

the heavy masses, severely tried their strength and threatened their existence. On the 21st the gale abated, and though driven back far into, and closely beset by the pack, they went to work to repair the damages and prepare for new efforts. Their condition was very helpless, and their vexation the greater as the last days were fast shortening, and the season drawing to a close. They had, however, gone through the pack in a direct line 450 miles, and were more south than Cook or Bellinghausen had been able to reach in more favourable seasons. At length February 2, they cleared the pack in lat. 67° 28' S., and long. 159° E., after an imprisonment of 46 days in the "thick ribbed ice." This was only ten days earlier than they had been obliged to abandon their operations the year before; but still they advanced to see what could be done. They pursued their course to the southward, along the edge of the pack, but it was found to trend to the westward across their course, which obliged them to stretch further in that direction than was wished; and a continuance of violent gales added more to their difficulties. They fought against every obstacle, and at midnight on the 22d they had the satisfaction to make the great barrier, a few miles to the eastward of the spot where their examination last year had concluded. This enormous mass gradually diminishes from its commencement at the foot of Mount Erebus, where it is about 20 feet, to 150 feet at the eastern extreme, as far as could be seen. At the point now reached it was further diminished to 107 feet, and broken into deep bays and low projections not above from 50 to 70 feet high. Soundings in a bed of blue mud were obtained at 290 fathoms; which, together with the strong appearance of land, gently rising in ridges to the height of several hundred feet, at the distance of 50 or 60 miles from the barrier, leaves little doubt of the existence of an extensive country to the southward, but so entirely covered with perpetual ice as to conceal every conceivable feature of marked character to establish its positive existence.

The barrier was, with a strong breeze, traced about 130 miles further eastward than in the preceding year, but all beyond was fruitless. Capt. Ross, therefore, retraced his course, and where he was before prevented by the weather and fogs, obtained two additional lines of magnetic determinations at no great distance from the pole, by which its position can be still more easily ascertained. The Antarctic Circle was again repast, and another hazardous enterprise undertaken, in these long dark nights, which confirm the opinion regarding the non-existence of the supposed focus of magnetic force. On the 12th of March, in a heavy breeze, the ships were driven into collision with an extensive chain of ice-bergs, and the bowsprit, fore-topmast, and some smaller spars of the Erebus were carried away and lost. The vessels were providentially preserved from being dashed to pieces; and the coolness, promptitude, and activity of their crews were never more energetically displayed. A direct course was held for Cape Horn, as far from the tracks of former navigators as possible; and in a heavy gale James Angeley, quartermaster, fell overboard and was drowned, the only casualty during 136 days of arduous duty, and again without one man on the sick list. Provisions were supplied from Rio de Janeiro, and the ships were put in as complete a condition to renew operations as the day they sailed from England.

THIRD DAY.

On the morning of December 17, 1842, the expedition sailed from the Falkland Islands, and on the 24th saw the first icebergs, when nearly in the latitude of Clarence Island, and next day their progress was arrested by a rather solid pack. The 26th was spent in endeavouring to find out a penetrable part, and they were led to stand along its edge to the westward, Capt. Ross being persuaded that the great extent of open water found by our late worthy friend Captain Weddell, to the 74th degree of latitude, was produced by the prevailing westerly winds driving the ice away from some extensive shore, probably the eastern side of Graham Land, determined, if he could, to get hold of that coast, and penetrate to the southward and eastward, between its shores and the pack, and thus he hoped to arrive at the open part of the open sea found by Weddell; deeming it more advisable to trace the land to the southward than to attempt to follow his track,

from which no discovery could be expected. On the 28th they discovered land extending S. to S. W. by W.; but its shores lined with so extraordinary an accumulation of icebergs as to prevent all approach nearer than three or four miles. They had, therefore, only to pass along and examine the coast as they could. The whole land, with the exception of two bold projecting headlands near its north extreme, was found to be entirely covered with snow or ice, which descended from the height of 2000 or 3000 feet into the sea, where, broken by the violence of the waves, it formed perpendicular icy cliffs of from 20 to 30 feet high, from which the bergs already mentioned continually broke away and grounded in the shallow water. Between them the whirlpools, caused by a strong tide, was very troublesome; and several small islets, quite free from ice, observed, extending to the south-eastward, from the furthest visible point of the land. A dense fog arose, and compelled the expedition to haul off to the eastward, where they soon met with the western edge of the pack. On the evening of the 30th they again closed the land, and steered across a deep gulf for the extreme point; but the pack was closed against its shore, and by the 4th, in latitude 64° S., the ships were beset, and drifted rapidly back to the northward. Next day they were extricated, and finally succeeded in landing on an island at the extreme of a deep inlet on the south side of the gulf, of which Capt. Ross took possession in Her Majesty's name. This island is of volcanic origin, and though not more than two miles in diameter, projects a perfectly formed crater to the height of 3,500 feet above the level of the sea. It lies in lat. 64° 12' S., and long. 56° 49' W. A magnificent table-topped mountain to the westward, rises to the height of 7,000 feet, and the whole western shore of this great gulf consists of mountainous ranges covered with everlasting snow. It was named the Gulf of Erebus and Terror, is about 40 miles between the capes, and nearly as many miles deep. Excepting the south part, it was full of heavy pack ice, and there were two spaces at its deepest parts where no land could be discovered, and which probably communicate with Bransfield Strait. In the evening, the ice being driven off the land, they rounded the south part of the gulf, and coarsed the land to the south-westward between its shores and a chain of grounded bergs two or three miles distant. All this portion was free from snow for 20 miles, when they again came to perpendicular icy cliffs descending from a snow-covered mountain about 2,000 feet high. This was a complete barrier in miniature, and tended to confirm Captain Ross's opinion that an extensive continent exists to the southward of the great barrier discovered in 1841, extending to the east, 450 miles from Mount Erebus.

Ice, in various forms, beset them for some time, and observations were taken on that which was fixed. No doubt remained that the strait before spoken of communicated with Bransfield Strait, and probably with the Canal d'Orleans; but it was so completely closed that nothing further could be done to decide this geographical point. The struggle with the ice continued to the 1st February, when it became essential to extricate the ships, and endeavour to penetrate to the south. On the 4th they succeeded in gaining the pack edge, and were once more in clear water, having been more or less entangled for the space of 40 days. East winds and thick fogs prevailed, and the best of the season was passed. They, however, in lat. 65, nearly crossed Weddell's returning track, and found pack ice where he had perfectly clear sea. They could not penetrate beyond lat. 65° 15' S., where their position was 100 miles to the southward of Admiral D'Urville's track, where he unsuccessfully attempted to follow the route so nobly achieved by our countryman Weddell. On the 22d they crossed the line of the no-variation, in lat. 61, and long. 24° W., in a dip of 57.40—a fact of much importance to magnetic science, since the observations appear to prove that the supposition of there being two magnetic poles of verity in the south, as is well known to be the case in the north, is erroneous, and that there is in reality but one magnetic pole in the southern hemisphere.

We may notice that the whole of this year's observations tend in a remarkable manner to confirm the position assigned to the pole by Captain

Ross from his first year's experiments in its close vicinity.

On the 23d they rounded the last extreme of the pack and stood to the S. E., and crossed the Antarctic Circle on the 1st of March, in long. 74° W. From judicious considerations, Capt. Ross now tried to penetrate to the southward, in the meridian exactly between Bellinghausen's and Weddell's tracks, and consequently stood to the S. On the 23d, in lat. 68° 31' and long. 12° 49' W. he was becalmed, and seized the opportunity to try for soundings, but 1,000 fathoms of line failed to reach the ground. This great depth is against the probability of meeting with land near. For some time, however, they persevered in an attempt to get further to the south, but the ice was too strong for them, and considerable danger was encountered in a tempestuous gale, which lasted, without interruption, during three days. The darkness of the nights, and the number of the icebergs, seemed only to increase the confidence and courage of the men; and the management of the ships was, throughout, most worthy of admiration. At length, on the 8th, the wind veered to the eastward, and with hearts overflowing with gratitude to God for his merciful protection when human efforts were all but useless and unavailing, our brave fellows were in safety and steering for the north. It was not, however, till the 12th they were relieved from the apprehension of being against the still threatening pack.

On the 17th they reached the latitude of Bouvet Island (61° 19'), about eight degrees to the westward of the assigned position; but they, like Cook, searched for it in vain; and Captain Ross concludes that Bouvet had been deceived by the form of an iceberg. The last berg was seen on the 25th, in latitude 47° 3' S. and long. 10° 51' E., when bearing away before a fair gale for the Cape of Good Hope, where the expedition prosperously anchored on the 4th of April.

In the third season, it will thus be seen, they did not penetrate so far as Weddell; yet the unusual prevalence of easterly winds preventing the pack from drifting off shore, was the means of enabling them to reach the latitude of 71° S., on a meridian usually occupied by the pack when driven by the prevailing westerly winds from the east shore of Graham's Land, and extending their researches in that meridian (15° W.) 12 degrees of latitude beyond their predecessors Cook, Bellinghausen, and Biscoe.

The discovery and examination of a considerable extent of unknown coast, proving the insularity of those portions of land first discovered by Bransfield in 1820, for years afterwards frequented by our sealers in search of their prey, and finally in 1839 seen by Admiral D'Urville, and called by him "Louis Philippe's Land," cannot but be regarded as important additions to our knowledge of those parts, which though islands of inconsiderable size, might have extended, and were supposed to extend even to the pole.

At the end of April the Erebus and Terror left the Cape of Good Hope and touched at St. Helena and Ascension for the purpose of repeating the magnetic observations they had formerly made, and verifying their instruments. In order to render the whole series complete, it was necessary to repair to Rio de Janeiro, which the expedition reached on the 18th of June. After a few days employed in observations and refitting, they sailed for England, and touching at one of the Western Islands, made the land of Scilly on the 23th of August. The passage up the Channel was rendered tedious by calms and light winds, so that Captain Ross was unable to land until Monday last, the 4th September, when he disembarked at Folkestone, and arrived in town on the afternoon of the same day. Need we add that his reception at the Admiralty was most cordial and gratifying? Lord Haddington complimented him in the warmest manner, in the presence of the other lords, and all joined in the highest eulogy on his services. This is only the preface to the fame he has, with his brave comrades, Captain Crozier, Commander Bird, and the rest, so nobly earned; and it will be echoed not only now and by his country, but by the whole civilized world and for ever. Heartily do we wish him, and all those who were with him, the perfect enjoyment of that high health in which they have been restored to us after all their fatigues and perils.

Having given the outline of this great national exploit, we have only to annex a very few par-