

managed to clear it. After this we endeavoured to use our enemy as a breakwater; but the violence of the gale caused a difficulty in bringing the vessel head to wind, so there was no other course but to continue our drift. As the evening advanced, the weather cleared, and during a momentary lull in the storm, while passing to leeward of another great iceberg, the ship was brought round on the other tack. The passage between the two icebergs proved to be clear of danger, and the night was spent in drifting backwards and forwards from one to the other, the steam enabling the ship to hold her own. It was altogether a fearful and perilous night.

Feb. 27th.—Daylight was hailed with much thankfulness; the gale still blowing its utmost. However, such fierce squalls are never of long duration in these latitudes. Most providentially the weather, as the day advanced, seemed to subside; and as there had been no mishap, we had much to be thankful for in being preserved from the dangers and perils of the past twenty-four hours. Later in the day sail was made, and we again proceeded on our course. Next noon we were in latitude $62^{\circ} 2'$ south, longitude $97^{\circ} 6'$ east, and about 2215 miles from Cape Otway, Victoria, Australia. Before the strong favouring gale good progress was made, every one heartily glad to take leave of the desolate icy regions, after our late experience of what a gale really was in the Antarctic.

On the 4th March, in latitude $53^{\circ} 17'$ south, longi-