

No. 9.—*Captain Ross.*

Sir James Clark Ross is an officer of no ordinary character, whether as regards his nautical skill or scientific abilities; he seems to have been formed by nature for the arduous service to which he has devoted himself; to great physical powers, and a constitution equal to any privations, he unites every mental qualification necessary to constitute the man destined to conduct a great and hazardous expedition. The greater part of his life has been spent in the Arctic and Antarctic regions, having accompanied most of the recent voyages of discovery; he sailed with his uncle, Sir John Ross, in 1818, in the four voyages of Capt. Parry, and again in the last voyage of Sir John in 1829, during which he discovered Boothia, surveyed many hundred miles of the coast, and had the proud satisfaction of being the first to plant the flag of his country on the true magnetic pole of the world. Altogether he has spent fifteen summers and nine winters in the polar regions, and in the various departments of astronomy, natural history, and surveying committed to his care, has always received the most flattering testimonials for zeal and ability.

WINTER VIEW.

No. 1.—*North East Cape.*

A very considerable headland, facing Barrow's straits, on which a beacon was raised.

No. 2.—*Trapping White Foxes.*

During the winter, a great many foxes were taken in traps set for the purpose: they were nearly all white; in size, somewhat smaller than the English fox, with the fur thicker, and the brush much larger. As it is well known how large a tract of country these creatures traverse, they were made messengers, or twopenny posmen as the sailors called them, by having copper collars clenched round their neck, on which a notice was punched of the dates, names, and positions of the ships, and the depôts of provisions; they were then set at liberty, in the hope that some of them might be the means of conveying intelligence to the "Erebus" and "Terror," as the crews of those vessels would be naturally anxious for their capture. Before master Reynard obtained his liberty, he generally afforded the sailors a chase within the snow walls that surrounded the ships.

No. 3.—*"Investigator."*

(For description, see page 11.)

No. 4.—*Snow Wall.*

A wall of snow was built between the two vessels for the purpose of facilitating the communication, by affording shelter from the frequent gales of wind, and the blinding drifts of snow which always accompany them; which were as fine as sand, and so thick that the vessels, although only two hundred yards apart, were imperceptible from each other. The building of the wall was commenced from the bow of each ship at the same time, and progressed so as to meet half-way; it was constructed of blocks of snow, which were cut and shaped by cutlasses and shovels; they were cut of a size so as to enable two men to lift and place them in a proper position. Walls of a similar kind were also constructed round each of the ships, the non-conducting power of which prevented the abstraction of heat, which was considerable in windy weather.