Here’s a recent quote that I wanted to bring to your attention.

The quote reminded me to mention a couple of things before we totally forget the first week’s frolic in this discussion.
Charles Wilkes’ various assignments in 1838-42 included surveying the mouth of the Columbia River, which at that time was provisionally the boundary between the U.S. Territory known as Oregon, and British North America, later Canada. In fact, Wilkes survey was viewed as sort of the suturing-together of coastal survey from the ocean with the prior work of the land-based Lewis and Clarke Expedition of the first few years of the 19th century. Fort Vancouver (now Vancouver, Washington) just across the Columbia River from Portland Oregon, was originally a Hudson’s Bay trading post. After 1849, when gold was discovered in California, the platting for the settlement of San Francisco was finalized in Oregon Territory, at Oregon City, near the falls at the mouth of the Willamette River outside Portland.

Some of Wilkes’ survey crews ventured in to forests made up of virgin timber, the size of which they had never encountered in the smaller states of eastern U.S. I don’t believe that they encountered stands of sequoia redwoods this far north.
Overall, however, Wilkes’ Ex Ex was an oceanic survey of the Southern Ocean (the common English term for the Pacific Ocean in the 19th century). The extensive collections and records with which the U.S. Ex Ex returned were slowly but systematically turned into the substance of fledgling national institutions, such as the Smithsonian, the National Archives, and the U.S. Botanical Gardens, all of which were conscious analogs of British counterpart collections and archives and gardens.
Another loose end: Sir Robert McClure commanded the Investigator and her crew taking part in the extensive search and rescue expedition in the wake of Franklin’s third expedition and its 129 officers and crew in Erebus and Terror. McClure proved himself an able and resourceful commander, given that he was gone from Britain for most of five years, 1850-54. He abandoned his hopelessly icebound ship in 1853, but covered an impressive route that included most of the Northwest Passage from the western, or Pacific Ocean side of the Arctic. Nevertheless, he collected Britain’s long-unclaimed Prize Money for discovery of the Northwest Passage, despite completing its discovery by sledge-borne sighting of its final link, and passage back home in ships under the command of other search and rescue expeditions looking in the wrong place for clues on Franklin’s disappearance.
Actually, McClure’s circumnavigation of Banks Island was considerably more suspenseful and complicated than we have time to explore here. The 2013 book, whose cover was in the previous slide, was inspired by Parks Canada’s discovery in 2010 of the first of 3 major discoveries of wooden ships’ surprisingly intact hulls on the seafloor in the Canadian Arctic—1. *Investigator (2010)*, 2. *Erebus (2014)*, 3. *Terror (2016)*—all related to the Franklin Expedition in mid-19th century! (0. = location where both Erebus and Terror were abandoned in 1848.)

Budding marine archaeologists: Stay Tuned!!

Source of wreck locations: [https://www.theguardian.com/world/2016/sep/12/](https://www.theguardian.com/world/2016/sep/12/) accessed 23 March 2018
Actually, the title of that book, “…for A Northwest Passage,” is carefully chosen, because there are at least 15 possible variations on piecing together an effective (but difficult) “Navigable” shortcut to Far Eastern markets and commercial destinations from Europe. Here are some of those. Ready for a geography quiz on the Canadian Arctic Archipelago?

Source: [https://www.canadiangeographic.ca/article/how-read-ice-map](https://www.canadiangeographic.ca/article/how-read-ice-map)
Here’s a snapshot of ships active in the Canadian Arctic Archipelago during one late summer week in 2016: Two dozen adventurers, 7 Canadian Navy or Coast Guard ships, 22 commercial ships, 3 Cruise Ships = my informal count.

Source: http://byers.typepad.com/arctic/northwest-passage/  accessed 23.03.18
Unencumbered by bureaucratic oversight or traditional conservatism, FitzRoy’s tiny office within the Board of Trade could innovate and apply its efforts to accurate and expanding record-keeping appropriate for recording meteorological events. Whitehall failed to anticipate the prodigious ambitions at work in FitzRoy’s brain at the outset of his tenure in this office.

Five years after his appointment in 1854, there occurred a national disaster that opened the way both to FitzRoy’s greatest achievements, and ultimately to his fall from grace. The *Royal Charter* was a steam clipper making her return trip from Australia, a trip that lasted between 5 and 6 weeks. Having stopped in Ireland, she was headed for home port of Liverpool, due finally to arrive within 24 hours.
To backtrack a few years: An August 1846 storm that so profoundly impressed FitzRoy and all Londoners happened as the mid-19th century mark approached. A 25-year stretch of discoveries and events that must have seemed chaotic and unrelated at the time, would in the following quarter-century prove cumulatively significant beyond anyone’s imagination at the time. The Melville-Barrow “Hydrographic Mandate” of 1824 had led directly to the two voyages of H.M.S. Beagle, results of which were curiously not fully revealed until after 1850. Meanwhile, British, American, and continental European scientists tried to deal “proactively” with weather. Francis Beaufort became the Admiralty’s Royal Hydrographer, a position from which he could secure adoption of his standardized wind scale. While Darwin’s voyage with FitzRoy was in progress, an American scientist, Wm Redfield published a theory that storms could best be understood as giant whirlwinds, spinning along counterclockwise. In 1839, another American, Elias Loomis, essentially married the science of cartography with the yet-unnamed science of meteorology in a study of tropical storms in the Caribbean. Simultaneously Samuel F.B. Morse in the U.S. and British scientists were at work, experimenting with electro-magnetic telegraphy. Urbain LeVerrier in France made a scientific name for himself by discovering the planet Neptune through mathematical induction, and was rewarded by being placed in charge of meteorological observations at the Paris Observatory. By 1850, British newspapers had begun to publish meteorological observations relayed to them in near-real time by expanding networks of E.M. telegraphy.
Just after rounding the northwest corner of Anglesey, *Royal Charter* was slammed by rising ENE winds, compounded by a rising tide, and a forbidding rocky shoreline astern. Port and then starboard anchors were dropped soon after the ship lost forward speed. Both anchor chains snapped after holding for a few hours.