

there was any mud, stones, or fragments of rock on any one of these floating masses, but after examining about forty of them without perceiving any signs of foreign matter, I left the deck when it was growing dusk. My questions had excited the curiosity of the captain and officers of the ship, who assured me they had never seen any stones on a berg, observing, at the same time, that they had always been so eager to get out of their way, and in such a state of anxiety when near them, that such objects might easily have been overlooked. I had scarcely gone below ten minutes, when one of the passengers came to tell me that the captain had seen a black mass as large as a boat on an iceberg, about 150 feet high, which was very near. By aid of a glass, it was made out distinctly to be a space about nine feet square covered with black stones. The base of the berg on the side toward the steamer was 600 feet long, and from the dark spot to the water's edge, there was a stripe of soiled ice, as if the water streaming down a slope, as the ice melted, had carried mud suspended in it. In the soiled channel were seen two blocks, each about the size of a man's head. Although I returned instantly to the deck when the berg was still in sight, such was then the haziness of the air, and the rapidity of our motion, that the dark spot was no longer discernible. Such instances of the transportation of rocks by ice, occurrences most interesting to geologists, were first recorded by Scoresby, in the northern hemisphere; but from the accounts given me by Sir James Ross and Dr. Joseph Hooker, they are evidently much more common in the icebergs drifted from the antarctic than from those of the arctic regions.

When we were among the ice, the temperature of the water was 45° Fahrenheit. On the day before we came up with it, the passengers had already begun to look out warmer clothing, and shawls and great coats were in requisition. Occasionally we were steering among small pieces of ice, and the wheel at the helm was turned first one way and then another, reminding me of the dangers of the Mississippi, when we were avoiding the bumping against logs. In the fore part of the vessel the watch was trebled, some aloft and others below, and we went on at the