayed at that skirmish than of his capturing the prisoners, or defending them from the treachery of his escort.

A REMARKABLE MACHINE.—For the purpose of abstruse calculation, has recently been sent over to England, and deposited, for the present, at the Royal Society in London. It is the invention of a Swedish gentleman, named Schutz, who has, it is said, expended the greater portion of his property in the operations necessary to bring his invention to a successful issue. This machine, which may be seen in full operation, will compute all the logarithms in Hutton's Tables, by a simple turning of a handle, and without the possibility of an error. It not only does this, but it prints them and stereotypes them. The arrangements of the various portions of the engine are admirably planned, and the mechanical contrivances are models of beauty and simplicity.