

sixty-five days she did battle with the floes, and, her coal having run short, she had to sacrifice her top-masts, her tween decks, fore and aft, her bridge, every available bulkhead and the midship portion of her bulwarks to feed her own engines ! But for this self-immolation the *Windward* would never have got through. As her skipper remarked, when questioned on the subject, "Her crew would not have been here alive."

had to be abandoned. Even before she could start on her homeward voyage in the following spring the *Windward* came near sharing the fate of the *Eira*. We have Mr. Jackson's own narrative of the incident :

"It blew hard from March 31 to April 4, with dense driving snow. No one had the smallest suspicion that the ice would break up. But suddenly, without a moment's warning, the ice round the ship



THE HOME OF THE POLAR BEAR.

Neither ship nor crew were prepared for a second winter in the north. It was intended, when she sailed from the Thames in July of last year, that the ship should return before the winter set in, after having landed the exploring party on Franz Josef Land. But the best-laid plans are liable to be upset when polar ice has to be reckoned with. The *Windward* was fast frozen in off Cape Flora, and all idea of returning that season

cracked up, carrying off a whaleboat which lay on the port side, and leaving the ship from stem to stern as far as the foremast exposed. On the starboard side, however, she was still frozen into the land floe, which was held firm by grounded bergs on her port bow. The gale was blowing furiously, and the driving snow was simply blinding, and as the temperature was far down below zero, frostbites were the order of the