

barred with the accumulated ice of years,—and this in the face of an autumnal drift of a naval squadron for 350 miles in the pack of Lancaster. What say these barrier-builders to the winter drift of the American schooners under Lieutenant De Haven? Does his marvellous cruise teach us nothing? Between the 1st of November, 1850, and the 6th of June, 1851, his squadron was swept in one vast field of ice from the upper part of Wellington Channel to the southward of Cape Walsingham, in Davis's Straits, through a tortuous route of full 1000 miles! Yes, reader, the "Rescue" and "Advance" were beset in young bay-ice in and about Wellington Channel; but during the winter, amidst the darkness, amidst fierce gales, when the God of storms alone could and did shield those brave barks, they and *the ice in which they had been beset*, moved, with few pauses, steadily and slowly to the Atlantic Ocean, and reached it by the summer of the following year.

It is true, our expedition was prevented, by ice, from advancing to the west of Griffith's Island. But let it not be supposed that we came, in that direction, upon any *fixed* bar of ice or interminable floe-edge: far otherwise; for when, as I have elsewhere said, Lieutenant Aldrich was sent, a few days after our arrival at winter quarters, to travel on foot to Lowther Island, he found the task a hopeless one, as *water*, bay-ice, and a broken pack, lay between Somerville Island and it. We, likewise, in our spring journeys, found ice, smooth as glass, formed, evidently during the past winter, surrounding Lowther Island. It was traced by Lieutenant M'Clintock, leading, in exactly the form of the lead of water found in 1819 and 1820 by Sir E. Parry, in his voyage to Winter Island; and there can be little doubt, that, beyond the floe-pieces which choked the channel between Griffith's Island and Cape Bunny, we should, in 1850, have found