

loose far north on the west coast of Greenland would float towards the south along the coasts of Labrador and Newfoundland, and even farther south, thus proving the existence of the Labrador Current. An iceberg lies deep in the water, a fraction only of its bulk rising into the air, so that the wind will have little influence on its motion, which will practically express the aggregate effect of the currents through which the foot of the iceberg stretches.

Drift of
vessels
in the ice.

It has occurred more than once that vessels have been locked up in the ice east of Greenland, and have been carried

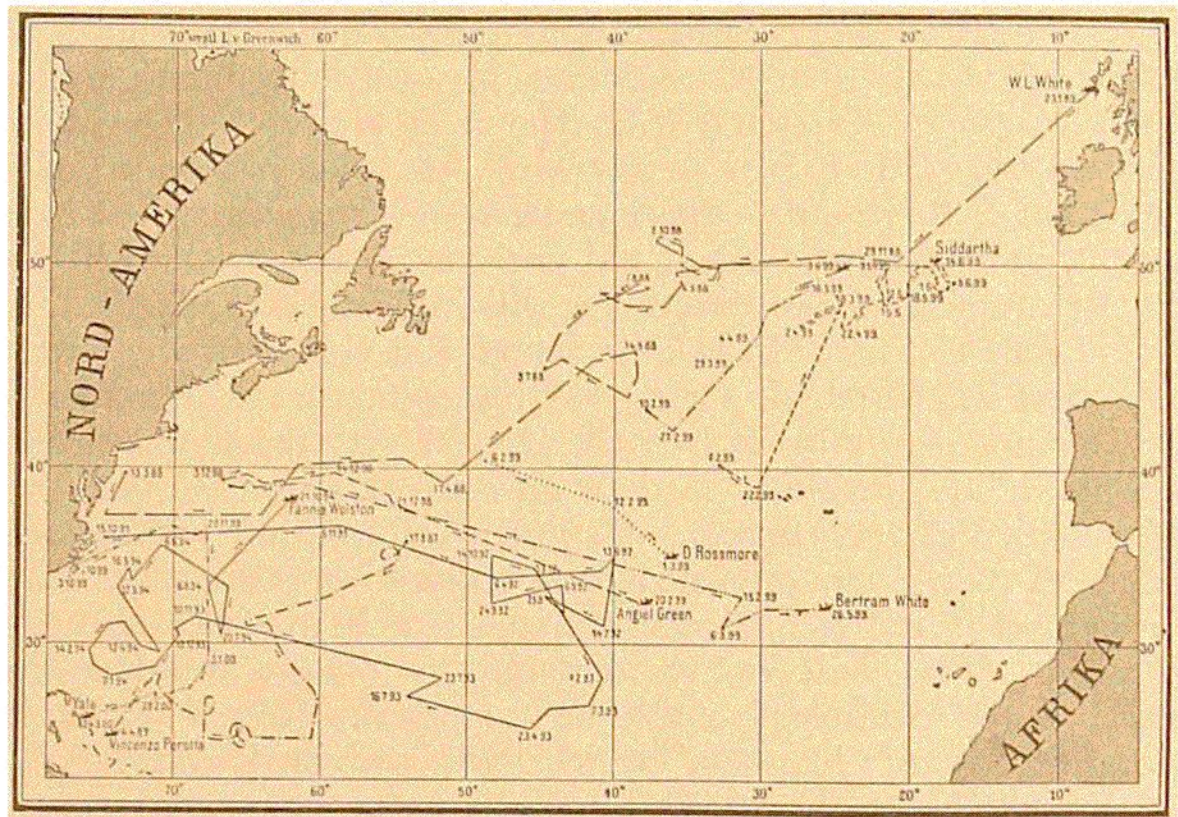


FIG. 175.—DRIFT OF WRECKAGE IN THE NORTH ATLANTIC. (After Krümmel.)

along with the drifting ice far towards the south. In the year 1777 a number of whalers were caught in the ice north of Jan Mayen, and all their efforts to free themselves were in vain, many of the ships being crushed, while most of the men perished; when the last ship was lost it had drifted 1100 nautical miles in 107 days, or an average of 10 miles per day. On the second German Arctic Expedition one of the ships, the "Hansa," was locked up in the ice in lat. $74^{\circ} 6' N.$ and long. $16\frac{1}{2}^{\circ} W.$ on the 6th September 1869, and was carried southwards until it was crushed on the 19th October. The crew took refuge on an ice-floe, and drifted on till the 7th May 1870, when they were able to land in Greenland in lat. $61^{\circ} 12' N.$