

lines as will give the ship the greatest power of resistance to the pressure of the ice-floe has not been thoroughly and satisfactorily solved, although hundreds of thousands of dollars have been spent for this end by the seal and whaling companies of Scotland and Newfoundland." As an authority he quotes Melville, and says "every Arctic navigator of experience agrees with Melville's dictum that even if built solid a vessel could not withstand the ice-pressure of the heavy polar pack." To my assertion that the ice along the "Siberian coast is comparatively thin, 7 to 10 feet," he again quotes Melville, who speaks of ice "50 feet high, etc." (something we did not discover, by-the-way, during the whole of our voyage).

After giving still more conclusive proofs that the *Fram* must inevitably go to the bottom as soon as it should be exposed to the pressure of the ice, he goes on to refer to the impossibility of drifting in the ice with boats. And he concludes his article with the remark that "Arctic exploration is sufficiently credited with rashness and danger in its legitimate and sanctioned methods, without bearing the burden of Dr. Nansen's illogical scheme of self-destruction."

From an article Greely wrote after our return home, in *Harper's Weekly* for September 19th, 1896, he appears to have come to the conclusion that the *Jeannette* relics were genuine and that the assumption of their drift may have been correct, mentioning "Melville, Dall, and others" as not believing in them.