

and their miseries seem to have been almost without a parallel, even in the dark annals of northern navigation. Munk himself was left four days in his hut without food; at length, having crawled out, he found that of the original crew of fifty-two no more than two survived. He and they were overjoyed to meet, and determined to make an effort to preserve life. Gathering strength from despair they dug into the snow, under which they found herbs and grass, which being of an antiscorbutic quality, soon produced a degree of amendment. Being then able to fish and shoot, they gradually regained their natural vigour. They equipped anew the smaller of the two vessels, in which they reached home on the 25th September 1620, after a stormy and perilous voyage. The commander declared his readiness to sail again; and there are various reports as to the cause why he did not. Some say, that having in a conference with the king been stung by some expressions which seemed to impute the disasters of the late enterprise to his mismanagement he died of a broken heart. But Forster relates that during several successive years, he was employed by His Majesty on the North Sea and in the Elbe, and that he died in 1628, when engaged in a naval expedition.

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LE BLON, the publisher of the three last Parts of our Collection, died shortly after the publication of the XXVIth,