

vessels. Instead of nipping the ship, the ice must raise it up out of the water. No very new departure in construction is likely to be needed, for the *Jeannette*, notwithstanding her preposterous build, was able to hold out against the ice pressure for about two years. That a vessel can easily be built on such lines as to fulfil these requirements no one will question who has seen a ship nipped by the ice. For the same reason, too, the ship ought to be a small one; for, besides being thus easier to manœuvre in the ice, it will be more readily lifted by the pressure of the ice, not to mention that it will be easier to give it the requisite strength. It must, of course, be built of picked materials. A ship of the form and size here indicated will not be a good or comfortable sea-boat, but that is of minor importance in waters filled with ice such as we are here speaking of. It is true that it would have to travel a long distance over the open sea before it would get so far, but it would not be so bad a sea-boat as to be unable to get along, even though sea-sick passengers might have to offer sacrifices to the gods of the sea.

“With such a ship and a crew of ten, or at the most twelve, able-bodied and carefully picked men, with a full equipment for five years, in every respect as good as modern appliances permit of, I am of opinion that the undertaking would be well secured against risk. With this ship we should sail up through Bering Strait and westward along the north coast of Siberia towards the