

perienced Arctic voyagers, who thought with me, to be right. I do not propose, in a short paper adapted for our evening discussion, to attempt to give full details of the two German Expeditions of 1868 and 1869, which sailed from Bergen and Bremen respectively; and there is the less need to do so, as our distinguished Associate, Admiral Sir Leopold M'Clintock, in January, 1871, gave us a paper containing an excellent *résumé* of the last expedition.

The result of those two German efforts was, in my estimation, calculated only to confirm our opinion that between Spitzbergen and the coast of Greenland there was no navigable passage through the ice-drift from the Pole, either for steamer or sailing-ship, to the northward of points reached by Hudson two centuries, by Phipps one century, and by Scoresby, Buchan, Parry, Clavering, and Sabine, half a century ago. The Pendulum Islands and adjacent coast of Greenland were the furthest point northward of the German, as it had been fifty years before of the English navigators. Captain Karl Koldewey, who commanded both expeditions, happily relieves me from the pain of feeling that I differ, in this respect, from one who so gallantly endeavoured to test Dr. Petermann's theory. In May, 1871, after his experiences of Petermann's route to the Polar basin, he writes as follows:—

“One can hardly resist the conviction that the hope of attaining the North Pole by ship, or of finding an open sea around the Pole, are alike among the most improbable of things.

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“I confess that I myself was misled by representations in Dr. Petermann's ‘*Geographische Mittheilungen*,’ and held it to be at least possible, by following a line of coast, to penetrate by ship far into the central Arctic Regions, and then certainly to make one's way to the Pole. A winter in East Greenland, the most careful observation of those mighty masses of ice, their movements and formation, and of the whole conditions of temperature, and finally the careful study of Arctic literature in its original form, and not by means of one-sided extracts, have radically cured me and all my companions of this idea.

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“If its principal object is to be the nearest possible approach to the Pole, I am quite of Osborn's opinion that the best way appears to be through Smith Sound. Here one can penetrate by ship every year to the 78th parallel, and then one has a continuous line of coast running north, which has been sighted as far as the 82nd