

much probability of the species becoming very scarce, especially as their nocturnal mode of life, renders it by no means necessary that they should fly to very remote distances from the habitations of man.\*

FROM THE QUARTERLY REVIEW.

*Proposed Expedition to the North Pole. By Captains PARRY and FRANKLIN, jointly.*

It was not to be expected that a man of Parry's activity of mind, and who had so long been engaged in the pursuit of discovery, would be content to remain quietly on shore. He knew that a project had been entertained, by another able and indefatigable officer, of proceeding from Spitzbergen to the North Pole, and he knew that such a man as Franklin, was not likely to suggest and adopt a measure that was not likely to carry with it a chance of success. When two such men as Parry and Franklin, after weighing well the risk to be encountered, and all the circumstances which make for, and against, an undertaking of this nature, offer a plan, for the execution of which they propose to embark themselves, it would surely be something like presumption to affect to undervalue their experience, or to pronounce *their* scheme rash and chimerical.

The President and Council of the Royal Society were clearly of this opinion. In a letter to Lord Melville, they signified their approbation of Captain Parry's proposal, and their opinion that such an enterprise cannot fail to afford many valuable scientific results, and to settle matters of philosophical inquiry; and they concluded by expressing their wishes, that this proposition of so brave, enlightened, and scientific an officer, might meet with the attention it appeared to them to deserve, from the Admiralty.

The Board of Admiralty will scarcely be accused of inattention to any recommendation of this learned body, or of any backwardness in lending its aid toward such undertakings as may have for their object the promotion of science, or the acquirement and extension of useful knowledge. Accordingly, on this recommendation of the proposal of Captain Parry, the *Hecla* has been ordered to be prepared for the

\* It is amusing to read the accounts of the wonderful medical virtues which have been attributed to the tail of this animal, in some of the older writers on the natural history of our continent. The following is a good specimen of the credulity and disposition to deal in the marvellous, which was formerly thought to form an almost essential quality in the natural historian.—“The tail of this animal (says MARCGRAVE) is a singular and wonderful remedy against inflammation of the kidneys; for if it be broken, and the quantity of a drachm of the water in which it is steeped be drunk sometimes, fasting, it wonderfully cleanses the ureters, expels calculi and other obstructions, [excitat venerem, et generat lac, medetur colicis doloribus, prodest parientibus et accelerat partum, promovet menses,] and if it be chewed and placed on a part into which thorns have been thrust, it extracts them, loosens the bowels, and I believe in all New Spain there is not to be found another remedy as useful in so many cases.”—*Hist. Ker. Nat. Brasil, lib. vi. p. 22.*

service in question, and to be ready in the early part of next spring. The plan is, as we understand, to proceed in the Hecla to that part of Spitzbergen, called 'Cloyen Cliff,' in latitude  $79^{\circ} 52'$ , so as to reach it towards the end of May. Its distance from the Pole is about 600 miles. This distance is to be performed by means of two boats, so constructed as to be light, tough, and rather flexible; to be furnished with *runners*, in the manner of sledges; and to be covered with leather, like the Russian *baidars*, in which long voyages are performed; to have besides, a covering, or awning, of oil skin, convertible into a sail. Each boat is to be manned with two officers and ten men; and to carry provisions for ninety-two days, which, at the moderate rate of thirteen miles a day, will be sufficient for the performance of the journey to the Pole, and back again to Spitzbergen.

The boats are furnished with runners, in the uncertainty of the intermediate space being ice or water; the probability is, that it will be found to consist of both; in which case, the boats will sail in the water, and be dragged over the ice. Captain Parry proposes to take from Spitzbergen a few dogs, or rein deer, to assist in dragging the boats; both animals will feed on fish, which may perhaps be easily caught; and if their provisions fail, they may become food for the use of the party.

"The practicability," says Captain Parry, "of thus reaching the North Pole, appears to me to turn wholly on the question of resources. This being the case, it would very soon become a matter of scientific calculation, whether or not the object was within the reach of the resources with which the party was furnished; so that they might at any time proceed or return, according to circumstances. In other respects I can perceive nothing whatever that should make it an enterprise of extraordinary risk. The summer temperature of the Polar regions is by no means uncomfortable: the sun would be constantly above the horizon; and our men have always enjoyed remarkably robust health during excursions of this nature. If open water should frequently occur, it is *always sure to be smooth*, and even if it were otherwise, a boat hauled up on a floe of ice, is as sure as on the shore. In fact, the more open water is found, the more easy would be the accomplishment of the enterprise; and taking the chance of such occasional assistance, I cannot but entertain a confident hope, that the whole might be completed by the end of August, and the expedition arrive again in England before the middle of October."

During the three months absence of the Polar party, it is intended to make the boats of the Hecla subservient to the interests of science, by sending out a qualified surveyor, to explore and survey the eastern coast of Spitzbergen, of which, not without shame be it spoken, we are at present wholly ignorant. The party left with the ship might also be most usefully employed in conducting a series of experiments on the pendulum, in making a variety of interesting magnetic observations, in attending to the various meteorological phenomena, and in collecting specimens of natural history. It will also be an object of importance, to ascertain whether new whale fishing stations, may not be discovered on the eastern side of Spitzbergen, to

supply the place of those nearly worn out ones, on the western side, from which the whales have either been driven away, or destroyed by the long and constant visits of ships employed in the fishery—just as the Davis' Strait fishery was worn out on the eastern side, and was annually declining, till Parry led the way to the western shore of that Strait, whither the fishing ships now constantly resort, and whence they generally return with full cargoes.

When we call to mind the enterprising expedition of the Baron Wrangel, who was forty days on the ice of the Polar Sea, with sledges not convertible into boats, we confess that Parry's projected journey appears to us divested of any very great danger; doubly provided, as he is to be, he will not be exposed at any rate, to the risk which the Baron experienced, when cast adrift on a pack of ice, and driven about at the mercy of the wind, which fortunately blew him at last *only* to the coast of Siberia.

We verily believe, that on the Pole itself, neither wind nor tide, rain nor snow, thunder nor lightning, will be found to exist; or, if any of them exist at all, it will be found in the smallest possible degree.

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#### *Manufactories in Massachusetts.*

MERRIMACK MANUFACTURING COMPANY, has a capital of \$1,200,000, (the whole of which has been paid in,) and was incorporated in 1821. It is situated in the eastern part of Chelmsford, in Middlesex county, near Patucket Falls, and on the canal constructed in 1793, by the proprietors of the Middlesex canal, the first in the United States. The fall of the Merrimack, at Patucket, is thirty feet. The distance north-west from Boston, is twenty-two miles, and from Salem, about the same distance. To the flourishing village of Haverhill, on Merrimack, and nearer to the sea, it is twelve miles.

Five mills have already been erected, containing 4000 spindles each; and three, furnished with proper machinery, are also in operation. Another, with machinery, will be ready the first of January next. About 200 men, and 180 females, are employed in each mill. None are under the age of twelve, and very few are so young. The wages of these persons depend, in some measure, upon their skill and industry. Some earn \$2 a week, and others only 1, besides board, which is \$1 25. The men receive more. In each mill, 2500 yards are woven daily, of No. 22, 30, and 40 yarn, respectively. All this is bleached; and about three-fourths of it is printed.—Those exhibited in Boston, at the great fair lately, were very fine, and fully equal to those from Taunton, in the opinion of all who examined them.

In the print and bleach work, 50 men and 30 women are employed. The whole work is carried on in the yard, from preparing the colours to the engraving of the cylinders.

An extensive woolen manufactory was established at this place before 1821, and has lately increased in business.

Since the Merrimack Manufacturing Company commenced build-