

to inform the House that a satisfactory conclusion had been arrived at respecting the amendments, which had been altered in a way that he believed would be acceptable to the House.
The amendments were then read a second time.
(TO BE CONTINUED.)



HARBOR GRACE, JUNE 10, 1873.

WE to-day devote a large portion of our columns to the publication of further particulars relative to the death of Captain Hall and the fate of the "Polaris" expedition, as furnished to the New York "Herald." It will be seen that the statements of the Esquimaux, Joe and Hans Christian, tend to encourage the belief that the great explorer's death was occasioned by the treachery of some one. At present we omit expressing our opinion respecting the matter; but cannot refrain from observing that there does seem to be some mystery connected with the disastrous and abrupt termination of the expedition. It is not long ago since we had the opportunity of interviewing some of the "Polaris waifs" at Bay Roberts, and although we publicly hinted that we should like Captain Hall's death more satisfactorily accounted for, little did we dream that such a story of foul play was shortly thereafter to be published to the world. Clearly enough, there had not existed amongst the superior officers that good will and perseverance so necessary to the success of enterprises of such a daring nature. To querulousness, and we may say, insubordination among themselves, the whole matter will be traced. Captain Tyson strongly deprecates the conduct of Captain Buddington, who, if his (Capt. T.'s) story is truthful, would seem to have been little less than a perfect tyrant. Doubtless, the United States authorities will institute a rigid and searching examination into the conduct of the "Polaris" party, and, if possible, illicit the whole truth.

THE long absence of the schooner "Mary Jane," supplied by Messrs. Ridley & Sons for the Gulf Seal Fishery, causes much uneasiness. It is now over three months since the craft left this port and up to date no tidings of her have been received. Various rumours, it is true, have been in circulation, but reliance could not be placed in them. The question is, what has become of her? We think it is quite possible that she is jammed in some Northern bay, unable to get free, and that the crew is unable to reach the land. If this is the case, the men, numbering nearly thirty, must be badly off for the necessities of life, and consequently suffering acutely. We understand that the Government has been petitioned with a view to having a steamer sent to look for her, and most sincerely trust, that for humanity's sake, the prayer of the petition will be complied with.

SOME of the Labrador vessels have already departed for the scene of their summer's avocation, and no doubt the rest will sail during the week, as they are only waiting a favorable change. It is to be hoped that our hardy fishermen may meet with success commensurate with the expense and labor attending the voyage. Good-speed to one and all.

FOR the past few days the weather has been cold and unseasonable, and although retarding vegetable growth, just the sort of time for bringing fish along. The boats here continue to average well, and suppliers are giving out freely. Let us hope that an abundant summer is before us.

THE "Newfoundlander" makes the subjoined remarks in reference to the importance of a Fog Whistle at Cape Spear:—

"The following circumstances give a fresh illustration of the great importance of a fog whistle at Cape Spear, a subject that has often been discussed, and the general advantages of which are too clear to need enforcement:—

"The steamer "Nestorian" blew her whistle off the Cape at 7 a.m. on the 14th of May. The keeper answered with a small gun, but this was not heard on board the ship. At 11 a.m. the ship's whistle was heard again very close to the land, a gun also being fired from on board which shook the glass in the windows. The keeper then fired two small guns which were heard, the Captain from his reckoning concluded he was at Cape Spear, and shaped his course across the Bay, when the fog lifting a little, he made out the harbor. Had a fog whistle or gun been on the Cape, the ship could have been in some hours earlier."

H. M. S. "Woodlark," detailed for the protection of the fisheries on the coasts of this Colony and Labrador, arrived at St. John's on Wednesday last, from Halifax.

We regret having to record a most melancholy accident attended with loss of life, which occurred yesterday about noon. It appears that yesterday, whilst crossing the harbor for the purpose of boarding the s.s. "Nimrod," just returned from the Seal fishery, a boat with 6 or more persons on board was from some cause or other, accidentally upset. After being some time in the water, they were all however, with the exception of a man named Dwyer, fortunately rescued by a boat from the "Nimrod." We understand that a brother of the man unfortunately drowned, is not expected to survive.—*Courier, June 4.*

THE FATE OF CAPT. HALL.
The Strange Story Told by the Men of the Polaris.

A correspondent of the New York "Herald," writing from St. John's Newfoundland, gives further details of the story told by the members of Capt. Hall's expedition who were rescued from the floe of ice by the steamer "Tigress." From these details it appears that the suspicions generally entertained that there had been serious dissensions on board the "Polaris" are fully confirmed. From the accounts given by Captain Tyson, who shipped as assistant navigator, it seems that feelings of exceeding bitterness had existed among the officers and crew of the vessel, while the stories of the Esquimaux, Joe and Hans Christian, if correctly reported, show that they believe Capt. Hall was poisoned.

The course taken by the Polaris has already been described. The furthest northern latitude reached, 82.16, was attained in August, 1871. This was a channel extending north from Smith's Sound about forty five miles, beyond which open water was discovered. Smith's Sound is described as being identical with the Polar Sea discovered by Kane. After reaching this point the vessel returned to winter at Polaris Bay—so called by Capt. Hall—in latitude 81.38 longitude 61.44, where the ship was frozen in. On October 10 Capt. Hall started on his sledge expedition north, which occupied him two weeks, and regarding the events of which nothing appears to be known. Shortly after his return he died, November 9, 1871. In relation to

THE LAST DAYS OF CAPT. HALL,

the statements made by the different persons who have been questioned about it are somewhat inconsistent. John Heron, who was steward of the Polaris, says:

"Capt. Hall had good health up to the time of returning from the sledge expedition. He was not sick when he came on board, but complained soon afterward, and said that the heat of the cabin affected him. He got water to wash and put on clean underclothing. I asked him what he would have—was anxious to get him something nice. He didn't care about anything but a cup of coffee and didn't drink even that. I had no conversation with Capt. Hall when he was sick, except to ask him if he was better occasionally or how he was, and such like. He was sick a fortnight, and talked very little. He was perfectly delirious for the last few days. I think he was paralyzed on one side. Head no one says so. It was my own opinion. There was nothing sudden about his death. He was attended by Dr. Bessels and Mr. Morton, who did everything in their power to alleviate his sufferings, but without effect. His illness cast a gloom over the entire company, and was the first discouraging circumstance which had occurred in connection with the expedition. His death made us feel very sad.

The Herald correspondent says that Captain Tyson did not speak fully as to the death of Capt. Hall, but that he thought his death resulted from apoplexy. In his own words, as reported, there appears to be no attempt at concealment, however. He says:

"Hall was sick five days. At the first he was paralyzed, and then delirious. He was insensible when he died. He started from the ship on a sled expedition northward on the 10th of October. He was absent fourteen days, and returned on the 24th of October to the ship. On the 8th of November he died, and was buried on the 11th. Few of those who were present at the burial will forget the deeply affecting scene. Old sailors, whose faces had been bronzed by summer sun and frozen in arctic seas, wept aloud. Capt. Hall was universally beloved, and his death at a time when the enterprise promised so hopefully was felt by his survivors to be an irretrievable loss. Those thoughts were uppermost in the minds of all, and when the funeral party returned to the ship there was a hushed silence attending the performance of every duty.

The Esquimaux, Joe, from his own story, was continually quarrelling with Capt. Buddington the sailing master of the Polaris, and who speaks in the bitterest terms of that individual, asserts his belief that Capt. Hall was poisoned. He had been on the sledge expedition with the Captain, and his account of what occurred after their return is reported in broken English as follows:

ESQUIMAUX JOE'S STORY.

"I went with Capt. Hall on last sled, and Hans and Chester (the mate). We went fifty miles north of ship on ice and land. Found musk ox tracks on land. Sun nearly gone when came back to ship. Hall told me when sick somebody give him something bad. He was sick two weeks. Buddington did not take care of him. I think it not right, made me feel bad. Sick man good man, too. Throat swelled something; could not drink. Said he burn inside. I stopped up with him

every night with another man. He sleep, I wake; I wake, he sleep. Hall was in cabin, I talk to Hall much. He no talk to others much as me. I didn't see Hall in first night after he came aboard from sled. Came aboard with him in afternoon. He looked, happy, and spoke nice. The four of us—Hall, Chester, Hans, and Joe—had coffee when came aboard. I had mine in mine own room underneath cabin. Hall in cabin, and two others in galley. At ten o'clock that night my wife told me Hall very sick; vomiting; eat something. Next morning I go see him and say, 'What matter?' He all alone in cabin. He say, you pretty well, Joe? I say yes. He say, you drink bad coffee last night? I say no. I ask him, did he drink bad coffee last night? He say, Something bad in coffee I drink last night, make me sick and stomach bad. Same morning he get very sick, vomiting. After five days he feel better; wake up and say he want to see my little girl, and say to her he think he would leave her, but didn't like. After he get better he get four doctor books to try and see what make him sick. He study hard and say to me, that name is makin' me sick. [Joe explained that he (Capt. Hall) here pointed to a name in one of the books, which he read out.] It was something about poison, I think. After Hall died everybody watching one another. Me no understand what they mean. All afraid somebody put down poison in water, bread, or something. It looked like if he was poisoned to me all same. Buddington didn't like to go to cabin. He was quarrelling all time.

THE STATEMENT OF HANS CHRISTIAN

gives no light on the cause of Capt. Hall's death further than that he says Joe told him that the Captain was poisoned, but to say nothing about it, as by and by he would come to America and then he would tell about it. In addition he volunteered the opinion that somebody had killed Capt. Hall, but gave no other reason than Joe's assertion for believing that such was the case.

It was to be seen that no one who was on board the Polaris, except the Esquimaux, have given any intimation, so far as is known, that there was foul play in connection with the death of Captain Hall.

But in regard to the dissensions on board the vessel there is no room to doubt. Tyson denounces Capt. Buddington in unmeasured terms, accusing him of lying, cheating, and stealing. He says the crew did not like Hall at first, but before his death they liked him very much. He says that Capt. Hall wished to continue on further north instead of turning back after reaching the channel leading from Smith's Sound, but was overruled by Capt. Buddington, who strongly urged the necessity of returning to some harbor for the winter. Hall at length consented to yield, and the vessel returned to Polaris Bay.

AFTER THE DEATH OF CAPT. HALL

an attempt was made, June 8, 1872, to reach the north in two boats under the command of Capt. Tyson, but one of the boats was crushed by the ice, and the other only got a short distance, the men being recalled to the ship. When they returned the vessel was leaking from an old leak caused in 1871 by swinging against an iceberg, on the lee of which she lay all that winter.

August 12, 1872, Capt. Buddington started for home. Oct. 15, in latitude 77.35, the ship encountered a heavy gale from the southeast, and was jammed by the pressure of ice which lifted her out of the water so that she only drew six feet, and lay on her beam ends every low tide. At six feet water mark she broke her stern and started wood ends. On the night of the 15th, fearing she would be crushed, and the vessel being reported leaking very badly, an order was given to shift provisions from ship to ice. They continued landing for two or three hours, when the pressure ceased. Tyson then went on board and asked the sailing master if the vessel was making any more water than usual; he reported that she was not. Tyson went to the pumps and ascertained that she was not making any more water than she had been all summer. He then went on the ice again. The rescued party were on the ice alongside the vessel where the provisions were deposited; the remainder of the ship's company were on board. The ice commenced to crack, and in a few minutes more broke up to pieces. The vessel broke from her fastenings, and was soon lost to sight in the storm and darkness. On the broken ice were most of the provisions that had been taken from the ship.

John Heron says that the Polaris was in great danger while jammed in the ice, the timbers cracking and crushing. It would appear that the provisions, with the women and children, were placed on the ice in anticipation of the vessel breaking up, the intentions of the officers and crew remaining on board being to join them at the last moment. The breaking of her fastenings very likely saved the Polaris for the time at least, while leaving a portion of the crew on the ice. This supplies a reason for Tyson and his party being separated from their companions, which has not heretofore been clearly set forth.

TERRIBLE CHARGES AGAINST CAPT. BUDDINGTON.

According to the Herald correspondent the nineteen persons left behind believe that Capt. Buddington willfully abandoned them to their fate, thinking that he would be rid of a troublesome companion in the person of Tyson. This accusation appears too horrible for belief, but here is what Heron and Tyson have to say on the subject.

Heron says, 'I made a rush for the vessel and sung out for a line, but they would not give me one. Chester and Buddington were standing on the gangway and could have thrown me one. I was with four others on the piece of ice that had provisions on it. It cracked off and went adrift. We got back to the main floe in a scow or boat, which sunk under one of the men, but we all got safely back.'

Tyson says, 'I could have got aboard the vessel that night and been there now, but would not leave the women and children. My duty was on the ice. I thought he would get back to us next day, which he could have done. The breaking away was caused by the floe, to which the ship was fastened, drifting in between the land and some icebergs that were jammed. The jam broke up the floe, and the vessel broke away. It was about 9 or 10 o'clock in the night; temperature about zero—that evening it had been 19 deg. above. We did not save more than one tenth of the provisions that were on the ice.'

It may be that the men on board the Polaris did not hear Heron's appeal for a line, and it does not appear probable that the persons on the ice could have been deliberately deserted when, according to their own account, the vessel broke away very suddenly. But there is a mystery in regard to the subsequent action of Capt. Buddington which cannot be explained in the light of known facts in any way which will relieve him from the charge of gross inhumanity. There is the account which Tyson and his companions give of their

LAST VIEWS OF THE POLARIS:

After the separation all lay down on the ice and went to sleep except Tyson, who walked about all night. Next morning the vessel was not to be seen, and knowing that their stock of provisions was not sufficient to last the whole company all winter, they tried to make the land with a view to discover if there were any inhabitants in the locality to assist them in living through the winter. Having got about half way to the shore, and the boats being heavily laden, progress became difficult on account of the drifting ice, and they were compelled to haul their boats on the ice again. At that time the vessel came in sight under steam and canvas, rounding a point to the northwest. Instead of coming to the rescue, as they expected, she steamed along down the shore. They then set up a black rubber cloth, lashed to an oar on a pinnacle, which is the best mark in contrast with the ice, and is easily distinguishable. The ship was at this time about eight or nine miles from the floe, and must have seen the signal. She was soon lost to sight in the bend of the land and behind what they took to be Northumberland Island. The wind hauling to the northeast, the floe commenced drifting southward opening a little bay to the northeast of Northumberland Island. There was the vessel in harbor, her sails furled, and no smoke issuing from her stack. They then attempted to bring the boats across the floe in an easterly direction, hoping to find water and reach the shore, to board the vessel from there; succeeded in dragging one boat across, took the water, and attempted to reach the shore some distance below the vessel, but were driven back by the gale, drift, and snow, and compelled to haul the boat on the ice again. The vessel was about four or five miles from the floe at this time. The mainland was to the east about three or four miles.

Tyson says: "All that prevented us from reaching the vessel was 'slob' or 'posh' too thick for us to pull the boat through. If I had known what was to follow I would have gone through it or sunk. Had my men co-operated with me I could have reached the ship that day. The men were tired and exhausted, but though I had not slept all the night before, I was ready for work, but was alone in my endeavors. It was Buddington's duty to come and take us off."

Joe says: "The ice between us and the vessel that morning was all small posh. Any steamer could come through it to where we were. We could see the men on board with spy-glass, and they could see us."

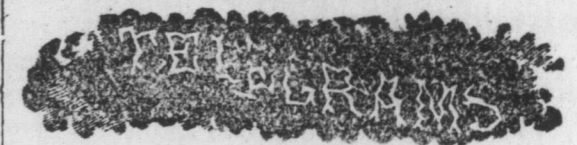
Heron says: "She might have come to us that morning, I think. My opinion is she could. There was no disagreement at all on board."

CASE OF THE DISAGREEMENT.

Capt. Tyson thinks the ill feeling and bad designs of Buddington and a few others, who were his accomplices, had continued from the first on account of Capt. Hall's determination to go as far north as possible, and Buddington's determination that he should not. After Hall's death most of the others were in favor of continuing and pushing north, and Tyson says that Buddington several times expressed his determination to send them (Tyson and his party) "on the road to hell as soon as an opportunity offered." He characterizes Buddington as a scoundrel, and declares that he purposely abandoned them to destruction. He gives Myers the character of being energetic and qualified in his department, but thinks he was not sufficiently aware of the condition of affairs at the time of separation, and the possibility of being rescued then, to be able to give an opinion upon it.

COSTLY HEROES.—An indignant military writer points out that France, during the war, lost 140,000, while of the 250,000 Paris National Guards only 224 were killed; these men fell at Montretout, which M. Saint-Genest calls the Austerlitz of Paris. According to this writer, the National Guards received 2,800 crosses, and what with the Commune, &c., have cost the country two milliards, making for each Parisian slain about a dozen crosses and 20,000,000 francs. In the event of another war M. Saint-Genest hopes that these costly heroes will be kept out of harm's way, and that the country population who know how to suffer in silence will be alone called upon to meet the enemy.

St. John papers say that the Government railway offices, to be erected at Moncton this year, will cost \$12,000. The recovery of three more bodies from the wreck of the steamship "Atlantico," is reported.



Latest Despatches.

OTTAWA, June 3.—A rumour is current that Sir John A. McDonald will receive an Imperial appointment, should he succeed in bringing Newfoundland with P. E. Island into Confederation. He will probably be appointed Governor-General with a Peerage. Negotiations are now attempted to be reopened with Newfoundland. The only drawback is Huntington's charges.

NEW YORK, 3.—On the arrival of the "Frolic" from St. John's Newfoundland, Washington officials investigated the singular breaking up of the "Polaris" expedition.

LONDON, 3.—Asiatic cholera appeared in two villages of West Prussia having been communicated from Western Poland. Quarantine in infected district has been established.

McMahon issued a proclamation to the army in which he says, the choice of the President of the Republic from their ranks shows confidence of the National Assembly in their loyalty. President McMahon has also issued an order appointing General Hamrault now military Governor of Paris to command the army of Versailles.

A strike of carpenters in London is threatened.

HALIFAX, 5.—Sir Edward Kenny will succeed Howe as Governor of Nova Scotia.

NEW YORK, 4.—Gold 118.

LONDON, 4.—The reported illness of the Czar of Russia is untrue.

The Emperor William is slightly ill, and was unable to attend the banquet yesterday, and the review to-day in honor of the Shah of Persia.

A despatch from Rome says that, eighty-two heads of religious orders have protested against confiscation, and appealed to the Pope to sustain the law of God and of nations.

A Dutch man-of-war engaged against the Chinese, fired on three British merchantmen as they were leaving the harbor of Acheen recently.

LONDON, 5.—It is reported that the ex-Empress is in Paris, and has been there two days.

The "Pall Mall Gazette" publishes an appeal of the ex-Empress Eugenie to the people of France in favor of her son.

Ratazzie died in Rome to-day. His death creates profound sensation.

VIENNA, 5.—The American department of the Exposition was thrown open to the public this morning, and steam applied to the machinery. The novelties surpass those of other countries.

NEW YORK.—Cholera prevails at Memphis and other places in Tennessee below there on the Mississippi.

The rumour prevails that the Court of Appeal has given a decision adverse to the application of Stokes, convicted of the murder of Fisk, for a new trial.

OTTAWA, 6.—It is stated on good authority that Sir Wm. Young has been appointed Governor of Nova Scotia.

The Lieutenant-Governors of the Provinces have been invited to attend the funeral of Sir George Cartier.

The Metropolitan Bishop of Montreal recommends that 16th October be observed as a general day of thanksgiving throughout the Dominion in the Anglican Church. It is probable that the same day will be fixed upon by the Governor-General, by proclamation, for general observance.

PARIS, 5.—Prince Jerome Bonaparte is in this city. His presence causes much agitation in the Lobby of the National Assembly.

McMahon's first reception this evening was a brilliant affair.

ROME, 5.—The death of Ratazzie was announced in the Chamber of Deputies this afternoon.

The officers of the Spanish army are preparing to denounce against the Republic, and summon the old Cortes to re-assemble.

A correspondent of the Halifax "Citizen" reports the occurrence of a sad accident at Whitehaven, County of Guysboro, on the 13th ult. It appears that three men belonging to an American schooner left their vessel at daylight to go out shooting. The weather was rough and foggy at the time, and it is supposed they were caught by a breaker outside the harbor and their dory capsized. Another dory going out shortly after, to meet the boats coming in with bait, picked up the poor fellows' sou'westers and oil clothes, but their bodies have not been recovered. The three men belonged in Yarmouth Co., two of them being married and the other single.

The Bostonians are consoling themselves with the idea that the great fire instead of having been a loss to the taxable value of the city has really been a benefit.

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