

In August 1851, the *Harmony* was again preserved from the serious injury which might have been the result of her violent collision with a sunken rock, as she was entering the bay of Hopedale. In September of the following year, the Divine protection was not less manifestly vouchsafed on her approach to Hebron.

In 1853, the voyage of the *Harmony* was marked by a very serious and distressing failure. The vessel sailed on the 10th of June, and, on her voyage down the Channel and across the Atlantic, was much impeded by contrary winds, so that she did not enter Hopedale Bay until the 25th of August. On the 3rd of the following month she left for the north; but, within twenty-four hours from quitting Hopedale, she was assailed by a violent storm from the N. and N.N.W., and driven nearly 400 miles out to sea. An attempt to reach Okak was frustrated by a second violent storm, accompanied by a heavy fall of snow. At length, the ship having sustained serious injury from the violence of the weather, and several of the crew being disabled by sickness, the captain was reluctantly compelled to bear away for England, leaving the three northern stations unvisited. Happily, the European letters for all the stations had, as usual, been landed at Hopedale, whence those destined for the other stations were forwarded by post-kayaks, while of the most needful articles of consumption there was a sufficient stock on hand to avert absolute want in the mission-families at the northern stations.

The voyage of 1858, especially the homeward passage, was marked by circumstances of a peculiarly trying character. The outward passage was rendered longer than usual by the large number of icebergs, and, subsequently on the coast, by calms and dense fogs. Yet the *Harmony* could sail from Hebron on her homeward voyage on the 25th of September. "For five or six days," states the report issued at the time,* "the weather was favourable; but when to the south of Cape Farewell in Greenland, she encountered a heavy gale from the eastward, which continued several days; and from the first week in October there followed a succession of violent storms with short intervals of calm, quite sufficient to retard the progress of a vessel like the *Harmony*,—firmly built, and well fitted to bear the shock of the waves and the crash of the ice, but bearing up indifferently against a head-wind. On the 18th of October, she was, nevertheless, almost within soundings, when another easterly gale sprung up, which drove her back, the sea breaking over the deck, and carrying away the stern boat. Between the 18th of October and the 22nd of November, the ship was driven into the Atlantic three successive times,—her course varying from 46° to 52° N. lat., and from 9° to 16° W. long., often exposed to imminent peril from the fury of the waves. After making Dursey Island, north of Bantry Bay, on the last-mentioned day, she came in sight of the Lizard on the 30th, and thence had a favourable run up Channel,—passing Dungeness on the 2nd of December, and reaching Horselydown on the morning of the 5th. Her homeward voyage of ten weeks, from port to port, is one of the longest recorded in the annals of the Society. To customary

* Periodical Accounts, Vol. xxiii, p. 47.