

along those shores. The *Germania* then struck for Spitzbergen and attained a latitude of  $81^{\circ} 5'$  before she returned. The second German Polar expedition in 1869 was better organized, consisting of a small steamer named the *Germania*, and a store-ship called the *Hansa*. The latter was crushed in the ice, and the crew built themselves a house on an ice-floe of the patent fuel which they had on board, in which they drifted eleven hundred miles, and spent nearly eight months, at length getting round Cape Farewell and reaching Friedriksthal, on the west coast of Greenland. This wonderful ice-voyage has however been far surpassed by that of the *Polaris* party, who drifted more than two thousand miles on an ice-floe, with no better shelter than snow-huts, and living most of the time on seals. The steamer of this expedition had, however, fairer fortune than the *Hansa*. She succeeded in sailing up the east Greenland coast as high as  $75^{\circ} 30'$ , but was forced to turn back and winter in the Pendulum Islands, in  $74^{\circ} 30'$ . Here the voyagers met with musk-oxen: and on the whole passed a not unpleasant winter, as times go in these cool regions. On the 24th March a party of seven started northward over the ice, dragging a provision-laden sledge behind them, but after reaching a distance of one hundred and fifty miles from the ship, want of provisions compelled them to return. On the 27th of April they regained the deck of the *Germania*, laden with zoological, botanical and geological specimens, but very sceptical regarding the "open Polar Sea." As soon as navigation opened they commenced operations, and were fortunate enough to discover, in lat.  $73^{\circ} 15'$ , a branching fyord, stretching for a long distance into the interior of Greenland, and having on its shores peaks respectively fourteen thousand and seven thousand feet high. On the the 11th September they returned to Bremen, after an expedition which redounded to the credit of the German people, more especially as these were their first efforts in the Arctic field, but will certainly not be their last. In a scientific and geographical point of view, the results of the voyage possess much interest.

Thus all efforts to penetrate the ice-belt, on either side of Spitzbergen, have proved abortive. Despairing of success in this way, some explorers have tried to cross it in sledges. In 1827, Sir Edward Parry attempted to reach the North Pole by means of travelling with sledge-boats over the ice. Two boats were constructed for the purpose, the one commanded by Captain Parry,