This is what happened to the 19 refugees from the Hall Expedition. After being picked up in April 1873, news of their rescue and the plight of the other 14 (now reduced to 13) members of the *Polaris* Expeditioners raced to Washington by telegraph.

Tookoolito, and especially Ebierbing, had helped the 19 adults and children survive one of the most epic trials in the annals of the Arctic.
C. F. Hall’s death became known thanks to Tyson and the Inuit who had been rescued from their 6-month ordeal on an ice floe. Before the fate of the rest of the crew was known, word reached the Navy that it should go to the rescue.
Urged on by public outcry, the U.S. Navy promptly dispatched the “screw steamer,” Juanita, to Baffin Bay to effect a rescue of the surviving members (if any) of the Hall expedition.

U.S. Naval Academy graduate, Lt. George Washington DeLong, happened to become infected by the Polar Bug on that rescue mission in 1873. He skillfully commanded a dash to rescue the surviving members of Charles Francis Hall’s ill-fated expedition from the Polaris.

Unbeknownst to DeLong, one of the other dozen men who raised hands to volunteer for this small-boat dash northward was a New York Herald reporter named Martin Maher. Today, we’d perhaps say that Maher was “embedded” with the Navy crew detailed to search for survivors of the Hall Expedition. After a harrowing 12 days’ navigating in terrifyingly severe ice and weather conditions, the small boat had been given up for lost by the mother ship and its commander. DeLong’s bravery and ingenuity had impressed Maher by the time DeLong delivered the launch and its crew safely back to the Juniata at Upernavik, having traveled to Cape York and back, a distance of 1,500 km. They helped acquire papers left behind by C. F. Hall in 1871 that indicated rampant dissensions among the personnel on the ship Polaris two years earlier.

DeLong and the commander of the Juniata had no way of knowing that just weeks before they left St. Johns, Newfoundland, in July of 1873, a Scottish whaler had already made the
rescue of survivors that the Juniata was attempting.
Lt. DeLong’s heroism was reported by Maher in dispatches telegraphed from St. Johns to the owner/publisher/editor of the world’s largest newspaper, the *New York Herald* in 1873. Its wealthy publisher, like many others at the apex of wealth during the First Gilded Age, were smitten with ‘polar fever.’

DeLong stepped ashore in New York to a hero’s welcome, thanks to those telegraphed accounts. New York City offers a close-up of mature ‘scoundrelism’ or alternative interpretations of a single person’s character, and influence upon history.

**James Gordon Bennett, Jr.** was destined to become DeLong’s financial sponsor, because the previous big sponsor of U.S. polar adventures, such as the ill-fated Hall or *Polaris* Expedition, Henry B. Grinnell, announced his retirement from philanthropic support of Arctic adventure. Bennett, Jr., as publisher and editor of the world’s largest-circulation newspaper at that time, was already one of the wealthiest man in New York City. Right up there with the Astors, Vanderbilts, Carnegies, Rockefellers, etc.
Charles Francis Hall’s polar career consisted of 3 Arctic expeditions: 1. Frobisher Bay; 2. a long wait with a brief foray to King William Island in 1868-69, and 3. the 1870-71 dash toward the North Pole on which he died mysteriously, perhaps of arsenic poisoning, perhaps at the hands of the *Polaris* Expedition’s surgeon, Bessels (Chauncy Loomis, 1971). On each of these expeditions, Tookoolito (Hannah) and Ebierbing (Joe) had distinguished themselves, and remained loyal, despite Hall’s occasional lapses of patience with them.
Here’s a bonus: Consider Robert FitzRoy, who commanded the H.M.S. *Beagle*, often considered a scoundrel. One of FitzRoy’s contemporaries and arch detractors, is a man whom I would gladly nominate for scoundrel-hood.

FitzRoy’s severest critic and detractor was none other than Francis Galton a brilliant grandson of Erasmus Darwin (as was Charles Darwin). Galton, moreover, was intolerant of FitzRoy, because Galton and FitzRoy held to and published competing theories to explain storms. While FitzRoy looked at the cyclonic nature of storms as caused by boundaries between warm and cold air masses in western Europe, Galton perceived that both the cyclonic and anticyclonic systems coexisted, necessarily consisting of upward- and downward- swirling columns of atmosphere. FitzRoy’s visual depictions of the *Royal Charter* storm may have described wind directions accurately (as in the preceding image from his *Weather Book*) but failed to explain quantitative aspects of their severity. Galton, by contrast, could almost have drawn this modern weather map, in which a high pressure cell SW of Iceland sheds air downward in the air column in a clockwise spiral pattern. That shed air pours especially forcefully into a nearby low pressure trough, and by turning left (in the Northern Hemisphere) it joins a cyclone, like the one shown here, near the path of the cyclone that caused the *Royal Charter* disaster.
FitzRoy began well, with seafaring, Naval Academy, a promising marriage. Charles Darwin had found him difficult: “...I never cease wondering at his character, so full of good and generous traits, but spoiled by such an unlucky temper. –Some part of his brain wants mending: nothing else will account for his manner of seeing things.”

He was elected to Parliament, but that only lasted a short while. Appointed Ambassador to New Zealand, but proved argumentative. Recalled from New Zealand.
FitzRoy manages to save the ship he sailed back to England in from being sunk by a pampero gale, right in the Magellan Strait he knew so well from 10-18 years earlier.

Tries returning to Naval ship command in 1850, but misses family too much, resigns. Wife’s death in 1852 is a severe shock to FitzRoy.

Matthew Fontaine Maury’s 1953 International conference in Brussels inspires FitzRoy to seek a new post, and he is appointed “statist” with Board of Trade, in charge of weather observations.

Free of oversight or bureaucratic constraints, FitzRoy blossoms, works hard, and promotes the ideas of developing weather warnings to spare ships and fishing vessels the ravages they suffer without such warning systems.

Royal Charter storm of 1859 is something of a national wake-up call, underscoring what FitzRoy has long recommended to Whitehall.
The last five years of FitzRoy’s life must have been an excruciating and exhausting series of peaks of satisfaction, and troughs of despair, for this high-minded, well-intentioned public servant. Celebrated by the British Association for the Advancement of Science, praised for advances in mapping storm tracks, published author of papers and books on weather, competent manager of the small but productive “Met Office” staff, diligent organizer of telegraphed meteorological observation into daily reports and a system for broadcasting storm warnings…

On the other hand, FitzRoy’s competence as a scientist was called into question on a number of occasions. His firm Christian beliefs caused him to break with Charles Darwin, whose ideas were presented at Oxford the very day after his own peroration on weather at the same university. He exhausts his energies with the labors on The Weather Book in 1863. Thereafter he is satirized in Punch magazine, and attacked viciously by Francis Galton, who, like Darwin, was a grandson of Erasmus Darwin, but who lacked the civility of either his cousin or his grandfather.

FitzRoy’s last public act was an exhausting roundtrip to London to wish Matthew Fontaine Maury a safe return to the U.S. FitzRoy was concerned that the Virginian who inspired the internationalization of meteorological and oceanographic data would be well treated by the recently victorious Union side in the U.S. Civil War. The next morning, FitzRoy was found
to have committed suicide.
Here, in summary form are highlights of FitzRoy’s turbulent career and the end of his life.