LATEST NEWS.

Return of Captain Ross.

From the Liverpool Standard, October 22.

The most gratifying news of the week is that of the unexpected arrival of this intrepid Navigator in England, after an absence of three [four] years and a half, at a time when all reasonable hope had fled of the safety of himself and his companions. The following details will be read with great interest.

FROM THE HULL ADVERTISER OF SATURDAY.

At half-past nine o'clock this morning (Saturday,) we had the pleasure of welcoming Captain Ross to old England on board the Gazelle, Rotterdam steam-boat. He came accompanied by our townsman, Capt. Humphreys, whose vessel they quitted off the Humber, and to whose bold seamanship and manly exertions, the shipwrecked navigator and his crew, are, under Providence, indebted for their rescue.

The hardy veteran was dressed in seal-skin trowsers, with the hair outwards over which he wore a naval uniform; and the weather-beaten countenances of himself and his companions bore evident marks of the hardships they had undergone, although they appeared in excellent health. On landing, at half-past nine yesterday (Friday) morning, from the Gazelle, the Captain and his comrades, Commander J. Ross, Surgeon M'Diarmid, and Mr. Thom, the second officer of the expedition, with Capt. Humphreys, proceeded to the Vittoria Hotel. Within a few minutes after his arrival, the news spread rapidly through the town, and crowds proceeded to congratulate the adventurers. The mayor and aldermen waited on Capt. Ross in procession, and conducted him to the Mansion House, where he partook of some refreshment. The wardens and several of the elder brethren of Trinity House, a deputation from the Commissioners of Pilots, and several other public bodies also waited on him to present their congratulations. The bells rang merry peals, the colours were hoisted on all the shipping in the port, and a public dinner was to be given at two o'clock to Capt. Ross by the principal inhabitants. He was to start for London at four in the evening.—The freedom of the Corporation was to be presented to him in a silver box.

In 1829 our readers are aware that Captain Ross fitted out his expedition, with a view to determine the practicability of a new passage, which had been confidently stated to exist, particularly in Prince Regent's Inlet, and that, in consequence of the loss of the foremast of his vessel—the Victory—he was obliged to put in at Wideford, in Greenland. The accounts of his departure from thence on the 27th July, 1829, formed the last authentic intelligence received of the expedition, until the commander and crew were picked up by the Isabella, of Hull, Capt. Ross's old ship.

By Capt. Ross's accounts, it appears, that the first season, that of 1829, was the mildest that had ever been recorded, and the sea was more clear of ice than had ever been experienced during any preceding voyages. On the 14th August, Capt. Ross reached the spot where the stores of the Fury were; landed without any difficulty, and there he found the provisions, &c. but not the Wreck, which had totally disappeared. Having supplied all his wants from this depot, he advanced to the southward round Cape Carey, from whence the west coast led him, in a S. W. direction, to the latitude of 72 deg. N. Here he was for the first time seriously impeded by ice; but, after examining an inlet, he proceeded to urge his way to the southward, as near the west shore as the shallowness of the water permitted, and occasionally landed to take possession of the newly-discovered region for the British Crown, with the usual ceremony. Owing to the rapidity of the tides and currents, the stubborn quality of the ice, and the rocky character of the coast, the voyage was extremely perilous.—Having experienced several almost miraculous escapes from shipwreck, they ultimately succeeded in reaching the 70th deg. of latitude, in a direction nearly due south of Fury Point, where their course was arrested by an impenetrable barrier of ponderous ice. In a harbour which they found at this extreme point they wintered.

In January, 1830, they opened a communication with a tribe of natives who had never before held intercourse with strangers. Friendship was soon established between them and the tars, and the first winter, which was not very severe, was spent very pleasantly. Having learnt from the natives that the east sea was divided from the west by a neck of land, the point was examined, and *all hope of effecting a passage in that direction* COMPLETELY EXTINGUISHED. Commander Ross, (nephew of Capt. Ross,) who was sent to survey the coast of the west sea, leading to Cape Turnagain, succeeded in getting within 150 miles of it, and left off within a short distance of where Capt. Back expected Fish River to join the sea. They also determined that the land was continuous to that which forms Repulse Bay.

During the autumn of 1830, the voyagers waited in vain for the ice to dissolve itself as it had done the preceding year. They had not, with great exertion, proceeded more than four miles, (retracing their course) when they were arrested, in a very dreary position, by the approach of a winter unparalleled in severity—the lowest temperature being 92 degrees below the freezing point. The summer proving no less rigorous for the season, little hope was entertained of a release, and a further progress of fourteen miles was all they could accomplish.

In October, 1831, the ship was laid up in the harbour, where she at present lies moored, and where the party endured the rigours of another winter, not less severe than that of the preceding year. Their provisions being now consumed, they had now no alternative but to abandon the vessel and proceed to the spot where the Fury's provisions still remained—a direct distance of 200 miles, which was increased by one half, in consequence of the circuitous route which the ice obliged them to take. They accordingly left the Victory in May, 1832, and after a journey of uncommon labour and hardship, reched Fury Beach in the month of July. During this journey they had not only to carry their provisions and sick, but also a supply of fuel, for without melting snow they could not even procure a drink of water.

They repaired the Fury's boats, and attempted to escape; but it was September before they reached Leopold's Island, which they have fully established to be the N. E. point of America. Here they vainly waited for the ice to break. It presented an impenetrable mass, extending across Lancaster Sound, and intercepting the progress of the fishing ships, which could advance no farther than Admiralty Inlet, where some remained as late as the 19th of September the same year. Winter set in, and they had no choice left but to retrace their steps, and spend another inclement season in canvas huts covered with snow. They had no bed-clothing, or animal food. Captain Ross says that their sufferings cannot be completely submitted to the public, for it could not be believed what they had undergone. The carpenter perished; and several others were so much reduced that they had to be carried to Batty Bay where the boats had been left.

The spring and summer of the present year afforded the desolate party more cheering hopes. The ice opened on the 15th of August; and on the same day that Capt. Humphreys, of the Isabella, tried to reach Leopold's Island, they arrived there. The former could not cross the ice, and was driven by a N. W. gale to the Southward up Prince Regent's Inlet. The party remained there until the gale had departed, and, having gained the south shore of Lancaster Sound, they reached its entrance before the Isabella overtook them.

The party were not more reduced by their sufferings than might have been expected. They have now recovered from the effects of their sufferings. The circumstance of Capt. Ross being rescued by the ship he commanded in 1818, is a curious and happy conclusion of the voyage, the result of which has been to establish, that *there is no new* [N. W.] *passage south of 74 degrees.*

The country discovered, which is larger than Great Britain, has been named *Boothia*, after Felix Booth, Esq., Sheriff of London in 1829, who much assisted Capt. Ross in fitting out the expedition. The true position of the Magnetic Pole has been discovered, and much valuable information obtained for the improvement of geographical and philosophical knowledge. Capt. Ross had a good opportunity of verifying his former survey of the west coast of Baffin's Bay, which every master of a Greenland ship can testify to be most correct.

Only three men died during the voyage, two of whom were men whose constitutions were unfit for the climate. On the whole it may be said, that this expedition has done more than any that preceded it; and let it be remembered that Capt. Ross and nephew were volunteers, serving without pay, for the attainment of a national object, in prosecuting which they have lost their all.

From the Boston Daily Advertiser, Nov. 30.

TROUBLES IN SPAIN, &c.

The news from *Spain* is of considerable importance. Don Carlos, instead of being at Toledo, as was previously stated, entered Spain immediately after hearing the intelligence of the death of his brother, but remained concealed; at least no accounts are given of his proceedings. Insurrections in favour of his cause, broke out at Bilboa, Logrono, Vittoria, and Talavera de la Reyna, and other places, but their extent and importance are very variously represented. It appears probable, however, that the movements of the rebels were not concerted, and that their force is not very formidable. In the mean time, the regular troops every where remained faithful to the Queen, and the probability appeared to be that her power would be completely established. The French Government was understood to have offered its aid to support her rights. General Castanos was at Tolosa, waiting for reinforcements; a body of 6000 men, from Madrid, had marched upon Vittoria; and General Sarsfield had commenced his march upon Placentia. An apostolical leader, Santos Ladron, had been captured in Navarre. El Pastor, the celebrated Liberal, had taken arms in the cause of the Queen, and was welcomed in St. Sebastian with distinguished honor. It is proper to state that these circumstances are differently represented in different papers. The Paris Constitutionnel, for example, represents Biscay, Arragon, Catalonia, and Old Castile as in a state of insurrection, and the cause of the Queen as quite desperate; but the most probable accounts are those we have already given. The manifesto of the Queen is said to have dissatisfied the liberal party, without conciliating the Apostolicals at home.

The young Queen of Spain, (yet an infant,) has been acknowledged by Austria, but with several reservations, some of which were far from satisfactory.—The French Government has fully recognized the young Queen. It is probable that England will also recognize her little Majesty.

The accounts from *Portugal* are not so late as those previously received direct from Lisbon.

The States General of *Holland* were to sit on the 29th of October. It was generally believed, that the King's speech would be of a conciliatory character.

Many of the students at Weimar have been arrested and sent to Eisenbach.—By a convention between Russia and the German Powers, it has been agreed, that the POLES in Germany shall be sent to England or this country.

Vast inundations, owing to continued rains, have taken place in Lower Hungary, Carinthia, and Upper Styria, and have made great devastation.

By accounts from Algiers, it appears that the city of Bujeiah has been captured by the French, after a bloody conflict with the Kabailes, of whom about 3000 perished.

France.—France was agitated by the events in the Peninsula, and, according to a London paper, the French Government have determined to station an army of observation, 50,000 strong, along the Pyrenees. It is destined to act only in the event of Bourmont and his fellow officers taking arms under Don Carlos; which, it is maintained, would justify French interference with the internal concerns of Spain.

The French Chambers were to meet about the 20th of November.

Russia and Turkey.—The Treaty between these two Powers has at length been made public. We give the supplementary article at length. That article, inasmuch as it stipulates, that, upon the requisition of Russia, the Porte shall at any time close the Dardanelles to every Foreign Power, will not fail to be protested against by England and France, as also by the United States.

"Supplementary article. The Sublime Porte, in pursuance of the principles, will close, in case of need, the Straits of the Dardanelles—that is to say, it will not permit the entrance of any foreign vessel, even under any pretext whatsoever. The present separate article shall be regarded as if inserted word by word, and comprised in the said treaty of alliance offensive and defensive, and shall as such be equally maintained and observed."

From the London Times, October 23.

It would appear by the Paris papers that the partisans of Don Carlos have not yet renounced all their power of committing petty mischief on the frontier, and that at Vittoria they still intercepted the regular communications between Bayonne and Madrid. They have, however, allowed private or diplomatic couriers to pass, and by their despatches we learn that all was quiet in the Spanish capital on the 15th instant.

It must have been an overwhelming mortification to the militant ecclesiastics, who appear to have been the ringleaders in these disturbances, to find themselves so entirely deserted by their friends in other parts of Spain. Between Madrid and the Ebro there is said not to have been a single symptom of insurrectionary violence, and in no part of the country has a single company of regular troops joined the rebel standard. All the Captains General of Provinces, and all the divisions of the army, have sent in their zealous adhesion to the young Queen's Government and title. There seems to be only one sentiment of loyalty felt, and one language of attachment held, from Barcelona to Corunna, from Saragossa to Seville. The Madrid Gazette contains renewed professions of fidelity from the military commanders in Galicia, Estremadura, Andalusia, Cordova, Granada, Valencia, Catalonia, Arragon, and other provinces.

Such is the state of Spain, as painted in the Madrid Gazette and the gazettes of all colours in the south of France. It seems in its general features to be satisfactory and tranquillizing; but it is quite evident that we have not yet approached a final settlement of the Spanish dynasty.

The Duke and Duchess of Buccleuch were riotously attacked at the town of Biggar, on their way to Stirling, where his Grace was to preside at a great Agricultural meeting. Much indignation is expressed throughout the United Kingdom at an occurrence so novel in Scotland.

COMMUNICATION.

TO THE PUBLIC.

THE Committee for obtaining an Act to incorporate a COMMERCIAL BANK in this City, have to submit the following

REPORT.

BEFORE entering upon the labour that a renewed application to the Legislature will impose upon them, the Committee for the NEW-BRUNSWICK COMMERCIAL BANK are desirous of laying before the Public a brief statement of their views and intentions, and at the same time of adverting to the causes that led to the unsuccessful termination of their late efforts; also, of stating the grounds upon which they rest their anticipations of success at the ensuing Session.

Early in the Session of 1832 the first petition for a NEW BANK, with a Capital of Fifty Thousand Pounds, was laid before the Legislature. A most strenuous opposition was made to this application by the proprietors of the BANK OF NEW-BRUNSWICK, notwithstanding which, the Bill passed the Lower House, but was lost in the Council.

Being convinced that public opinion, loudly expressed at a numerous and respectable Meeting in the City of Saint John, was still stronger in its favour, this Committee brought the subject again before the Legislature at its last Session, when a counter-petition from the Directors of the Bank of New-Brunswick was presented, praying for an increase of the Capital of their own Bank. In spite of the determined and selfish opposition with which it met, the New Bank Bill passed the Lower House once more—but was again lost in His Majesty's Council.

Though the opposition which the Bill met with in the Lower House emanated almost exclusively from persons, either directly or indirectly, concerned in the Bank of New-Brunswick, yet, this Committee are unwilling to believe, that the sordid feeling of private personal interest could have influenced His Majesty's COUNCIL in their decision upon a measure of so much importance to the community.

A very prominent objection taken by the opponents of the Bill at the last Session, was, the inability of this country to furnish the necessary capital. They persisted in asserting that no amount of capital in specie could be raised unless abstracted from the vaults of the present Bank.

To this objection the Committee might reply, that, the raising of Capital is no concern of their opponents. Unless the terms of the Charter are complied with, it will be forfeited; therefore, a triumph will be effected by granting the Charter, and in a few months after the applicants must forfeit it for ever. But they are aware of the hostility and opposition their undertaking will meet with from the present Bank, after their Charter is obtained, and have prepared themselves accordingly. They ascertained, before laying their last petition before the Legislature, that, at least £25,000 of the Capital Stock could be most readily raised in the United States; and that Stock to a large amount would be taken in the neighbouring Province of Nova-Scotia. Several persons in this place, were also authorised by their friends and correspondents in England, to take Stock to a considerable amount.

A second objection made to a New Bank, was, that the competition and collision of the two rival establishments would furnish such facilities to unskilful and incautious speculators as would ultimately expose the Banks to severe losses, and the trading community to serious injury.

To this objection the Committee would reply, that they are now quite willing to dispense with the anxious and inquisiterial guardianship of the present Bank over their Commercial affairs; and they believe that the public are quite prepared to protect themselves against the bad consequences of a fair and liberal system of discounts, and the throwing open a participation in the *twelve per cent dividends*.

Having thus disposed of the difficulties and objections which they have had to encounter, the Committee will now briefly advert to those prominent and unequivocal advantages upon which they rest their claim to the favour of the public and the sanction of the Legislature.

In the first place, as they have already stated, it is their intention to obtain as large a portion of their Capital as possible from foreign countries. By this means they intend to avoid disturbing the business of the present Bank; with respect to which, the Committee are desirous of stating they are actuated by no feelings of hostility.

The advantages of an introduction of Foreign Capital into this Province, must be at once evident to every unprejudiced mind—it is so much aid, brought to assist and promote the Commercial enterprize and productive labour of its inhabitants. What has the Bank of New-Brunswick done for the Country with respect to these? It is now, not only shutting out the investment of all foreign capital in this Province, but has recently been the direct means of driving upwards of £20,000 of our native capital into Nova-Scotia, to be there invested in BANK Stock. The Merchant, the Mechanic, the Farmer, and even the day labourer are all now feeling the baneful influence of that selfish and illiberal policy which dictated the rejection of a measure that would have retained the whole of this Capital at home for the use of our own citizens.

The next important advantage to be gained by this Province from another Bank, would be a more enlarged and much more efficient Bank accommodation than the present establishment would give, even with a more extensive Capital, conducted upon its present principles.

The Committee may now state, that it is still their intention, as far as the peculiar circumstances of the country will admit, to introduce the SCOTCH System of Banking, agreeably to a Resolution adopted at the Public Meeting before alluded to. The principles of this system are too well known to require any explanation at present. It may however be observed that, it *affords* great facilities to the industrious and enterprising Merchant of small capital, and *denies* those facilities which the wealthy Capitalist now possesses, of absorbing an undue proportion of the products of the commerce and industry of the country. In fact, if this system of Banking could be fully introduced, it would give an assistance and encouragement to skilful and industrious Farmers to which they are at present entirely strangers. It would answer the end of the Savings' Banks, affording a safe and convenient place of deposit, upon interest, for the small savings of the tradesman, labourer, or farmer, as well as the merchant and capitalist. Convinced as the Committee are, that the future prosperity of this country must depend more upon its Agriculture than its Trade, they are of opinion that the interest and accommodation of this class of the community ought in all cases to meet with special consideration from Banks.

Another important object to be effected by the establishment of the proposed Bank, will be a security against the bad effects of monopoly. It is the universal opinion of the ablest and best political economists of the present day, that all kinds of business carried on in a country for the convenience and accommodation of its inhabitants, ought to be left open and free for competition.

It is asserted that the Bank of New-Brunswick has never exercised an undue influence. The public have already felt the effect of such an influence. The rejection of the New-Bank Bill in two succeeding Sessions, proves how difficult it already is to obtain the sanction of the Legislature to any measure likely to affect the interest of that Bank, however beneficial such measure might be to the community.

As a farther instance of the dangerous and uncontrolled power which it now possesses and exercises, the Committee are prepared to prove before the Legislature, that the Bank of New-Brunswick has upon some occasions brought down the premium of Exchange in this market from twelve and a half to seven and a half per cent within one week. It is in its power to exert a similar influence in the market for Timber, Deals, or any other article when it suits the interest of the Bank or a few of its Directors to do so.

It is farther asserted that the Bank of New-Brunswick has been invariably impartial in the distribution of its discounts. Yet many instances can be produced in which the most respectable Mercantile paper has been almost entirely refused for several weeks in succession, when it has been understood from authentic sources that the Bank's weekly discounts were as large as usual.

The Committee have thus stated their views and intentions to the public, and they conceive that it must appear to the mind of every disinterested person that a free competition in the Banking business is of the utmost importance to the community. In considering this important question, they have not limited their views to the immediate pecuniary accommodation of the Commercial part of this city. The question demands a wider survey and the consideration of more distant results,—they contemplate the important future effects upon the Agricultural interest of the country.

The Committee feel that it is unnecessary to dwell at greater length upon the question they have thus again brought before the public. The Incorporation of another Bank in this City is imperatively required, and they are determined to demand it as their RIGHT; and they have firmly resolved not to relax in their efforts to bring about the honorable and speedy accomplishment of their undertaking.

By order of the Committee,

M. H. PERLEY, *Secretary.*

St. John, 5th Dec. 1833.

A Petition to the Legislature has been drafted by the Committee, which will be prepared and ready for receiving signatures in a few days. A copy of it is as follows:—

To His Excellency Major General Sir ARCHIBALD CAMPBELL, *Baronet, Lieutenant Governor and Commander-in-Chief of the Province of New-Brunswick, &c. The Honorable* HIS MAJESTY'S COUNCIL. *And the Honorable the* HOUSE OF ASSEMBLY *for the same Province, in General Assembly convened.*

The Petition of the Undersigned, MERCHANTS and others, resident in the City and County of Saint John.

HUMBLY SHEWETH,—

THAT your Petitioners again come before your Excellency, and your Honors, to beg a consideration of the embarrassments under which they and the Trading community generally are labouring, from the want of a sufficient circulating medium in this Province. That your Petitioners brought this subject under the notice of your Excellency, and your Honors, in the Sessions of 1832 and 1833, without obtaining the object prayed for; and they now beg respectfully to state that the grievances then complained of by them, have increased—are increasing—and should they longer continue to increase, will end in the total ruin of the Commerce of the Province. That the monopoly of the Bank of New-Brunswick, and the immense power assumed by its Directors, have lately been exercised in a manner most prejudicial to Your Petitioners, and the public generally, and also in depreciating the prices of the standard articles of export, and the premium on Bills of Exchange. It has been suggested that an increase of the Capital of the Bank of New-Brunswick would obviate the grievances mentioned. But your Petitioners are clearly of opinion, that granting such increase would only extend and confirm the present dangerous and destructive monopoly, which has been so fraught with evil. Your Petitioners feel that they cannot longer bear the load of oppression under which they have suffered, and that their situation is now such as to demand and require immediate and permanent relief. And they therefore pray that your Excellency and your Honors will give such relief, and grant to your Petitioners an Act of Incorporation for a NEW BANK, with the like Capital of £50,000 and on similar terms to those already granted to the Bank of New-Brunswick,—thereby placing them on an equal footing with others of His Majesty's subjects to whom privileges have been granted, to which your Petitioners are respectfully of opinion they are equally entitled.

And your Petitioners, as in duty bound, &c.

St. John, 5th Dec. 1833.

THE OBSERVER.

ST. JOHN, TUESDAY, DECEMBER 10, 1833.

By the packet ship *Roscoe*, London papers to the 22d October, and Liverpool to the 24th, have been received at New-York.—We are indebted to our Boston papers for a summary of the news brought by the Roscoe. The most interesting article of intelligence, is that of the arrival of Captain Ross and his companions in England, after an absence of three years and a half, as the papers state, but if he left England in the spring of 1829, as it is also stated, he must have been absent four years and a half. It will be recollected that Captain Ross is the person of whom Capt. Back and his party last spring went in search.—We have given in a preceding column the details of his arrival in England, together with some account of his discoveries and the unparalleled hardships suffered by the veteran navigator and his companions.—It is stated that an express is to be immediately sent out to recall Capt. Back, who doubtless will be overjoyed to hear of the safety of his friend, for whose sake he so freely undertook his perilous journey to the frozen and inhospitable regions of the interior of North America.

The following brief review of the several expeditions of Captains ROSS, PARRY, and FRANKLIN, which we think will prove interesting to all our readers, we copy from the editorial columns of that excellent paper, the *Boston Daily Advertiser*, of the 30th Nov.:

Discovery in the Polar Seas.—The unexpected, almost unhoped for return of Captain Ross, after an absence of three and a half years in the dreary regions of the Arctic circle, is an event of so much interest, that our readers will probably be gratified with a brief recapitulation of the circumstances under which his expedition was undertaken. This will enable them to understand more distinctly what is the nature and extent of the discoveries now made.

It will be recollected that Capt. Ross, in 1818, commanded the first of the series of expeditions for exploring the northern coasts of America, which have led to the disclosure of nearly all that is known relative to the seas which bound this continent in that direction. On the 18th of April he sailed for Baffin's Bay, in the ship Isabella, the very same ship which by a remarkable coincidence has now brought him home, accompanied by the Alexander, commanded by Lieut. Parry, now Capt. Sir Edward Parry. This expedition was fitted out by the government for the purpose of exploring the coast of that vast bay, in the hope of discovering the long wished for North West passage. He proceeded as far north as lat. 75° 54', where, on the coast of Greenland, he discovered a settlement of Esquimaux, who had never before been visited by Europeans, and what is more remarkable, who were ignorant that there were any human inhabitants besides themselves upon earth. His northerly progress was interrupted at a short distance beyond this point, by fields of ice. As he returned towards the south along the westerly shore of this immense bay, Capt. Ross neglected to make that thorough examination of the various inlets, which the objects of his expedition demanded. On the 29th of August he entered the broad inlet, called Lancaster Sound, which is fifty miles broad. After advancing about thirty miles within this sound, he imagined that he saw land at a distance of about eight leagues, stretching entirely across it. His officers, particularly Lieut. Parry, saw no land, and were surprised and mortified to find their commander resolved to abandon the further prosecution of the voyage in that direction without any attempt to verify the existence of the imaginary land, to which he gave the name of *Croker's Mountains*. Capt. Ross continued his voyage southwardly and returned to England.

Neither the British Admiralty, nor the public, were satisfied with the result of this expedition, and in the following year Lieut. Parry was despatched with two ships, the Hecla and Griper, to make a more thorough examination of those seas. He sailed from England May 5, and on the 31st of July arrived near the entrance of Lancaster Sound. They entered the sea which Capt. Ross supposed to be closed up by a range of mountains, with a fresh breeze, and had the gratification to find that as they proceeded, the shores continued to be at least fifty miles asunder. After passing a broad sound which has been named *Barrow's Strait*, they discovered land ahead, which proved to be a small island. The passage to the north appearing to be obstructed by ice, they proceeded southwardly in an open sea, which has received the name of Prince Regent's Inlet. At a distance of about 120 miles however, their progress in this direction was obstructed by ice, and they returned to attempt a more northerly passage. This they now found to be clear of ice, and they pursued their course westwardly, a distance of about twenty degrees, without serious impediment. Having passed the 110th degree of West Longitude, they became entitled to the reward of £5000 which had been offered by an act of Parliament, to the first ship that should accomplish this enterprise. Near this point they were obliged to take up their winter quarters.—After passing a dreary winter in that region, where the sun for three months did not rise above the horizon, and where there was no perceptible thaw until near the end of April, they succeeded in getting the ships from the ice on the first day of August, with a view of prosecuting their voyage westwardly. After laborious efforts they succeeded in reaching on the 16th of that month, long. 113° 46' 43", in lat. 74° 26' 25", and finding any further progress impracticable, they set out on their return, and reached England about the middle of November, after an absence of 18 months.

The results of this expedition were so encouraging, that another was resolved upon, for the purpose of following up the discoveries thus made, in hopes of still more complete success. The Hecla was fitted out anew, under the same commander, accompanied by the Fury, both very strong ships, and furnished with every thing which experience had suggested as wanting, to enable the adventurous crews to endure the rigours of those inhospitable regions. The plan of this voyage was to attempt an entrance to the Polar sea, not by Baffin's Bay and Lancaster Sound as before, but by Hudson's Bay. Capt. Parry left England May 8th, reached Davis's Strait June 14, and the northerly part of Hudson's Bay on the 2nd of August. Various inlets were explored, with much difficulty, without being able to advance much farther than had been done by Capt. Middleton, more than eighty years ago. Capt. Parry was obliged to take up his winter quarters under the Arctic circle, where his ships were frozen up until the 2d of July. The short summer was employed in exploring a number of other inlets, which led to no discoveries of importance, and the next winter was passed at no great distance from the quarter of the preceding year. In the summer of 1823, after getting released from the ice on the 12th of August, and after further fruitless attempts to find a western passage, Capt. Parry returned with his two ships to England.

In the following year, the Hecla and Fury were again fitted out, and sailed under Capt. Parry for the Arctic Sea, by way of Baffin's Bay and Lancaster Sound. His object was to attempt the passage of the Regent's Inlet, believing that it would lead to an open sea, bounding the American Continent on the North in about 70° of latitude. His passage through Baffin's Bay was so much impeded by broken ice, that he did not reach the eastern shore of Regent's Inlet until the season was so far advanced that he was obliged to go immediately into winter quarters. In the following summer, soon after the ships were released from the ice, in an attempt to proceed along the western shore of the Inlet, they were forced ashore by immense masses of floating ice, and the Fury was so much injured, that it was necessary to abandon her. Her stores were landed, and the officers and men embarked in the Hecla, which proceeded directly to England.

In 1827, Capt. Parry made an attempt, under the patronage of the British Admiralty, to reach the North Pole, by means of light boats, fitted with runners, in such manner that they might be taken from the water and used as sledges upon the ice. He sailed from England in April, stopped at Hammerfest in Norway, and there took on board eight reindeer to draw the sledges, and proceeded northwardly until the ship's progress was intercepted by solid ice. The ship was then moored, and the sledges were landed upon the ice. The surface however was so broken and irregular, that it was found impracticable to make any use of the reindeer. It was extremely difficult and laborious to make any progress. It was found necessary to transfer the sledges frequently to pools of water, and after a short distance to drag them again upon the ice. Five days were occupied in making a progress of eight miles. They found it necessary to travel by night and sleep by day, to avoid the effects of snow blindness. On the 22d of July they advanced 17 miles, the greatest progress made in any one day. They had then reached to the latitude of 82° 40', a distance of about 500 miles from the pole. On the 23d, the wind shifted to the North, and after travelling with great labour ten or eleven miles over the ice, they found by observations, that they were four miles south of the position which they reached on the preceding day, in consequence of the drifting of the masses of ice upon which they were travelling. A discovery so discouraging, induced them to return immediately to their ships, which they reached Aug. 21, after a journey upon the ice of two months, and they returned directly to England.

While Capt. Parry was employed in prosecuting his adventures, in the Arctic Sea, another enterprise, equally adventurous, and promising more certain results, was undertaken by Lieut. Franklin, accompanied by Dr. Richardson and Midshipmen Hood and Back. Their object was by an inland journey to reach the Coppermine river, and by following the course of that stream, to reach its outlet in the Arctic Sea. They sailed for Hudson's Bay in the Spring of 1819, and arrived at York Factory, on the 30th of August, and at Cumberland House, 690 miles distant, on the 22d of October. Here Dr. Richardson and Mr. Hood remained until the following Spring, but Capt. Franklin and Mr. Back, proceeded on a winter's journey, and after travelling 860 miles reached Fort Chepewyan, on Athabasca lake, on the 26th of March. During the whole of this journey the adventurers slept in the open air, the thermometer frequently sinking to 40 and sometimes to 50 degrees below zero. Dr. Richardson and Mr. Hood reached Fort Chepewyan in July, and the party proceeded on their journey. In consequence of the difficulty of procuring provisions, and various other impediments they reached this season, only a spot on Winter river in lat. 64° 28, long. [illegible], which they called fort Enterprise, where they established their quarters for the winter. In June, 1821, they proceeded down the Coppermine river, and reached its mouth on the 18th of July. The sea was open, and the tide was scarcely perceptible. The party embarked in two canoes, with provisions for fifteen days, and coasted eastwardly to Cape Turnagain, where for want of provisions it was found necessary to return. They accomplished a part of the journey back, with the utmost difficulty by land, and reached Fort Enterprise entirely exhausted, with the loss of Mr. Hood. Thence, after incredible hardships, they reached the Hudson Bay Company's posts, and returned to England.

In 1825, Capt. Franklin, Dr. Richardson, Mr. Back and Mr. Kendall, having made previous preparations, by sending forward supplies, set out on another expedition to the same sea, by way of M'Kenzie River, which flows through the country west of the Coppermine, and reaches the Polar Sea in about the same latitude. They sailed from England to New York, and proceeded thence by way of Niagara, Lake Superior, the Lake of the Woods, Lake Winnipeg and Slave Lake, to the Great Bear Lake. Capt. Franklin proceeded the same season to the Mouth of M'Kenzie River, which he reached on the 16th of August, and returned to the Great Bear Lake, where the party passed the winter. In the following summer, they again proceeded down the M'Kenzie River, and dividing into two parties, one of them under Capt. Franklin explored the coast of the Arctic Sea westerly, a distance of 375 miles, and the other under Dr. Richardson coasted along the shore eastwardly, to the Coppermine River, a distance of 900 miles.

The discovery of Capt. Parry, in his first voyage, established the fact of the existence of a Polar Sea north of the Continent of America, extending at least half the distance from the Atlantic to the Pacific Ocean. The labours of Capt. Franklin and his companions have given us an accurate delineation of the Southern Shore of this Sea, for a distance of near 1300 miles, extending to within 160 miles of the already explored coast of the Pacific Ocean on the west, and to within about 500 miles of Regent's Inlet on the east. No doubt can remain, of the continuance of this Sea westwardly to Icy Cape and the Pacific Ocean, nor can there be any reasonable doubt of its connexion with the waters of the Lancaster Sound and the Atlantic Ocean. It was to verify this connexion that Capt. Ross undertook his last voyage. He sought for the channel of communication through the Regent's Inlet, the same which was partially explored by Capt. Parry in his first voyage, and was attempted by him in his third. The result of Capt. Ross's researches seems to be, that this inlet is only a bay closed at the south and west, both towards the Arctic Sea, and towards Hudson's Bay. This fact does not in any degree diminish the probability, and almost certainty, of the actual existence of a Northwest passage from Baffin's Bay to Behring's Straits and the Pacific Ocean. We believe the time is not far distant when the actual navigation of this Sea, from ocean to ocean, will be accomplished. All that seems necessary to effect this object is for a ship properly equipped to reach the entrance of this sea, in one of the mildest seasons, sufficiently early to take advantage of its first opening, and the passage might probably be effected in about twenty days.

Capt. Parry in his first voyage, in passing from Regent's Inlet to Bathurst Island, crossed to the northward of the Magnetic Pole. The London Courier, in speaking of the discoveries of Capt. Ross, states that Capt. James C. Ross, nephew of Capt. Ross, during one of their winter campaigns, "penetrated 200 miles into the interior of the country, guided by the Esquimaux, and discovered the Magnetic Pole, about 70° 30' N. Lat. and 98° West Long. on which he planted the British flag, taking possession of the spot in the name of the King." The narrative of Capt. Ross's voyage, though it does not promise to add much to the stock of our Geographical information, will undoubtedly furnish incidents of great interest, from the hardship which he and his crew must have suffered, and the novelty of the scenes through which they have passed.

The tenth Anniversary of the *Kent Society of Saint Andrew*, was celebrated at Richibucto on the [illegible] ult. GEORGE PAGAN, Esquire, the President, in the chair. Owing to the unfavorable state of the travelling, the company was unusually small.