

theodolite for three or four hours; towards evening the weather changed to mist and rain.

On the 29th, between 1 and 4 A.M., the weather was very squally, but at 6 A.M. the wind had moderated, and the ship left Fuller Harbour, proceeding through the Aldrich Channel for Christmas Harbour; after 8 A.M. the weather cleared up and a beautiful sunny day succeeded. North of Howe Island some hauls of the dredge were obtained, in depths varying from 45 to 127 fathoms. Looking up London River and White Bay, a fine view of the glacier descending from Mount Richards was obtained, but the summit of that hill could not be seen as it was covered with cloud and mist.

The Aldrich Channel, though narrow, is deep and free from danger; on the southeast side of M'Murdo Island, and between it and the islets facing Rhodes Bay, there appeared to be good anchorage. Off Breaker's Bluff is a flat rock and rock awash; on the west side of the channel there was little or no kelp. At 5 P.M. the ship anchored in Christmas Harbour.

On the 30th the morning was very fine, a little mist on the highest and western hill tops, the rest of the island clear. Mount Ross was seen from the top of Mount Havergal, but not the actual summit, which was hidden by intervening clouds. Equal altitudes were obtained at the observing station, which gave rates for the chronometers. Towards evening the weather changed and became thick, Swain Island being hidden.

On the 31st the morning was cloudy and gloomy, with passing showers. At noon, having completed tracings of surveys and copies of remarks, these were soldered in a tin case, and deposited in a cairn on the north side of the harbour. At 3 P.M. the ship left Christmas Harbour under sail and proceeded towards Cape Digby; at 8 P.M. passed the Bird Rocks, and then steered southeast for 36 miles, when, as the ship cleared the land and got away from Cape François, the weather cleared considerably. It had been the intention to pass down the western coast of Kerguelen from Christmas Harbour, to make a running survey of it, but the weather was unfavourable and the time could not be spared to wait, for the summer was now at its height, and every day was precious if any researches were to be prosecuted farther south in the neighbourhood of the Antarctic ice.

On the 1st February, at 1 A.M., sail was shortened and the ship hove to till daylight. At 4 A.M. sail was again made and the ship steered along the land to the southwestward towards Cape George. It was a peculiar heavy looking morning, with high clouds, and a pale green sky before sunrise; the Mount Crozier range was capped with clouds, but the Wyville Thomson range and the hills to the westward were clear, and Mount Ross very distinct. At 11 A.M. the wind fell light, so sails were furled and the ship proceeded under steam. After passing Cape George the westerly swell prevented the ship proceeding farther west without expending more coals than could be afforded, so it was thought sufficient to cut in the land from the ship, and fix the position of the southern Cape of Kerguelen—Cape Challenger. Cape Challenger is a ragged point, at