Northwest Passage!

Arctic Sea Trail Tamed at Last!

There were 115 of these men. They moved slowly and haltingly along the west coast of King William Island as they attempted to battle their way out of the arctic death trap. Each day must have made their fate more evident. Provisions failed them near the south end of the barren island.

The men dropped one by one. A few were buried by their comrades. Bodies of others were left unburied on the ice. How far the last man stumbled on before death took him is not known. But it is known beyond all doubt that every one of the 115 men perished. Not one of them reached safety.

Thus ended another expedition to find the way through the Northwest Passage. It was the expedition of Admiral Sir John Franklin. Its sacrifice was not in vain. With it was an end to the modern maritime assault upon the famous passage, such as the Royal Mail ship Nascopie is about to make.

A strange-looking little vessel in the Nascopie of the Hudson's Bay Company, which at this moment is steaming down the St. Lawrence from Montreal on her way to the Northwest Passage. Her oddity comes from her semi-zeppelinlike build, a sharply cut-away stern, a rounded hull, and a complete armor of heavy steel plates, each slightly curved for general streamlining. She was built twenty-seven years ago to sail through arctic ice, and this she has been doing without mishap—crushing annually to within 800 miles of the pole. During the World war this ship sank a submarine in the White sea.

Sailing from Montreal, the Nascopie first will visit various points on the shores of Hudson Bay. Then she will head north around the northeastern coast of Baffin Island to Craig Harbor on Ellefson Island, the most northerly postoffice in the western world. (Continued on page seven.)

KEY
PROPOSED ROUTE OF NASCOPIE
PROPOSED ROUTE OF AKLAVIK
PROPOSED ROUTE OF PORT ROSS
ROUTE OF AMUNDSEN 1903-1906