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A WINTER IN THE ICE.

There are no stories of peril and privation more stirring than those which come from the far north regions, where points, bays, and inlets by their names bring to the memory heroic deeds and terrible disasters. Davis Strait, Hudson Strait, Baffin's Bay, Fox Channel, Parry Island, Franklin Channel, Lady Franklin Bay, Hall Land, Kane Basin and numerous other names each has a history which never can lose its interest.

Arctic discovery may be said to have opened in the year 1819, with the brilliant voyage of Captain Parry and Lieutenant Matthew Liddon in the vessels "Hecla" and "Griper." They sailed Lancaster Sound, passed Barrow's Strait, explored Prince Regent Inlet, and then returning to the main channel had the satisfaction of announcing to their men that, having reached 110 west longitude, they were entitled to the king's bounty of £5,000, secured by order of Council to "such of His Majesty's subjects as might succeed in penetrating thus far to the west within the arctic circle." Farther west they still went, passing Melville Island, but the ice was gathering so rapidly that the commanders had to turn back and put up into Winter harbor, to enter which the sailors were compelled to cut a canal, two miles and a third in length, through solid ice of seven inches thickness. This was in November; but in December the cold was such as they had no previous idea of.

In January the cold became more and more intense. On the 12th it was 31° below zero in the open air, and on the 14th the thermometer fell to 54°. On February 24th a fire broke out in a small house which had been built near the ships, to serve as an observatory for Captain Sabine, who accompanied the expedition as an astronomer. All hands rushed to the spot to endeavor to subdue the flames, but having only snow to throw on them, it was found impossible to extinguish them. The thermometer was at this time 44° below zero, and the faces of nearly the whole party grew white and frost-bitten after five minutes' exposure, so that the surgeon and two or three assistants were busily employed in rubbing the faces of their comrades with snow, while the latter were working might and main to extinguish the flames. One poor fellow, in his anxiety to save the dipping-needle, carried it out without putting on his gloves;

his hands were so benumbed in consequence that when plunged into a basin of cold water it instantly froze.

It was not until August 1st that the ships were released from their ten months' block-

We have but room for an allusion to perhaps the longest and most dreary incarceration in the ice fields. In 1829 Captain John Ross, in command of the "Victory," sailed from Liverpool to discover the North-

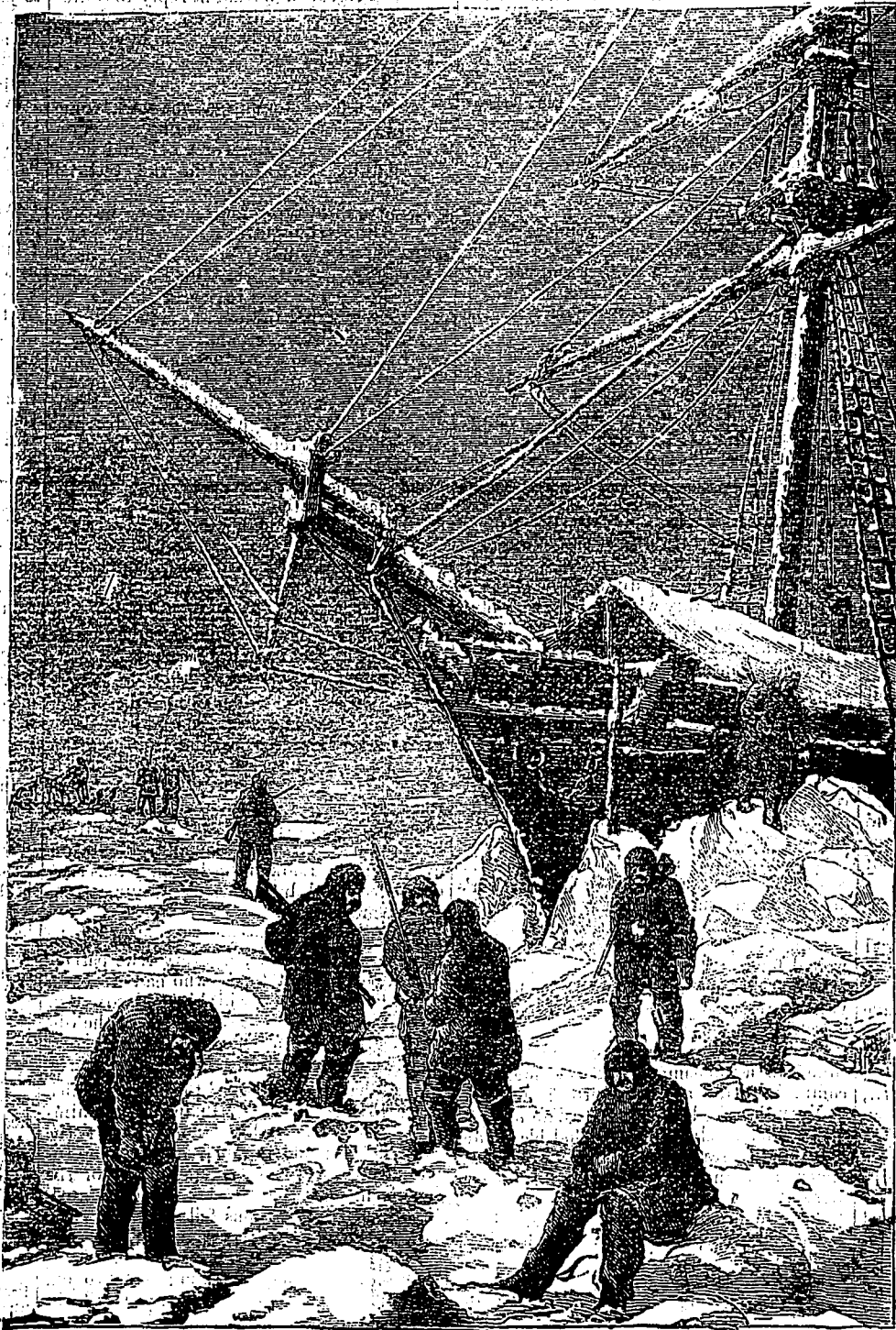
After twelve months' imprisonment the "Victory" was released from the ice on September 17th, and proceeded once more on her discoveries. But the period of her liberty was short, for, after advancing three miles in one continued battle against the currents and the drift ice, she again froze fast ten days later.

During the time of their incarceration the ships' crew were not idle, for during the first spring James Ross, the captain's nephew, made a sledge journey to the west, discovering King William's Sound and King William's Land, and during the second planted the British flag on the site of the Northern Magnetic Pole.

On August 28th, 1831, the "Victory"—after a second imprisonment of eleven months—was worked into open water; but after spending a whole month to advance four miles, became encompassed by the ice on September 27th.

The next summer the prospect of extracting the "Victory" was no better than before, and the crew left the vessel and with much difficulty travelled over the ice to Fury Beach to take advantage of the provisions and stores which had been left there by Parry and by the aid of which they hoped to reach Davis Straits. But after making the attempt they were compelled to spend still another winter in the dreary ice-land, the fourth of their imprisonment.

The following summer was waited for with the intensest interest. With beating hearts they embarked at Batty Bay on August 15th, and making their way slowly amongst the masses of ice with which the inlet was incumbered, they to their great joy found on the 17th the wide expanse of Barrow's Strait open to navigation. They pushed on until on the 25th they rested in a good harbor on the eastern shore of Navy Board Inlet, and at four o'clock on the following morning were roused from their slumber by the joyful intelligence that a ship was in sight. Never did men work harder to reach it or to give signs of their presence, but the elements were against them and the ship disappeared in the distant haze. After a few hours' suspense, the sight of another vessel lying to in a calm relieved their despair. This time their exertions were more successful, and strange to say the ship which took them on board was the "Isabella," the very one in which Captain Ross had made his first voyage to the Arctic seas, fifteen years before.



SAFE FOR TEN MONTHS.

ade in Winter harbor, when Parry once more stood for the west, but the icy barriers were impassable, and he steered for London, where he arrived on November 3rd, 1820, and, as may be expected, received a most hearty reception.

West Passage. The first season ended well. On August 10th, 1829, the "Victory" entered Prince Regent's Inlet and after passing along five hundred miles of newly discovered coast, took refuge in Felix harbor for the winter.

GALE

ADVERT