

The approach to the ice would be more evidently pointed out in the Atlantic, or wherever the surface is not so continually chilled by the passing and the melting of ice as in this sea; and I should strongly recommend a strict hourly attention to the thermometrical state of the water at the surface, in all parts where ships are exposed to the dangerous concussion of sailing icebergs, as a principal means of security.

The following day our ship came near another stream of ice, and the approach to it was indicated by a decrease of the temperature of the water at the surface from 44° to 42° . A small pine-tree was picked up much shattered by the ice. In the afternoon of the 30th, a very dense fog came on; and, about six P.M., when sailing before a fresh breeze, we were suddenly involved in a heavy stream of ice. Considerable difficulty was experienced in steering through the narrow channels between the different masses in this foggy weather, and the ship received several severe blows.

The water, as usual in the centre of the stream, was quite smooth, but we heard the waves beating violently against the outer edge of the ice. There was some earthy matter on several of the pieces, and the whole body bore the appearance of recent separation from the land. In the space of two hours we again got into the open sea, but had left our two consorts far behind; but they followed our track by the guns we discharged. The temperature of the surface water was 35° when amongst the ice, 38° when just clear of it, and 41.5° at two miles distant.

On the 3d of August, when in latitude $59^{\circ} 58' N.$, longitude $59^{\circ} 53' W.$, we first fell in with large icebergs; and in the evening were encompassed by several of considerable magnitude, which obliged us to tack the ship in order to prevent our getting entangled amongst them. The estimated distance from the nearest part of the Labrador coast was then eighty-eight miles; here we tried for soundings, without gaining the bottom. The ship passed through some strong riplings, which evidently indicated a current, but its direction was not ascertained. We found, however, by the recent observations, that the ship had been set daily to the