

rived at the east side of Franz Josef Land? It seemed very reasonable to suppose this to be the case. But then we must be very far east, and must expect a long voyage before we could reach Cape Fligely, on Crown Prince Rudolf Land. Meanwhile we worked hard to get the sledges ready; but as the mist gradually lifted and it became clearer and clearer, we could not help continually leaving them, to climb up on to the hummock beside us to look at the country, and speculate on this insoluble problem. We did not get to bed till seven in the morning of August 12th.

“Tuesday, August 13th. After having slept a few hours, we turned out of the bag again, for the current had turned, and there was a wide channel. In our single kayaks we made good headway, but after going about five miles the channel closed, and we had to clamber on to the ice. We thought it advisable to wait until the tidal current turned, and see if there were not a channel running farther. If not, we must lash proper grips of wood to our curtailed sledges, and commence hauling towards a sound running through the land, which I see about W.N.W. (true), and which, according to Payer’s chart, I take to be Rawlinson’s Sound.”

But the crack did not open, and when it came to the point we had to continue on our way hauling.

“Wednesday, August 14th. We dragged our sledges and loads over a number of floes and ferried across lanes,