

off Greenland. Here he reached $80^{\circ} 23'$ north latitude. Thanks to the warm current that runs by the west coast of Spitzbergen in a northerly direction, the sea is kept free from ice, and it is without comparison the route by which one can the most safely and easily reach high latitudes in ice-free waters. It was north of Spitzbergen that Edward Parry made his attempt in 1827, above alluded to.

Further eastwards, the ice-conditions are less favourable, and therefore few polar expeditions have directed their course through these regions. The original object of the Austro-Hungarian expedition under Weyprecht and Payer (1872-74) was to seek for the North-East Passage; but at its first meeting with the ice, it was set fast off the north point of Novaya Zemlya, drifted northwards, and discovered Franz Josef Land, whence Payer endeavoured to push forwards to the north with sledges, reaching $82^{\circ} 5'$ north latitude on an island, which he named Crown Prince Rudolf's Land. To the north of this he thought he could see an extensive tract of land, lying in about 83° north latitude, which he called Petermann's Land. Franz Josef Land was afterwards twice visited by the English traveller Leigh Smith, in 1880 and 1881-82; and it is here that the English Jackson-Harmsworth expedition is at present established.

The plan of the Danish Expedition under Hovgaard was to push forward to the North Pole from Cape Chelyuskin along the east coast of an extensive tract of land which Hovgaard thought must lie to the east of Franz Joseph Land. He got set fast in the ice, however, in the Kara Sea and remained the winter there, returning home the following year.

Only a few attempts have been made through Bering Strait. The first was Cook's in 1776; the last the *Jeannette* expedition 1879-81 under De Long, a Lieutenant in the American navy. Scarcely anywhere have polar travellers been so hopelessly blocked by ice in comparatively low latitudes. The last named expedition, however, had a most important bearing