

else to be forged. The tinsmith, again "Smith Lars," had to solder together a great tin pail for the ice-melting in the galley. The mechanic, Amundsen, would have an order for some instrument or other—perhaps a new current-gauge. The watchmaker, Mogstad, would have a thermograph to examine and clean, or a new spring to put into a watch. The sailmaker might have an order for a quantity of dog-harness. Then each man had to be his own shoemaker—make himself canvas boots with thick, warm, wooden soles, according to Sverdrup's newest pattern. Presently there would come an order to mechanic Amundsen for a supply of new zinc music-sheets for the organ—these being a brand-new invention of the leader of the expedition. The electrician would have to examine and clean the accumulator batteries, which were in danger of freezing. When at last the windmill was ready, it had to be attended to, turned according to the wind, etc. And when the wind was too strong some one had to climb up and reef the mill sails, which was not a pleasant occupation in this winter cold, and involved much breathing on fingers and rubbing of the tip of the nose.

It happened now and then, too, that the ship required to be pumped. This became less and less necessary as the water froze round her and in the interstices in her sides. The pumps, therefore, were not touched from December, 1893, till July, 1895. The only noticeable leakage during that time was in the engine-room, but it was nothing