

me to be based on fallacious ideas as to physical conditions within the polar regions, and to foreshadow, if attempted, barren results, apart from the suffering and death among its members. Dr. Nansen, so far as I know, has had no Arctic service; his crossing of Greenland, however difficult, is no more polar work than the scaling of Mount St. Elias. It is doubtful if any hydrographer would treat seriously his theory of polar currents, or if any Arctic traveller would indorse the whole scheme. There are perhaps a dozen men whose Arctic service has been such that the positive support of this plan by even a respectable minority would entitle it to consideration and confidence. These men are: Admiral M'Clintock, Richards, Collinson, and Nares, and Captain Markham of the Royal Navy, Sir Allen Young and Leigh-Smith of England, Koldewey of Germany, Payer of Austria, Nordenskiöld of Sweden, and Melville in our own country. I have no hesitation in asserting that no two of these believe in the possibility of Nansen's first proposition—to build a vessel capable of living or navigating in a heavy Arctic pack, into which it is proposed to put his ship. The second proposition is even more hazardous, involving as it does a drift of more than 2000 miles in a straight line through an unknown region, during which the party in its voyage (lasting two or more years, we are told) would take only boats along, encamp on an iceberg, and live there while floating across."

After this General Greely proceeds to prove the