chapter 14

# NO SIGNAL

Their initial progress was recorded by a number of vessels that encountered them over the next two or three weeks. On 19 July 1845, Captain Stratton of the whaler *Eagle*, calling at the Danish trading station at Upernavik, said he had seen two barques that he took to be *Erebus* and *Terror*, heading out across Baffin Bay. A few days later they were positively identified by two whaling ships, the *Enterprise* and the *Prince of Wales*, which saw them, hove-to, surrounded by ice in upper Baffin Bay.

在接下来的两三个星期里，有一些船只相遇并记录了他们最初的进展。1845年7月19日，捕鲸船*老鹰号*的船长Stratton在乌佩纳维克的丹麦贸易站停留时，声称他看到两艘三桅帆船，他认为是*厄瑞玻斯号*和*恐怖号*，她们正驶往巴芬湾。几天后，两艘捕鲸船*进取号*和*威尔士亲王号*确认了这两艘船的身份。它们在上巴芬湾看到这两艘船被冰山包围着。

Captain Martin of the *Enterprise* claimed to have spoken with both Sir John Franklin and some of his officers. Despite the ice, he said, they were confident of reaching the entrance to Lancaster Sound by mid-August. In a later, more detailed statement, Martin claimed that Franklin had told him they had provisions for five years, which could be made to last for seven.

*进取号*的Martin船长声称曾与John Franklin爵士和他的一些军官交谈过。据他所说，尽管周围都是冰山，但他们有信心在八月中旬到达兰开斯特湾的入口。在后来的一份更详细的声明中，Martin声称Franklin告诉他，他们有五年的补给，可以维持七年。

On 26 July, Captain Dannett of the *Prince of Wales* saw *Erebus* and *Terror* at latitude 74.48°N and longitude 66.13°W. Some of their officers went aboard and talked with Dannett, and Sir John invited him back to dinner on *Erebus*. The dinner never happened. The weather improved and, with good visibility and a following wind, Dannett decided he couldn’t delay and they parted company the next day. It is generally assumed this was the last-recorded sighting of the expedition other than by Inuit, but Captain Martin, in a later affidavit, claimed that as late as 29 or 31 July he caught sight of the tips of their masts on the horizon.

7月26日，*威尔士亲王号*的Dannett船长在北纬74.48°和西经66.13°的位置看到了*厄瑞玻斯号*和*恐怖号*。其中部分军官曾上船与Dannett交流，John爵士邀请他到*厄瑞玻斯号*共进晚餐。不过晚宴并没有举办。因为随着天气的好转，能见度很好，而且还顺风，所以Dannett觉得不能再耽搁了，于是第二天他们就分道扬镳了。人们普遍认为，这是除因纽特人以外人们最后一次看到探险队的记录，不过Martin船长在后来的一份证词中声称，直到7月29日或者31日的时候，他还在地平线上看到了他们的桅杆尖。

The arrival of *Barretto Junior* at Deptford Royal Naval Dockyard on the Thames on 11 August, with news and letters from the expedition, together with their commander’s upbeat assessment of their mood, was met with great celebration. Lieutenant Griffiths’s optimism, later endorsed by the captain of the *Prince of Wales*, meant the Admiralty could breathe a sigh of relief. The ships were on their way, fully provisioned and without serious delay.

8月11日，*小巴雷托号*抵达了位于泰晤士河畔的德特福德皇家海军船坞，带来了来自远征队的消息和信件，以及指挥官的乐观评估，这一切都引发了热烈的庆祝。Griffiths中尉的乐观态度，后来得到了*威尔士亲王号*船长的赞同，这意味着海军部可以松一口气了。船只已经安稳上路了，并且装备齐全，没有严重的延误。

Jane Franklin could breathe a sigh of relief, too. But it was typical of her active and agitated mind that she always found something to be anxious about. On 1 September she wrote to Sir James Clark Ross on the subject of their mutual friend, Francis Crozier. Knowing that he had written to Ross from Greenland, she expressed her belief that ‘he was to have written to me also, but the letter did not come’. In case this should imply any differences between Crozier and her husband, she was at pains to point out that ‘Sir John speaks of him with great regard and with the hope that when they had more time together their intimacy might be of mutual advantage.’ And what’s more: ‘Sir John Barrow spoke to me the other day with such warmth of Captain Crozier . . . and he affirmed he was the fittest person possible to be appointed with Sir John in the expedition.’

Jane Franklin也松了一口气。但她总是感觉有什么事情让她焦虑不安，这是她那活跃、焦虑的心态的典型表现。9月1日，她写信给James Clark Ross爵士，讨论他们共同的朋友Francis Crozier的问题。当知道他从格陵兰给Ross写过信后，她相信“他也会给我写信的，只是那封信还没有来。”为了避免有人误以为Crozier和她丈夫之间有任何分歧，她不厌其详地指出，“John爵士谈论起他时表现得非常敬重，并希望当他们有更多的时间在一起，并且这种亲密友好的关系对他们彼此都是有利无害的。”而且：“前几天John Barrow跟我说起Crozier船长时，觉得他是位非常热情的人……”他还肯定地表示，他是和John爵士一起远征的最佳人选。”

These were nagging concerns, but with the expedition on its way there was not much more Lady Franklin could do but wait. To take her mind off the Arctic, she spent some of the next twelve months travelling. With her stepdaughter Eleanor for company, she visited France, Madeira and the United States. Towards the end of 1846, when the expedition had been away for some seventeen months, she wrote again to James Clark Ross. This time her anxieties were unconcealed. It was as if she were already preparing herself for bad news.

虽然有很多问题都困扰着她，但随着探险队探索的逐步深入，Franklin夫人除了等待，似乎也没有什么别的办法了。为了把注意力从北极移开，在接下来12个月的时间，她的大部分时间都在旅行。在继女Eleanor的陪伴下，她访问了法国、马德拉群岛和美国。1846年年底，当探险队离开大约17个月后，她又给James Clark Ross写了一封信。这一次，她内心的焦虑显露无遗。似乎她已经为坏消息做好了准备。

‘I sometimes think,’ she wrote, ‘it is better perhaps that we should be in happy ignorance of any disaster that may have happened to them, or of any dreadful difficulty they may have yet to overcome than to be viewing as in a magic mirror in a fairy tale their daily vicissitudes. I dare not be sanguine as to their success, indeed the very thought seems to me presumptuous, so entirely absorbed is my soul in aspirations for their safety only.’ She, more than anyone apart from James Ross, had lobbied for Sir John to lead the expedition. Now that she had achieved her aim, was there a sense of guilt at having laid such awesome responsibilities on a fifty-nine-year-old who had not commanded a ship for twelve years?

“有时候我会想，”她写道，“我们应该庆幸并不清楚在他们身上发生了怎样的灾难，又或者他们可能已经克服种种可怕的困难，就像童话里的魔镜所展现的日常那般。对于他们的成功，我不敢抱有太过乐观的态度，实际上，我觉得这种想法似乎有些太过自以为是了，而我打从心底的只希望他们能够平安无事。” 除了James Ross之外，她是最积极游说John爵士带领探险队的人。现在，她的目的已经达到了，她将如此重担放在了一个已经59岁并且有12年没有指挥过船的人身上，她是否会因此产生负罪感?

‘And should it please Providence,’ her letter went on, ‘that one should not see them return when we are led to expect them, will you be the man to go in search of them as you did so nobly for the missing whalers [trapped in Davis Strait ten years earlier]? Such a thought, though I do not give it utterance to others, sometimes gives me comfort . . . I feel sure that you will spare no pains if need be to rouse Government to prompt and efficient means when the moment arrives that these should not be delayed.’

“如果这是天意，”她在信中继续写道，“让我们期待着的人不能再回来，那么你愿意像寻找那些失踪的捕鲸船（十年前被困在戴维斯海峡）那样勇敢地去寻找他们吗？这样的想法，虽然我不跟他人提起，但有时也会安慰到……我相信，如果有必要的话，你们一定会不遗余力地提醒政府，在不能再进一步拖延的时刻采取迅速而有效的手段。”

As 1847 came round, with still no word, there were those who felt that the moment had arrived to do something. Among the earliest to raise the alarm was Captain Beechey, who submitted a plan to the Admiralty in April proposing the despatch of a ship to follow in the wake of *Erebus* and *Terror* to the Barrow Strait. He also suggested sending a boat party down the Great (or Back’s) Fish River to the coast. His plan was turned down by the Admiralty as being too much, too soon. They also rejected a rescue proposal from Sir John Ross. Now at retirement age, he had of course pledged to Franklin that he would come after him, if nothing was heard by 1847, but his poor relations with Barrow had continued to influence the Admiralty’s view of him, and Ross was told in no uncertain terms that a relief expedition was not yet necessary. He then approached the Royal Society, which agreed with the Admiralty: ‘You will go and get frozen in like Franklin, and we shall have to send after you and then perhaps for them that went to look after you,’ said its President, the Marquis of Northampton. ‘Surely, your Lordship cannot mean that no search will be made for Franklin and his brave companions?’ replied Ross.

随着1847年的到来，仍然是音讯全无，有些人认为现在应该采取一些行动了。Beechey船长是最早发出警报的人之一，他在4月份的时候向海军部提交了一份计划，建议派遣一艘船跟随*厄瑞玻斯号*和*恐怖号*前往巴罗海峡。他还建议派一支船队沿着大鱼河（或称背鱼河)海岸航行。不过他的计划被海军部否决了，因为他的计划太复杂，而且太早了。他们也拒绝了John Ross爵士的救援提议。因为他现在已经达到了退休年龄，虽然他向Franklin承诺过如果到1847年还没消息的话，他会前去救援，但他与Barrow关系的恶化影响了海军部对他的看法，而Ross被明确告知，现在进行救援探险还没有必要的。然后他联系了皇家学会，皇家学会认可了海军部的意见：“你会像Franklin一样被冰层困住，那样我们将不得不再派人去找你，也许还得找些人专门照顾你，”学会主席Northampton侯爵说。“当然，大人您的意思不会是在说，我们不会搜查Franklin和他勇敢的同伴了吧？”而Ross是这么答复的。

In June 1847, Dr Richard King – who, like Sir John Ross, had expressed grave doubts as to the wisdom of the Arctic enterprise – made an unequivocal prediction that scurvy and starvation would threaten the lives of the two crews, if they had to survive a third winter in the Arctic, and volunteered to lead a search party. Not just an ordinary search party, either. ‘I propose,’ he wrote to the Admiralty, ‘to undertake the boldest journey that has ever been attempted in the northern regions of America.’

1847年6月，Richard King医生和John Ross爵士一样，对北极探险的明智性表示了严重的怀疑——并且他明确地推测到，如果他们在北极度过第三个冬天的话，坏血病和饥饿会威胁到两艘船上人的生命，于是他自愿领导一个搜索队。并且这也不仅仅是一个普通的搜索队。“我提议，”他在给海军部的信中说，“在美国北部地区进行一次有史以来最大胆的旅行。”

Richard King was a loner, outside the establishment. He alienated people with a manner that was seen as often abrupt and unbendingly egotistical. Yet he could not be ignored. His doom-laden forecasts both exasperated and unsettled the one figure who was to tower above all others in maintaining the search for the missing expedition: Lady Jane Franklin. In December 1847 she wrote to James Ross:

Richard King是一个不合群的人，游离在体制之外。他总是保持着一种唐突、自我、随性的态度，疏远于人群。然而，他还很难被忽视。他那充满灾难的预言让一个人既恼火又不安，而这个人对于继续搜寻失踪的探险队比任何人都要上心：她就是Jane Franklin夫人。1847年12月，她写信给James Ross：

You will be thinking that Dr. King has been exciting a most mischievous and unjustifiable influence on my mind. Of Dr. King himself I wish to say nothing. I do not desire that he should be the person employed, but I cannot but wish that the Hudson’s Bay Company might receive instructions or a request from Govt. to explore those parts which you and Sir J Richardson cannot immediately do, and which if done by you at all can only be when other explorations have been made in vain . . . and then does he *not* truly say, it will be *too late*?

或许你会认为是King医生非常无礼的刺激到了。关于King医生本人，我不想说什么。我不希望他会是被雇佣的负责人，我知道有些地方你和J Richardson爵士不能即刻动身前往，但我还是希望哈德逊湾公司能够收到指令或者请求政府前去探索那些区域，而一旦其他探索无功而返，那就只能依靠您去救援了……然后他说得那些不是真的吧？会不会太迟了？

James Ross’s view, shared by Parry and Sabine, was that both King and John Ross were being irresponsibly alarmist, and that a better course of action would be to offer a £1,000 reward for any information that Hudson’s Bay whalers might be able to glean.

James Ross的观点与Parry和Sabine的观点是一致的，他们都认为King和John Ross都是在不负责任地进行危言耸听，更好的做法是悬赏1000英镑，用于奖励哈德逊湾捕鲸者可能收集到的任何信息。

There were others, close to the crews, who shared Jane Franklin’s worries. John Diggle, who had sailed with James Clark Ross to the Antarctic, and whose daughter, born a few months after they left, was christened Mary Anne Erebus Diggle, had signed on with the Franklin expedition as cook on HMS *Terror*. Hearing that a rescue expedition was to be launched, his father wrote a letter, dated 4 January 1848, to be taken to Diggle:

还有一些与船员关系密切的人也和Jane Franklin有同样的担忧。John Diggle曾与James Clark Ross一起航行到南极，他的女儿在他们离开几个月后出生，受洗礼时被命名为Mary Anne Erebus Diggle，他签约加入了Franklin远征队，并且在*恐怖号*上担任厨师。当他的父亲听说要派出救援探险队，就写了一封信准备送Diggle，日期是1848年1月4日：

I write these few lines to you in hopes to find you and all your shipmates in both ships well . . . for it his [is] our fear that wee shall never see you again seeing the Account in the newspaper how you have been situated what with being frozen in and having the dreadful disorder the Schervey [scurvy]. Wee trust God when HMS Plover reaches you our thoughts will be frustrated. Please God it be so. Dear son I conclude with our unbounded gratitude too you, your loving father and mother John and Phoebe Diggle.

我写这几行给你，希望你和你在两艘船上所有的同船伙伴都平安无事……因为我们担[但]心再也见不到你了，我们在报纸上看到了你的情况，你被冰层困住了，还得了坏血病[环皿病]。我们信任着上帝，当*啄木鸟号*到达你那里时，我们这些胡思乱想将会落空的。愿上帝保佑。亲爱的儿子，最后我还要最大程度对你表示感谢，爱你的父亲、母亲John和Phoebe Diggle。

A few months later John’s parents got their reply. It was a blue envelope, across which was stamped ‘Returned to the Sender, There Having Been No Means of Forwarding It.’

几个月后，John的父母收到了回信。那是一个蓝色的信封，上面盖着“退回寄件人，已无法投递。“

By the time John Diggle’s father made his abortive attempt to contact his son, the Admiralty was taking a less complacent view and, perhaps embarrassed at its tardiness, proceeded to commission not one, but three relief expeditions in the winter of 1847–8. The first, under Commander Moore of HMS *Plover*, sailed for the Bering Strait, charged with searching the coast of Russian America (soon to become Alaska). Nothing was found.

当John Diggle的父亲试图联系他的儿子未果的时候，海军部似乎已经不再那么自满了，也许是对于自己的迟缓感到尴尬，在1847—1848年的冬天，海军部进行了不止一次，而是多达三次的救援远征。第一艘，由Moore指挥的船舰*啄木鸟号*，驶向白令海峡，负责搜索俄属北美海岸（那里不久将成为阿拉斯加）。但最终没有发现什么。

An overland party set out. It was led by Sir John Richardson, Franklin’s close friend and, at sixty, about his age, and by Dr John Rae of Stromness, who was employed by the Hudson’s Bay Company. Rae’s statue stands on Stromness waterfront, on a cairn of Orkney sandstone facing out to sea. He’s wearing trapper’s boots and a fur-lined jacket with a rifle slung over his shoulder – very much the local hero. Rae and Richardson worked their way down the lower reaches of the Mackenzie River to the coast and explored the channels between the Banks, Wollaston and Victoria Islands. A great deal of useful surveying was done, but they found no trace of Franklin and his men.

一支陆路队伍出发了。它由John Richardson爵士领导，他是Franklin的亲密朋友，大约60岁，此外还有来自斯特罗姆内斯受雇于哈德逊湾公司的John Rae医生。Rae的雕像矗立在斯特隆内斯海滨，在奥克尼群岛的砂岩石堆上，面朝大海。他穿着猎人的靴子和毛皮外套，肩上挂着一把步枪——非常符合本地英雄的形象。Rae和Richardson沿着麦肯齐河的下游一直来到海岸，并探索了班克斯群岛、沃拉斯顿群岛和维多利亚群岛之间的河道。他们做了大量有用的勘察工作，但没有发现Franklin和他的手下的踪迹。

Sir James Clark Ross, despite his decision to stay at home with his wife and children, faced irresistible pressure from Jane Franklin to join the search. When he finally caved in, she pressed home her advantage with smooth but single-minded determination. In a letter dated 3 August 1847 she thanked him effusively: ‘You have given me great comfort by your noble self-devotion. Should it be *you* to rescue them from peril or death, you will have your reward.’ But she then went on to make a further request: ‘in the event of the expedition returning this autumn without having done what was expected from it, will you not still take the command for a new one . . . It is very generous of Government to bear the expense of these 2 simultaneous expeditions. I think it is very likely because it is *you* that they have agreed to undertake it.’ And then, having given Ross no wriggle room, she brought the letter to an end with a perfectly orchestrated emotional climax: ‘With so happy a home, the sacrifice you contemplate in the service of your friends and your country is great indeed, so great that I think nothing less than your wife’s heroic and generous acquiescence would have satisfied you in making it.’

尽管James Clark Ross爵士决定留在家里陪伴妻子和孩子，但他仍面临来自Jane Franklin的要求他加入搜寻行动的难以抗拒的压力。当他最终屈服时，她带着坚定而坚定的决心充分利用了自己的优势。在1847年8月3日的信中，她非常热情地感谢他：“您崇高的自我奉献给了我极大的安慰。如果是您将他们从危险或死亡中解救出来，那您将会得到赢得的奖赏。” 但她接着又提出了进一步的请求：“如果探险队今年秋天没有完成预期的任务返回，您是否愿意继续指挥一个新的探险队……政府非常慷慨地为这两次同时进行的探险承担了费用。我想，这很可能是因为*您*的缘故，他们才同意承担的。” 然后，她没有留给Ross太多回旋的余地，她以一个精心安排的完美情感高潮结束了这封信：“您有一个如此幸福的家庭，而您为了朋友和国家所作出贡献，我认为是牺牲巨大的，而您的妻子对于您的行为英勇而慷慨的默许，也是一种极大的牺牲。”

James Ross had no choice but to do the decent thing and return to sea. To help look for *Erebus* and *Terror* – the two ships he knew so well – he took with him three officers who had sailed on them in the Antarctic. Edward Bird, his First Lieutenant on *Erebus*, was given command of the *Investigator*. John Robertson, who had been surgeon on *Terror*, and the man who had so often been Ross’s stalwart companion under pressure, Thomas Abernethy, joined Ross on the *Enterprise*. Alongside them was a thirty-year-old Irishman, Francis Leopold McClintock. They were able to cross Baffin Bay and into Lancaster Sound in the summer of 1848, but got not much further than that, as heavy ice barred their way west and young ice was fast forming around them. Their description of the early onset of very severe weather matches meteorological records of the time, which show that the three Arctic winters after the Franklin expedition set out were exceptionally cold ones. The conditions that Ross faced in 1848 were probably very similar to those that Franklin would have faced each year since he set out.

James Ross别无选择，只能返回大海做这件体面事。为了帮助寻找*厄瑞玻斯号*和*恐怖号*——这两艘船他都非常熟悉——他带上了三名曾一同在南极探险的军官。Edward Bird，他曾是*厄瑞玻斯号*的大副，现在被任命指挥*调查者号*，John Robertson曾是*恐怖号*上的外科医生，还有Thomas Abernethy也加入了Ross的*进取号*，他经常在面临各种压力下陪伴在Ross左右。和他们一起并肩作战的还有一位30岁的爱尔兰人，Francis Leopold McClintock。1848年夏天，他们穿过巴芬湾，进入兰开斯特湾，但没能再走多远，因为厚厚的冰层挡住了他们向西航行的道路，而且在他们周围在迅速形成新的冰层。他们对早期极端恶劣天气的描述与当时的气象记录十分吻合。气象记录显示，Franklin探险队出发后的三个冬天，北极都异常寒冷。Ross在1848年所面临的情况很可能与Franklin出发后每年所面临的情况非常相似。

They retreated to Port Leopold on Somerset Island (which Ross had surveyed sixteen years earlier) and, raising tarpaulins over the decks, prepared themselves for the winter. So intense was the cold that it was not until the following May that they were able to get the sledges out and reconnoitre the area. Ross and Lieutenant McClintock worked their way along the north coast of Somerset Island, which formed the southern coast of Lancaster Sound. Ross had not taken dogs, so the sledges had to be hand-hauled, which put great physical pressure on the men. The chances of encountering any evidence concerning which way the expedition might have come were reduced because, at almost every turn, they found the sea passages blocked. Ross and McClintock moved on to survey the west side of Somerset Island, overlooking Peel Sound, and found that the accumulation of ice was so thick and looked so permanent that, after leaving provisions at various points, they withdrew. By the time they reached their ship, they had covered 500 miles in thirty-nine days.

他们撤退到萨默塞特岛的利奥波德港（Ross十六年前就在那里勘察过），在甲板上铺上了防水油布，准备过冬。由于天气非常寒冷，所以直到第二年5月，他们才拿出雪橇，对这一地区进行了侦察。Ross和McClintock中尉沿着萨默塞特岛的北海岸工作，这里属于兰开斯特湾的南部海岸。由于Ross没有带狗，所以雪橇必须用手拉，这给他们带来了很大的体力压力。他们发现几乎每个转弯的地方，海上通道都被堵死，因此，他们几乎找不到任何有关探险队可能从哪条路来的证据。Ross和McClintock继续勘察萨默塞特岛的西部，俯瞰皮尔海峡，他们发现冰层堆积得是如此之厚，而且看起来就像冻得很久了一样，因为，他们各处留下了补给后，便撤退了。当他们返回船上的时候，他们已经在39天内走了500英里。

One can’t blame Ross for turning back. This was very difficult terrain and, in contrast to his experience in the Antarctic, his men were suffering. On the way back to Port Leopold only four were able to pull the sledges. Two were unable to walk at all. Several were suffering from scurvy, including John Robertson, the surgeon on *Enterprise.*

Everyone on the expedition, apart from McClintock, was on the sick list for one reason or another for the next two or three weeks. Not surprisingly, they reached the conclusion that Peel Sound was an unlikely – indeed, virtually impossible – route for Franklin and his ships to have taken. And Ross, deciding that they were in no fit state to survive another winter, decided to bring the expedition home.

我们不能责怪Ross的返航。因为那里的地形非常复杂，而且相比于他在南极的经历，他的部下现在很痛苦。在返回利奥波德港的路上，只有四个人能拉雪橇。有两个人已经根本不能走路了。有几个人患有坏血病，其中包括*进取号*的外科医生John Robertson。在接下来的两三个星期里，除了McClintock，探险队的每个人都因为这样或那样的原因被成为了病号。不出所料，他们得出结论是， Franklin和他的船不太可能走皮尔海峡这条路线。而Ross觉得他们的身体状况已经不足以再捱过一个冬天了，于是决定带着探险队回家。

Many, including Jane Franklin, were surprised and disappointed. They had expected Ross to stay and search for a second summer. But leaving aside the state of health of his men, one wonders whether Ross could have faced another year in the Arctic. A sense of obligation to an old friend, manipulated skilfully and single-mindedly by Lady Franklin, had prompted him to agree to undertake this first voyage. But he was recently married, he had two young children, and he also had a publisher waiting for him to complete his account of the Antarctic voyage. Would he really have wanted to take on all the pressures, discomforts and tribulations of a further Arctic journey, when there were much younger men ready to do the job? One suspects that he had had enough.

包括Jane Franklin在内的许多人，都感到惊讶和失望。他们原以为Ross会留下来在第二个夏天继续寻找。但撇开他手下的健康状况不谈，人们都不禁怀疑罗斯是否还能在北极再待一年。出于对老朋友的责任感，并且这种责任感在Franklin夫人巧妙而投入的利用下，他同意进行了第一次航行。但他最近刚结婚，有两个年幼的孩子，还有一个出版商等着他完成他的南极航行记录。在有很多年轻人做好准备的情况下，他真的愿意再次承担北极之旅的各种压力、不适和苦难吗？有人怀疑他已经受够了。

Lady Franklin made one final appeal. ‘I implore you,’ she entreated him in a letter dated 12 November:

Franklin夫人作了最后的呼吁。“我恳求你，”她在11月12日的信中请求他：

by all you hold most dear and sacred to be influenced by what I say. Recall to mind, as I do, the generous earnestness with which you desired . . . that my husband should have the command . . . Recollect too the earnest part you took in securing for Sir John the services and companionship of your dear and faithful Crozier, and though I know you want no stimulus to arouse your affectionate interest for *both* your friends, yet allow me to plead these facts as additional reasons why I should look to the exertion of your unparalleled energies in devising means for their rescue and to your never *ceasing* to do so till the Arctic seas and shores have been swept in all their branches.

请允许我用语言唤醒你最珍视、最神圣的东西。请您像我一样，回想一下您曾慷慨而诚挚的认为……我的丈夫应该得到指挥权……您还记得您曾为John爵士争取到了你亲爱的、忠实的Crozier的帮助和陪伴，虽然我知道您不需要任何刺激来唤起您对两位朋友的深厚感情，但请允许我借助这些事实来作为额外的理由，来说明我为什么如此期待您发挥出您那无与伦比的精力，设计出救援他们的方案，并期待您能一直*坚持*这样做，直到北冰洋和海岸的所有分支都被探索完。

If she had hoped that this bravura piece of emotional blackmail would send him to the Arctic again, she was to be disappointed. James Ross never again set out to search for Franklin. But Lady Franklin remained indefatigable. Aided and abetted by Sophy Cracroft, who had developed into a campaigner as pugnacious as her aunt-in-law, she turned her sights on anyone of any influence who might be able to help her in the search for her husband. So sustained was the pressure, and so passionate the missives, that her house in Bedford Place became known as The Battery.

如果她曾希望这段虚张声势的感情勒索能让他再次前往北极，那她只能失望了。James Ross再也没有去寻找Franklin。但是Franklin夫人仍然一直在坚持。在Sophy Cracroft——她已经变成了像她舅妈一样争强好胜的人了——的帮助和唆使下，她把目光转向了其他富有影响力的人，只要他们能帮助她寻找丈夫。她面临着空前的压力，对于收发信件也表现的非常狂热，以致于她在贝德福德的住宅被人们戏称为炮台。

Paradoxically, Lady Franklin’s campaign received a boost from Ross’s lack of success. That such an eminent explorer as James Clark Ross could come back empty-handed added a more sombre, realistic tone to the search for Franklin. His was the most high-profile of three wellresourced search expeditions, and the fact that none of them had found any evidence of Franklin’s whereabouts brought home not just to the Admiralty, but also to the British public, the first intimations of disaster. And this produced a powerful, if increasingly desperate, response.

矛盾的是，Franklin夫人的援救活动因为Ross的失败而得到了很大的推动。像James Clark Ross这样杰出的探险家竟然都会空手而归，这为寻找Franklin的工作增添了一种更加严肃、现实的色彩。在三次准备充分的搜寻探险中，他的探险是最引人注目的一次，但事实上，他们都没有发现有关Franklin下落的证据，这不仅给海军部，也给英国公众带来了灾难的最初征兆。而这件事最终也会愈演愈烈，也越来越让人绝望。

As hopes of rescue began to be replaced by sober awareness of an unfolding tragedy, the fate of Franklin captured the world’s imagination. While panoramas of the Arctic wastes were drawing crowds in London and Brighton, and false sightings of the ships and bogus messages in bottles were being reported, the first of thirty-six separate expeditions to be organised over the next decade was heading to the frozen north. The Admiralty despatched *Enterprise* (without James Ross this time) and *Investigator* to the Bering Strait, to search the western end of the Passage. Two sailing ships and two steamers were sent to Lancaster Sound, at the other end of the Passage. The Hudson’s Bay Company sent an expedition led by Sir John Ross, and supported by public subscription, in the 12-ton yacht *Mary* (named after his wife). Even the bird-loving ex-surgeon of *Erebus*, Robert McCormick, made a three-week voyage up the Wellington Channel in an open boat, appropriately named *Forlorn Hope*. Lady Franklin, never backward in coming forward, sought help from Tsar Nicholas of Russia and the American President, Zachary Taylor. St Petersburg wasn’t forthcoming, but two ships equipped by the US government left New York in May 1850.

随着救援的展开，希望开始被逐渐被对悲剧的清醒认知所取代，Franklin的命运吸引了全世界的想象。北极荒原的全景吸引了来自伦敦和布莱顿大批游客，对于船只的虚假目击和瓶子里的伪造信息也不断被报道，在接下来的十年里，将组织的共计三十六次的独立探险，而其中的第一次此刻正朝着北极冰封的方向进发。海军部派出*进取号*（这次James Ross不在）和*调查者号*来到白令海峡，搜寻通道的西端。两艘帆船和两艘汽船被派往海峡另一端的兰开斯特海峡。哈德逊湾公司派出了一支探险队，由John Ross爵士率领，并得到了公众捐款的支持，他们乘坐的是12吨重的游艇*玛丽号*（以他妻子的名字命名）。就连曾担任*厄瑞玻斯号*外科医生的爱鸟人士，Robert McCormick也乘坐一艘敞篷船，沿着惠灵顿海峡进行了为期三周的航行，这艘船的名字很应景，叫做*无望号*。但是Franklin夫人从不退缩，她向俄国沙皇尼古拉一世和美国总统Zachary Taylor寻求帮助。虽然圣彼得堡并没有应允，但美国政府装备了两艘船，并于1850年5月离开纽约。

This extraordinary concentration of effort at last paid off. On 23 August 1850, the fifth summer since Franklin had left, Erasmus Ommanney, captain of HMS *Assistance*, found the first traces of the expedition at Cape Riley on the south-western tip of Devon Island: ‘fragments of naval stores, portions of ragged clothing, preserved meat tins’. As they searched the shore for something more substantial, someone noticed a cairn on the headland of nearby Beechey Island. By this time Ommanney had been joined by the commander of HMS *Pioneer*, a steam tender that was augmenting the rescue expedition. Her captain, Sherard Osborn, later recounted the excitement of the discovery in his book *Stray Leaves from an Arctic Journal*. Men rushed towards ‘the dark and frowning cliffs . . . too steep for even [a] snowflake to hang upon . . . the steep slope was scaled and the cairn torn down, every stone turned over . . . and yet alas! No document or record found.’

这种高强度的努力终于得到了回报。1850年8月23日，也就是Franklin离开后的第五年个夏天，*援助者号*的船长Erasmus Ommanney在德文岛西南端的莱利角发现了第一批探险队的痕迹：“海军用品的碎片，部分破旧的衣服，保存好的肉罐头”。当他们在岸边搜寻更有价值的东西时，有人注意到附近比奇岛的岬角上有一个石碑。这时，*拓荒者号*也已经加入了Ommanney救援队，那是一艘蒸汽船，属于救援队伍的增援。她的船长Sherard Osborn后来在他的著作《北极日志的失落叶（*Stray Leaves from an Arctic Journal*）》中讲述了这一令人兴奋的发现。人们冲向“黑暗而蹙额的悬崖……太陡了，就连一片雪花都挂不住……攀爬上陡峭的山坡，石碑被拆毁，每一块石头都被翻了个遍……但很可惜！没有找到任何文件或记录。”

Other ships in the area converged on the island, including, by fine coincidence, one called *The Lady Franklin*, captained by William Penny. It was one of her sailors who brought the extraordinary news that three graves had been found on the bleak, grey scree-covered beach. The trio of wooden headboards announced them to be the last resting places of John Torrington, leading stoker, ‘who departed this life January 1st A.D. 1846 on board of H.M. ship *Terror* aged 20 years’; John Hartnell, able seaman on *Erebus*, ‘died January 4th 1846 aged 25 years’; and William Braine, a Royal Marine on *Erebus*, ‘Died April 3rd 1846, aged 32 years’. On his grave marker was the text ‘“Choose ye this day whom ye will serve” Joshua, ch. Xxiv., 15’.

该地区的其他船只也都聚集在岛上，其中包括一艘名为*Lady Franklin*的船只，船长由William Penny担任。船上的一个水手带来了一个不同寻常的消息：在荒凉的、布满灰色碎石的海滩上发现了三座坟墓。三个木制墓板宣布这里是这三个人的最后安息地：首席司炉工John Torrington，“他于1846年1月1日在英国军舰*恐怖号*上去世，时年二十年”；John Hartnell，*厄瑞玻斯号*上的出色水手，“死于1846年1月4日，享年25岁”；William Braine，*厄瑞玻斯号*上的海军陆战队成员，“死于1846年4月3日，享年32岁”。在他的墓碑上刻着这样一段话：“‘今日就可以选择所要事奉的’约书亚书，第24章，第15节”。

Further along the beach they found traces of sledge-runners in the gravel, deep enough for Sherard Osborn to make the prescient observation as to ‘how little Franklin’s people were impressed with the importance of rendering their travelling equipment light and portable’. And there was a second cairn nearby. It was 7 feet high and consisted of 600 food tins filled with gravel.

沿着海滩继续往前，他们在砾石中发现了雪橇车的痕迹，痕迹深到足以让Sherard Osborn有先见之明地观察出“Franklin的人没有意识到他们的旅行设备轻巧便携的重要性。”附近还有第二个石冢。它有7英尺高，由600个装满碎石的食品罐头组成。

The Beechey Island finds were both revealing and frustrating. Lieutenant Osborn summed up the mood: ‘Everyone felt that there was something so inexplicable in the non-discovery of any record, some written evidence of the intentions of Franklin and Crozier on leaving this spot.’ The trail that seemed to begin there led nowhere.

比奇岛的发现既发人深省又令人沮丧。Osborn中尉总结了当时的情绪：“每个人都觉得有些事情非常令人费解，因为没有发现任何记录，或者其他任何有关Franklin和Crozier离开这个地方的意图的书面证据。” 线索似乎是从那里开始的，却没有指明下一步方向。

The best they could do was follow the route Franklin had been ordered to take by the Admiralty. So Captain Ommanney pressed on westwards to Cape Walker on the northern tip of Prince of Wales Island. He found nothing, but came to the conclusion that Franklin could not have taken the planned line due south from Cape Walker through to the Bering Strait, as it would have been blocked by impenetrable ancient sea-ice. His hunch was right. We now know that Franklin went south, much earlier, down Peel Sound.

他们所能做的最好的事情就是沿着海军部命令Franklin走的路线前进。因此，Ommanney船长向西航行，来到了威尔士亲王岛北端的沃克角。他什么也没找到，但他得出结论，Franklin不可能按照计划中的路线从开普沃克向南穿过白令海峡，因为这条路线会被远古的海洋冰层堵住而无法穿行。他的预感是对的。我们现在知道，Franklin在早些时候前往了更往南的皮尔海峡。

The disappearance of the expedition seemed as total as it was inexplicable. Then another possible piece of evidence turned up much further to the south. An overland party led by John Rae was exploring the west coast of Victoria Strait when Rae came across two pieces of what looked like wreckage. One was an oak stanchion and the other looked to be part of the flagstaff of a cutter. A white line had been attached to it by two copper tacks. Both tacks bore the broad arrow imprint with which all Royal Navy equipment was stamped. Because there was no confirmation of the route that Franklin had taken when he deviated from the Admiralty’s chosen course, Rae assumed that the fragments had drifted down from the north. It was several years before anyone realised that the two ships might be much closer than he thought.

探险队的失踪似乎是完全无法解释的。然后在更南边的地方，出现了另一个可能的证据。由John Rae领导的一支陆路探险队在维多利亚海峡西岸探险时，发现了两块疑似残骸的东西。一根是橡木支架，另一根看起来像是来自小艇旗杆的一部分。一根白绳通过两个铜钉固定住。两根钉子上都有宽箭头的印记，皇家海军的所有装备都有这样的印记。由于无法确认Franklin偏离海军部选择的航线后的路线，Rae认为这些碎片是从北方漂流过来的。直到几年后，才有人意识到这两艘船可能比他想象的要近得多。

As the seventh anniversary of the disappearance approached, an increasing amount of head-scratching was taking place. The Admiralty could not do nothing. Interest in the expedition remained high, and it had taken a jingoistic turn.

随着失踪后的第七个年头的临近，越来越多的人感到困惑不解。海军部也不能一直无所作为。人们对这次远征的兴趣仍然十分高涨，而且已经蒙上了一种沙文主义的色彩。

Subscriptions were coming in from all over the country. Thanks to the assiduous work of historian Richard Cyriax, we know that one came from Franklin’s birthplace, Spilsby in Lincolnshire, another from the Belfast Natural History and Philosophical Society, of which Crozier was a member. A contribution that must have warmed Lady Franklin’s heart was the generous sum of £1,872 collected by the people of Van Diemen’s Land, ‘as the utmost sympathy is felt in this colony in any particular which bears upon the fate of our late respected Lieutenant-Governor’. Lady Franklin used this contribution to fund the *Isabel* expedition of 1852. It was led by Commander Augustus Inglefield, and although it found no trace of Franklin, apart from a handful of relics, it explored and charted previously unknown areas of the Arctic, identifying and naming Ellesmere Island, the tenth-largest island in the world and one of the most rugged and spectacular land masses on the planet.

各种捐款从全国各地纷纷送来。多亏了历史学家Richard Cyriax的辛勤工作，我们知道其中有一笔来自Franklin的出生地林肯郡的斯皮尔斯比，另一笔来自贝尔法斯特自然历史和哲学协会，Crozier是该协会的成员。范迪门斯之地上的人们募集了1872英镑的慷慨捐款，这一定让Franklin夫人很感动，“因为这个殖民地已经与我们尊敬的前副总督的命运有了特殊的关联，任何细节都会引起人们最大的同情。” Franklin夫人用这笔捐款资助了1852年的*伊莎贝尔号*的远征。由Augustus Inglefield担任指挥，虽然没有发现Franklin的痕迹，但探险队探索了很多不为人知的北极地区并绘制称地图，发现并命名了埃尔斯米尔岛，该岛是世界上第十大岛屿，也是地球上最崎岖、壮观的一片陆地。

The findings so far showed that the expedition had almost certainly not gone west of Cape Walker, nor did they appear to have taken any of the heavily iced channels to the south. This left the northern option, the Wellington Channel, between Cornwallis Island and Devon Island. The Admiralty had recommended that Franklin consider this if he found his way blocked by ice, so it was a valid alternative.

迄今为止的发现结果表明，这支探险队几乎可以肯定并没有到过沃克角以西，也没有走过南边任何一条严重结冰的通道。这样就只剩下了北部的威灵顿海峡，它位于康沃利斯岛和德文岛之间。海军部曾建议Franklin，如果他发现前路被冰挡住了的话，就可以考虑走这条路线，所以这是一个有根据的选择。

An Admiralty expedition led by Sir Edward Belcher therefore took the sailing ship *Assistance* and the steam-driven *Pioneer* up the Wellington Channel, whilst Henry Kellett took *Resolute* and *Intrepid* to investigate Melville Island. Belcher stayed another winter at Beechey Island, leaving a depot of shelter and provisions to which they gave the name Northumberland House, before returning home with only one ship intact, having abandoned the others in the ice. Neither he nor Kellett found any evidence of Franklin, his men or his ships. But then both were still looking where the Admiralty had instructed Franklin to go, rather than where he actually went.

因此，由Edward Belcher爵士率领的海军部探险队乘坐着帆船*援助者号*和蒸汽驱动的*拓荒者号*沿威灵顿海峡而上，而Henry Kellett则乘坐着*果敢者号*和*无畏号*前去调查梅尔维尔岛。Belcher在比奇岛又呆了一个冬天，留下了一个避难处和补给品仓库，他们把它命名为诺森伯兰之家。然后他只带着一艘完好无损的船返航了，其余的船都被抛在了冰层里。他和Kellett都没有找到有关Franklin、他的手下或他的船只的任何证据。但后来两人仍在寻找海军部曾指示Franklin去的地方，而不是他实际去的地方。

There had been some collateral successes. The rather magnificently named Robert John Le Mesurier McClure commanding the *Investigator*, and Richard Collinson, commanding the *Enterprise*, had been out on the search since 1850. They had brought their ships safely through the Bering Strait and had come very close to finding their way through to Melville Island when their ships became trapped. In 1853 McClure and his party, having abandoned their ship to the ice, and after surviving two punishing winters, found their way overland from the west to meet up with some of Belcher’s men from the east. McClure claimed this as the first crossing of the Northwest Passage, albeit not purely by sea.

当然也有一些附带的成果。负责指挥*调查者号*的是颇有名望的Robert John Le Mesurier McClure，负责指挥*进取号*的是Richard Collinson，他们从1850年起就开始了搜寻工作。他们带着他们的船安全地通过了白令海峡，就在快要找到通往梅尔维尔岛的路时，他们的船被困住了。1853年，在熬过了两个严酷的冬天后，McClure和他的队伍在冰天雪地里弃船而去，从西部陆路与来自东部的贝尔彻的士兵会合。McClure声称这是人类第一次穿过西北航道，尽管不完全是从海上穿越。

With the searches consistently drawing blanks, the Admiralty took the view that since the expedition had now been missing for eight years there could be no possibility of any of its members having survived, and that risking lives and public funds in further futile rescue attempts could therefore not be justified. It is estimated that they had already spent some £700,000 on the search (the equivalent of £28 million / $39 million in today’s money). Moreover, they now had other things on their minds: after three decades of peace in Europe, Britain had become embroiled in war with Russia in the Crimea.

由于搜救一直没有收获，海军部认为探险队已经失踪了八年，不可能还有人员幸存下来了，因为没有理由再冒着生命危险和，消耗公共资金继续进行徒劳的救援。据估计，他们已经在搜寻工作上花费了大约70万英镑(相当于现在的2800万英镑/或者说3900万美元)。此外，他们现在还有其他事情要考虑：欧洲在经历了30年的和平之后，英国在克里米亚卷入了与俄国的战争。

On 20 January 1854 the Admiralty let it be known that unless news of the expedition’s survival arrived before March of that year, the men of *Erebus* and *Terror* would be removed from the Navy List and declared to have died in Her Majesty’s Service. Lady Franklin refused to accept their decision, describing it as ‘presumptuous in the sight of God’. She declined a widow’s pension and refused to wear black. As far as she was concerned, no news could still mean good news.

1854年1月20日，海军部宣布，除非在当年3月前得到远征队幸存的消息，否则*厄瑞玻斯号*和*恐怖号*的人员将从海军名单上删除，并宣布为女王陛下英勇牺牲。Franklin夫人拒绝接受这份决定，称这“在上帝看来是专横放肆的”。她拒绝领取寡妇的抚恤金，也拒绝穿黑色衣服。对她来说，没有消息仍然意味着好消息的存在。



Some of the items from the Franklin expedition recovered by the explorer John Rae as

he made his way along the Arctic coast in

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Some of the items from the Franklin expedition recovered by the explorer John Rae as he made his way along the Arctic coast in 1854. They ranged from cutlery to one of Sir John Franklin’s medals.

1854年，探险家 John Rae在沿着北极海岸航行时，找到了一些Franklin探险队的物品。从餐具到John Franklin爵士的勋章，应有尽有。