

way was stopped, the overhanging weight, by settling down, crushed the ice down still further ahead. Frequently on these occasions her jib-boom was within touching distance of the "Alert's" boats! But after a little experience had been gained, such confidence had we in each other that there was not the slightest swerving in any one.

Floes up to four feet in thickness, and in a soft state, that is melting, not freezing, may be charged with advantage, thicker or harder ice had better be left alone.

It speaks well for our chronometers, and the manner in which they are secured, that their rates were little affected by the frequent concussions on this and on many after occasions.

By 8 A.M. on the morning of the 8th we had succeeded in reaching the land water off Cape Victoria, having sustained no more serious damage during this severe trial than sprung rudder heads, consequent on the frequent necessity of going full speed astern; all heartily glad to be out of the pack ice.

The two islands marked on the chart, on the authority of Dr. Hayes, as existing in the entrance of Hayes Sound are, as originally represented by the present Admiral Inglefield, in reality joined; the three capes named by the latter, north of Cape Sabine; are very prominent headlands, and readily sighted from a ship's deck from any position north of Littleton Island. There is no sign of an inlet along the very slightly indented coast line between his Cape Camperdown and Cape Albert. His Princess Marie Bay is the inlet north of the land in the middle of the sound, but whether that be an island or a peninsula remains to be determined; and his Cape Victoria is evidently one of the headlands on the present Grinnell Land.

It is necessarily an unthankful office to find fault with our predecessors; but navigators cannot be too careful how they remove from the chart names given by the original discoverers, merely because during a gale of wind a bearing or an estimated distance is a trifle wrong, and when the corrector or improver is also himself considerably wrong, and in fact produces a more unreliable chart than the first one, he deserves blame. The names given to the headlands undoubtedly discovered by Admiral Inglefield should not have been altered by Drs. Kane and Hayes, each of whom published very misleading delineations of the same coast.

It is as yet uncertain whether Hayes Sound is a channel or not. The flood tide coming from the eastward—the apparent continuity of the western hills and the absence of berg pieces or heavy ice high up the sound, would lead to the supposition that it was closed; but considering the general configuration of the neighbouring land and the fact that the ebb or east running tidal current was stronger than that during the flood, but this the westerly wind might have occasioned, and the numerous Esquimaux remains which are usually found in channels, there seems no reason why we may not reasonably expect the existence of a narrow opening leading to a western sea. The very decayed state of the ice would be the natural result either from strong tidal currents in a long fiord or the increased strength of the ebb tide occasioned by an easterly set from the Polar Sea.

On passing what is called on the chart Cape Victoria, Commander Markham landed to ascertain the state of the ice, but a very thick fog and snowstorm coming on he was obliged to return. The ships were secured to the floe in Princess Marie opening which consisted of the last season's ice which had not cleared out; it was very much decayed but sufficiently strong to prevent our forcing our way through it—and in fact when pressing in with the flood tide it became so compact that at one time the ship was in danger of being driven on shore. At high water it opened and we succeeded in crossing the bay and securing the ships to the land ice in Franklin Pierce Bay on the southern shore of Grinnell Land.

On the morning of the 9th August, after depositing a record in a small cairn erected on a spur of the limestone hills, 200 feet above the sea, on the west side of the bay, one and a half miles east from Cape Harrison, we gained three miles of easting; but, being unable to round Cape Prescott, were compelled to make the ships fast to an extensive floe extending from that cape to Norman Lockyer Island, which stopped all further progress.

Franklin Pierce Bay, which is about three miles broad and two and a-half deep, and in which we found an unbroken smooth floe of one season's ice, is protected from any heavy pressure by Norman Lockyer Island and the Walrus Shoal, situated one mile further to the eastward; it is therefore a fit position for winter quarters. But, as far as we could judge during our short stay, there is very little game procurable in the neighbourhood.

The shoal was so named in consequence of the numerous ancient remains of Esquimaux found on the island, who, by the number of walrus bones found lying about, had

Steam Ships  
charging  
Ice.

Cape  
Victoria.

Princess  
Marie Bay.

On altering  
original  
Names on  
the Chart.

Hayes  
Sound.

Franklin  
Pierce Bay.

Not printed.

Walrus  
Shoal.