

from her cable and be driven upon the rocks ; but, by God's mercy, she rode out the gale, without sustaining any serious injury.

In 1836, the *Harmony* fell in with the ice, as early as the 24th of June, after a speedy and prosperous voyage to within 200 miles of the coast of Labrador. "According to the statement of the captain, it was not merely the immense quantity of ice, that rendered the navigation difficult and dangerous, nor yet the number of icebergs that crowded the narrow channels, and of which he, on one occasion, counted no fewer than seventy ; but more especially the character of the frozen masses, consisting chiefly of what seamen call bottom-ice,* and the violent swells by which they were frequently agitated. The undulations hereby produced, exceeded, on one occasion, 100 feet in perpendicular height ; a spectacle which, however sublime, could not be contemplated without the most lively sensations of alarm ; for though the *Harmony* was at the time beyond the reach of the most violent agitation, the striking of the ice against the ship's sides was sufficiently severe, to cause the utmost apprehensions for her safety. It was, in fact, only by the constant use of fenders of tow, or cable junk, let down beneath the surface of the water, and interposed between the vessel and the advancing masses, that the sailors were enabled, with the Divine help, to prevent her receiving serious, and perhaps, irreparable injury from their sharp and rugged edges. For eight days subsequent to this anxious period, the vessel remained completely entrenched in the ice, not a drop of water being visible on any side of her as far as the eye could reach. At length, however, the Lord sent deliverance from these accumulated perils, and opened for her a safe, though toilsome passage, through the ice to the coast of Labrador. On entering Hopedale harbour, on the 4th of August, the captain learned, that it had become clear of ice only two days before ; a circumstance, which led him to consider, as peculiarly providential, the many obstacles which had hitherto opposed his progress, having every reason to believe, that, had the ship been obliged to contend with similar ones, in the narrow and rocky channels between Hopedale and the islands, the destruction of the vessel would, humanly speaking, have been inevitable."

It was on returning from this voyage that Captain Taylor had the privilege of rescuing from a watery grave the nine survivors of the crew of the *Superior*, Captain Dunn, bound from Miramichi to Cardiff, which had been thrown on her beam ends, during a furious gale, on the 28th of September, and had become a total wreck. Eight of these poor mariners, including the captain, were brought in safety to England.†

In 1837, the vessel encountered dangers of another kind. In the attempt, justified apparently by the state of the wind and weather, to enter the bay of Hopedale by a new channel, she struck three

* Ice of great thickness, concealed either wholly or partially beneath a covering of water too shallow to allow a vessel to pass with safety.

† Per. Accs. Vol. xiv. pp. 6, 7.