

There appeared no other course but to drive her out, which was deemed the only chance of saving the ship and crew. All the canvass that would draw was therefore set to force her through; and the wind favouring them, they had by four o'clock succeeded in passing the thick and solid ice, and shortly afterwards found themselves in clear water, without a rudder, the gripe gone, and, as was afterwards found, the stem ground down to within an inch and a half of the wood-ends.

The carpenters were still employed on the rudder, and had succeeded in removing the broken pieces of the pintles from the second and third braces on the stern-post; the upper and lower pintles were broken, leaving only two to hang the rudder by. The weather seemed now to favour them, and about ten o'clock they had finished the rudder, which had been repaired in the best possible manner. Great credit is due to Mr. Dibble, the carpenter, (who left his sick bed on the occasion,) for his exertions, attention, and perseverance. He and the carpenter's crew worked twenty-four hours without intermission. The ship was now hove-to, for it was apprehended that her rolling would render the task of shipping the rudder troublesome. By meridian they were again in a situation to make sail to extricate themselves from a bay some thirty miles in extent, which, with the exception of the small opening by which they had entered, was apparently closed by the barrier.

Shortly afterwards, the wind becoming fair, they made all sail for the outlet. The weather proved fine, and the winds moderate. At midnight they found the only opening left, which was not more than a quarter of a mile wide; they succeeded in passing through this, by 2 A. M., in a snow-storm, and felt grateful to God for their providential escape.

Captain Hudson now came to the conclusion of returning north. "After," as he says, "thoroughly turning over in my own mind the state of the ship,—with the head of the rudder gone, hanging by two braces, and in such a state that we could hardly hope to make it answer its purposes again, in encountering the boisterous weather we should have to pass through before reaching the first port,—the ship considerably strained; her starboard spar-deck bulwarks gone as far forward as the gangway; the gripe off, and the stern mutilated;—fully satisfied from this state of things that she was perfectly useless for cruising among icebergs, and the accompanying dangers, in thick foggy weather, to which, in these latitudes, we should be more or less subject, and where rapid evolutions were often necessary, in which the rudder must perform its part; and that the ship would require exten-