

THE JEANNETTE.
Her Departure from San Francisco—
Tidings that were Sent Back.

The Jeannette was sent to find the north pole, and to reach it, if possible, by way of Behring's Straits, a route pursued by no other Arctic exploring expedition. North of Behring's Straits is a part of the Arctic Ocean known as Behring's Sea, into which projects a tongue of land variously known as Wrangell Land and Kellett Land. As part of the plans the Jeannette was to endeavor to discover whether this land is the southern end of a polar continent, or is merely a larger island than those that are encountered on the way to its shores. If Wrangell Land proved to be but an island, the Jeannette's search in water was to progress beyond and around it.

There are three routes which have been taken by those endeavoring to reach the north pole—the Spitzbergen route being the one approved by most of the English explorers, the Smith's Sound route on this side of Greenland, and the hitherto untried route through Behring's Straits. Explorers and students of the subject differ as to the character of the ice that bars each of these routes, and as to the currents.

It is not an exaggeration to say that in all northern countries at least the experiment by the Jeannette with all its favorable surroundings, was a marked event in the minds of all intelligent persons, and in the two years that have elapsed since her departure all have been anxious for her safety.

The Jeannette is a long, low, rakish looking schooner, bark rigged, of 420 tons burden, and in general style what sailors call long legged, or wedge shaped, and therefore apparently admirably fitted for work in the ice. She was built in 1863 by the British Government as a despatch boat for the Mediterranean service. She was then called the Pandora. Sir Allan Young, an enthusiast on the question of Arctic exploration, a searcher for Franklin, and a friend of Henry Grinnell, bought her, fitted her up, and sailed to the Arctic seas in her eight years ago at his own expense. He started too late in the year, met too much ice, and came back to England. James Gordon Bennett purchased her in the early part of 1879 and called her the Jeannette, which is his sister's name. By special act of Congress she was registered under that name as an American ship. Lieut. George W. DeLong of the navy, a New Yorker, who had been to the Arctic seas in the Tigress, in search of the Polaris, in 1873, was put in command of the Jeannette with the approval of the Secretary of the Navy. He took her to San Francisco, by way of the Straits of Magellan, sailing most of the way, and making the trip in six months. At Mare Island Navy Yard the Jeannette was thoroughly overhauled. Her hull was braced with heavy trusses to resist the crushing force of ice. New boilers were put in her, her engines were overhauled, two extra propellers were added to her stores for emergencies, and tools and simple mechanics' machinery were also provided. Her cabin and fore-castle were padded with felt to keep out the cold. Her poop deck was covered with many thicknesses of canvas pointed over. She was equipped with a steam launch, five whale boats, a boat that could be used as a sled, eight tents, ice saws, and a spare set of sails and an entire new outfit of canvas. Stoves to use soft coal were put in all the men's quarters. A strong deck house that could be erected or taken down at will was fitted to her, and then put in another vessel which acted as a convoy.

The supply of clothing and blankets was described as almost endless. Each man was measured for his clothing, and each received three suits—a heavy brown copper-fastened duck suit, lined with gray blanket, a regulation blue naval costume, and a peajacket, trousers, and sou' wester of black oilskin. In addition, each man had a blue overcoat and many pairs of blue stockings to reach to the knees. Their shoes were of canvas lined with felt. The officers wore the same suits, except that in place of the regulation uniform they wore officers' dress. After these had been furnished there came to the ship from the East three hogheads of fur suits, which had been intended for the Howgate expedition.

The Jeannette was provisioned for three years with food, mainly in the most condensed form of meat extracts, canned meats, canned vegetables and fruit—only the flour and grain and the articles made of flour, the crackers and biscuits being in the ordinary and bulky shape. Every nook and corner of the vessel was thus laden with food or fuel and the convoy which was to follow her to St. Michael's carried after her more food and fuel than would be used in reaching that point, the idea being for the Jeannette to carry full supplies from the most northerly point of civilization.

She sailed from San Francisco on July 8, 1879, and her departure was marked by a popular demonstration that had never been equaled in enthusiasm on that coast. All San Francisco was on the wharves. The yacht club of the city made it a festival day, and all its fleet was out. The Governor, Senators, Congressmen, millionaires, and conspicuous men of that coast were on the water in boats especially employed. The Barbett Battery on Fort Point fired a salute as the Jeannette passed outward. At dusk that day she was far out on the Pacific. Her convoy followed her to St. Michael's and reimbursed her with new stores.

Surrounded by Arctic maps and many documents concerning poplar exploration, in his room in the Continental Hotel, Commander Cheyne of the English Royal Navy and the Royal Geographical Society, was found by a reporter. He has been an explorer, and is at present arranging for another expedition with novel and original features. Commander Cheyne believes that the North Pole will be discovered, and has a strong hope that he will discover it. He was asked what he thought of the news from Jeannette. "The first question I asked of a Herald reporter who boarded the steamer I came on in the bay," was whether anything had been heard of the Jeannette. He said, "No." "Well," I replied, "you may think me a cold-blooded man, but I am glad she has not been heard from. If she had, it would indicate a failure to carry out her plans. She ought not to be heard from until next October, as she had provisions for three years, and I don't think her commander is a man to give up the undertaking easily." I said then and in a subsequent lecture that there was no occasion for anxiety about her or for sending vessels after her. But I am always glad when vessels go to that region, whatever their errand, because they increase the chances of opening up an undiscovered part of the globe.

"Now we have heard from the Jeannette," the explorer continued, "and as I feared, the news implies a failure. As I understand it, she has been crushed in the ice and abandoned, and the boats containing her crew have landed on the north coast of Siberia, near the mouth of the Lena River. Of course, I don't know anything about it, but I believe the vessel spoken of is the Jeannette, and the news of her, judged by my knowledge of the conditions there, seems to indicate that she has found open water trending west and taken advantage of it, as it gave her greater nothing. It is impossible to say where she has been or what she has done, since this is the first news of her. It is equally uncertain whether she was on her homeward way or was pushing onward to the pole when she met with this accident.

"I don't say that, if the Jeannette has failed, this demonstrates the impracticability of the route by Behring's Straits," continued the explorer, who favors the route by Smith's Sound, "but I do say that the failure will demonstrate the dangers of that route. There will hereafter be two routes favored—that by way of Spitzbergen, and that by way of Smith's Sound. America will favor the latter, England the former route. The only other English arctic explorer besides myself who favors the Smith's Sound route is Capt. Bedford Pine of the royal Navy, late member of Parliament, who discovered McClure."

A Remarkable Postal Clerk.

The New York post-office has a man whose business for the last twenty-five years has been to decipher bad addresses. He has collected directions of the various cities of the country, and is said to know all the streets and a great number of the residences of New York city. Some time ago a letter came directed to "Patrick Mahoney, First House in America." The letter was from Ireland, and after the usual inquiries the lead clerk learned the time the vessel bearing the letter arrived. As an experiment, he placed it in the hands of a carrier, who was instructed to deliver it at the end of—Pier. The house was a sailors' boarding-house, and, strange as it may seem, Patrick Mahoney was found. When the letter was opened the only contents were found to be a draft for \$400.

Restoring Solomon's Temple Ruins.

The ruins of the Temple of Solomon, in Jerusalem, are to be restored, by special order of the Sultan, without further delay. They have long been in an extremely neglected condition, and almost buried from sight beneath all manner of debris and refuse. Directions to put them in as presentable a shape as practicable were given by the late Abdol Aziz, at the time of the Austrian Emperor's visit, and the work was actually begun; but it was soon abandoned again. The immediate cause for its renewal at the present time is the recent visit of the Austrian Crown Prince.

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