

on our way to Davis' Straits, and on the 18th of April we found ourselves in the seventh parallel of west longitude. On the 19th April, we passed a barque—a Quebec trader—homeward bound. I had now time to judge that our sailing capabilities were nothing to boast of, and would not bear comparison with the fine sailing qualities of the Australian "Black Ball Liners," in which I had previously been. On the 22d of April, we arrived in the thirteenth parallel of west longitude, and experienced a heavy westerly swell, by no means an uncommon thing in the Atlantic. Upon the 28th of April we were passed by a schooner 15 days out from Hamburg, the captain of which informed us he was going to Newfoundland for "ze zant kot" (salt cod.) During the night another Dutch schooner passed us, and, hailing us, asked our longitude. The day following we passed a three-masted schooner (steam), which proved to be the "Fox." This vessel, it will be remembered, was the one which, while under the command of that brave seaman Capt. McClintock, after having passed two winters in the Arctic Seas (during one of which he drifted down Davis' Straits, exposed in his little craft to all the perils of the drift pack), brought home conclusive evidence of the fate of the much lamented Sir John Franklin. She was purchased by the Danish Government to trade between Denmark and their settlement on the east side of Davis' Straits. The sight of this vessel stimulated me more and more for Arctic research as I called to mind through how many dangers she had been exposed to gain those laurels so nobly won in so good a cause. She was deeply loaded, and no doubt anxiously expected by the Danes in Greenland, as she carried the mails, and all those luxuries for their use that their barren country to the northward refuses to afford them. Upon the 28th of April we were in the 22d parallel of west longitude. On the 30th, we arrived in the 33d parallel of west longitude, and here we had a heavy easterly gale, before which we scudded, the ship behaving remarkably well, rocking all hands to sleep gratis, and showing to the best advantage the deficiencies of those who had not yet obtained the useful yet necessary "sea legs." The vicinity of Cape Farewell is well known amongst Greenland sailors to be very rough, and we proved this to be true, for three days of heavy gales showed us that we had even more than our share.

*May 2d*—Our lat. is 57 N., and our lon. 36 W., and we are now steering for the "West Ice," intending to cruise about for a while near Resolution Island, at the mouth of