

"Oct. 8.—Since the 11th of last month have been drifting in the pack—narrowly escaped destruction several times—until, with a heavy nip at 3 a.m. this day which lifted the ship 31 degrees, we were firmly fixed for the space of nine months in lat. 72-47, long. 117-31.

"Oct. 10.—Took possession of Prince Albert's land, distant four miles.

"Oct. 13.—And to-day of the Princess Royal Isles, lying in the centre of the Prince of Wales Strait, distant four miles from the ship. There is erected a large Cairn, pole and ball upon its summit, in lat. 73-46 N., long. 117-34, 10 W., and have deposited three months provisions for 66 men, besides leaving a boat and some ammunition.

"Oct. 21.—The Captain, Mr. Court and party, started to trace the strait towards the north east.

"Oct. 26.—Discovered the entrance into Barrow's Strait in lat. 73 30 N., long. 114-14 W., which establishes the existence of a north west passage.

"Oct. 30.—Five musk oxen shot upon Prince Albert's land, which terminated our operations in 1850.

"April 18, 1851.—This day despatched three travelling parties to search the coast line, under Lieut. Haswell, to the south east towards Wollaston Land; Lieut. Cresswell in the direction of Banks Land, and Mr. Wynniatt, mate, to the north east.

"June 2.—Captain and Mr. Mierschling (the interpreter) communicated with the Esquimaux upon Prince Albert's Land, 60 miles south of our position, who had previously been met by Lieut. Haswell; they traced the coast line as marked in the chart, and state that there are many of their tribes inhabiting the land towards the south; but that they know of none to the northward; they are a kind, simple people, and have never before seen the white man, at whom they were evidently alarmed.

"July 14th.—Ice opened without any pressure, and the vessel was again fairly afloat, but so surrounded with it, that we only drifted with the pack, having been able to use our sails but twice, and then only for a few hours, up to August the 14th, when we attained our farthest northern position, in Prince of Wales strait, lat. 73-14, 19, long. 115-32 30 W.

"Aug. 16.—Finding our passage into Barrow's Strait obstructed by north east winds setting large masses of ice to the southward, which had drifted the ship 15 miles in that direction during the last twelve hours, bore up to the southward of Baring Island.

"Aug. 29.—Ship in great danger of being dashed or driven on shore by the ice coming in with heavy pressure from the Polar Sea, driving her along within 100 yards of the land, for half a mile, heeling her 15 degrees, and raising her bodily one foot eight inches, when we again became stationary and the ice quiet.

"Sept. 10.—Ice again in motion, and ship driven from the land into the main pack, with heavy gale from S. W.

"Sept. 11.—Succeeded in getting clear of the pack, and secured to a large ground floe. Lat. 74-29 N., lon. 122-20 W.

"Sept. 19.—Clear water along shore to the eastward; cast off and worked in that direction, with occasional obstructions, and several narrow escapes from the stupendous Polar ice, until the evening of the 23d, when we ran upon a mud bank, having six feet water under the bow, and five fathoms astern; bore off without sustaining any damage.

"Sept. 24.—At daylight, observing Barrow's Straits full of ice, and large masses setting into this Bay, determined upon making this our winter quarters, and finding a well-sheltered spot upon the south side of the shoal upon which we last night grounded, ran in and anchored in four fathoms, lat. 76-6 N., long. 117-54 W. This night we were frozen in, and have not since moved. The position is most excellent, being well protected from the heavy ice by the protection of the reef, which throws it clear of the ship 600 yards. The currents along the coasts of the Polar Sea appear to be influenced in their direction more or less by the winds; but certainly, upon the west side of Baring Island, there is a permanent set to eastward. A ship stands no chance of getting to the westward by entering the Polar Sea, the water along shore being very narrow and wind contrary, and the pack impenetrable, but through Prince of Wales Strait, and by keeping along the American coast I conceive it practicable. Drift wood is in great abundance upon the east coast of Prince of Wales Strait and on the American shore, also, much game. In this vicinity the hills abound in reindeer and hare, which remain the entire winter; we have been very fortunate in procuring upwards of 4000lb. The health of the crew has been, and still continues, excellent, without any diminution of number, nor have we felt the slightest trace of scurvy. It is my intention, if possible, to return to England this season touching at Melville Island and Port Leopold, but should we not be again heard of, in all probability we shall have been carried into the Polar Pack, or to the westward of Melville Island, in either of which attempt to send succour would only be to increase the evil, as any ship that enters the Polar Pack must be inevitably crushed; therefore, a depot of provisions, or a ship at winter harbour, is the best and only certainty for the safety of the surviving crew. This notice was deposited by the travelling party in April. 1852, consisting of Captain McClure, Mr. Court, second master; John Colder, captain of the fore-castle; Sergeant Wood, Royal Marines; George Gibbs, A. B.; George Bonnell, A. B.; John Davis, A. B.; and Peter Thompson, captain of the fore-top. Whoever finds this, it is requested it may be forwarded to the Secretary of the Admiralty. Dated on board of her

Britannia Majesty's Discovery-ship Investigator, from on in, in the Bay of Mersey, lat. 74-6 N. 117-54 W., April 12, 1852,

"ROBERT MCCLURE Commander,"  
To be Continued.

#### WAR BETWEEN TURKEY AND RUSSIA.

MARSEILLES, Oct. 8.—The English packet *Fury* brings news from Constantinople of the 2nd. The Divan had decided that on the 4th the official declaration should be proclaimed, calling upon Russia to evacuate the provinces immediately, and that in default war should commence.

"A rumour was credited that the Turkish and Egyptian fleets had entered the Black Sea.

On the 3d the *Fury* met the *Ardent*, bearing the order to the French fleet to enter the Dardanelles."

The English and French governments have rejected the Olmutz proposition. They will not have the Vienna note retained, nor do they consider the declaration offered by the Czar a guarantee against its abuses. These views and resolutions have been notified to the Czar, who received intelligence of them at Berlin. The amount of concession which they will counsel Turkey to make is that which would remain in the Vienna note as modified by Reschid Pacha. The Czar has also been informed that while the Porte takes its stand upon the basis of its last offer, France and England will support it if necessary by force of arms.

After the resolution of the Council on the 25th of September, an interval of four days elapsed before the final step was determined upon. On the 30th, however, the instrument announcing the determination of the Ottoman Government to regard the continued occupation of the Principalities as tantamount to a declaration of war was, it is understood, signed by the Sultan, and was published on the following day to the people. The *hatti sherif* is said to contain a spirited appeal to the patriotism of the nation, and, from the existing state of feeling in Constantinople, it is easy to conjecture that it will meet with a loyal and enthusiastic response. The alarm which the tools of Russia have endeavoured to create for the safety of the Christian population, seems, however, wholly destitute of foundation. The answer of the chiefs of the priesthood to the declaration of Reschid Pacha, in a speech made to the great Council, that the Turkish people would respect those whose creeds differed from their own, was so frank and unequivocal, as to leave no room for anxiety. Besides these manifestoes to their own people, the Turkish Government have, it is said, addressed a formal appeal for support to the French and English Governments, in which, after demonstrating the justice of their cause, they request that the combined fleets may be summoned to Constantinople. This requisition, however, had already been anticipated by the allied Cabinets, for the orders for the entry of the Dardanelles by the fleets had left England at least three days before the Ambassadors could have issued their summons. Admiral Dundas, indeed, had probably left Besika Bay before the despatches from London reached Lord Stratford de Redcliffe, but the prompt arrival of the squadron will be satisfactory assurance to the Turks, of the determination of the Western Powers to sustain them in the quarrel which Russia has forced upon them.

The *Constitutionnel* announces that on the 27th September orders had simultaneously left London and Paris for Admirals Dundas and Hamelin, enjoining them to conduct the squadrons under their orders before Constantinople. The Turkish Ministers have decided on at once raising the effective force of the army to three hundred thousand men, by means of a fresh levy of seventy-five thousand. The summons to the Russian General is transmitted to Omer Pacha, who will forward it to Prince Gortschakoff. If the Prince answer by a refusal, hostilities will commence immediately. The motives for procrastination have now disappeared, and we have reason to believe that the warlike proclamation of the Sultan would probably be published on the fourth or fifth of October, the day of the advance of the whole combined squadron into the Bosphorus. Active hostilities are imminent, but it must not for a moment be forgotten that WAR WAS BEGUN BY RUSSIA'S ACT OF PIRACY in crossing the frontier of her empire in arms, and in seizing on the territory of an UNOFFENDING NEIGHBOUR. The state of war is thus nothing new. Russia began it, Russia continued it. She must put an end to it by withdrawing her troops, and abandoning her pretensions. It is for her to choose how this is to be effected. If she will do it peaceably, so much the better. If not, then the Sultan and his allies are prepared to try the force of arms.

Their patience is exhausted. This, perhaps, may be the very cause of a sudden and peaceful termination of the whole business; for it is difficult to believe that Russia will enter upon a deadly struggle with the Ottoman Empire and the mighty Powers which will give it their firm and immense support.

#### OVERLAND MAIL.

The American squadron under Commander Perry reached Japan on the 8th July, but left again on the 17th July. The squadron was well received, but the opening of Japan is postponed until the spring of 1854.

The rebellion in China is progressing. Peking is expected to fall soon, and with it the reigning dynasty. The exportation of grain from Egypt is still going on, the question of stoppage being yet unsettled.

The rising of the Nile has done damage, but the waters are now falling.

Accounts from Burmah are unsatisfactory. The war party at Ava are said to be increasing in strength. The King alone prevents war. Our new provinces are overrun with large bands of robbers, who lay them waste with the view of driving the inhabitants into Burmah. These bands are so strong that it has been deemed prudent to increase the force at Prome. Our troops are sickly. The Persians have obtained possession of Herat.

INCREASE OF CHOLERA IN LONDON.—A thousand and one deaths were registered in London in the week that ended on Saturday. In the ten corresponding weeks of the years 1843-52 the average number was 952, which, if raised according to increase of population, becomes 1,047. The mortality from all causes, therefore, differs little from the usual amount at this season. Scarletina was fatal last week to 57 children, and in some instances it appears to have been aggravated by local causes. Diarrhoea carried off 71 persons, which is nearly the same as in the previous week; all cases, except 20, were amongst children. Cholera gives decided indications of a disposition to increase; in three previous weeks the fatal cases were 16, 29, 47; last week they rose to 66, of which 29 occurred to males, 37 to females. The majority of deaths were amongst persons of middle age; 25 occurred under 25 years of age, 36 at 15 and under 60 years, 4 at 60 years and upwards. In the corresponding week of 1848, soon after the epidemic of that period made its appearance in London, the number of deaths from cholera was 50; in the corresponding week of 1849, when it was passing away, the number was 110. The 66 cases of last week were thus divided over the metropolis:—In the West Districts 9, in the North 5, in the Central 2, in the East 8, and on the South side of the Thames 42.

#### Editorial Miscellany.

The Reverend Editor of the *Church Times* having left Town on Monday last on a visit coastwise, the Paper is but partially supplied by him this week, and any editorial shortcomings must be viewed upon the Publisher.

#### R. M. STEAMSHIP NIAGARA.

The Royal Mail Steamship *Niagara* arrived on Thursday. Eastern affairs remain in the same ticklish position, awaiting the next move or the quiescence of Russia, in order to determine the course of the game.

Flour was steady at the last quotations—an immense quantity of wheat was flowing in from Egypt—it is likely enough that the speculations in this article, based upon warlike contingencies, may be defeated.

Her Majesty and Royal Family had returned to Windsor from Balmoral.

A Northwest Passage has been discovered at last.—Particulars are given in another column. Captain McClure in Her Majesty's Ship Investigator, is the fortunate man, and is well believed entitled to a large Parliamentary reward. He is a native of Wexford Ireland. Honour to the brave.

Lieut. Bellot, of H. M. S. North Star, of whom honorable mention was made in a previous polar expedition, was unfortunately drowned on the 17th Aug.

The emigrant ship *Annie Jane*, Capt. Mason, of Liverpool, with 450 passengers, bound to Quebec, was cast ashore on the iron bound coast of Barra Island, one of the Hebrides, on the night of the 28th ult.—when no fewer than 348 persons, men, women and children, found a watery grave. The emigrants were chiefly Irish.

General Narváez has been recalled to Spain by a royal order.

The official return of the public revenue presents the gratifying result of an increase, as compared with the corresponding quarter of last year, of £417,727.

A frightful accident had taken place on the great South-western Railway in Ireland, which resulted in 13 persons being killed, and ten more or less severely wounded. The accident occurred within a few miles of Dublin—and not only were thefts committed upon the luggage of the killed and wounded, but assistance in their removal was refused by the people until stipulations for payment were made. It is some consolation to the friends of humanity, that there were many instances of disinterestedness to atone for this diabolical conduct.