THE MONTREAL COURIER.

Price Two-Pence.] FRIDAY, DECEMBER 21, 1849. [Vol. XV.—New Series, No. 35.

BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM SHIPS,

Appointed by the Admiralty to sail between LIVERPOOL and BOSTON, and between LIVERPOOL and NEW YORK, calling at HALIFAX to land and receive Passengers and Her Majesty's Mails.

ASIA.....Captain C. H. E. Judkins.
AFRICA.....Captain A. Ryrie.
AMERICA.....Captain N. Shannon.
CALEDONIA.....Captain W. Douglass.
EUROPA.....Captain E. G. Lott.
HIBERNIA.....Captain W. J. C. Lang.
NIAGARA.....Captain J. Stone.
CANADA.....Captain W. Hannison.
CAMBRIA.....Captain J. Leitch.

The undermoted or other Vessels are appointed to sail as follows:—

FROM LIVERPOOL, 1849.
Hibernia...for New York...Saturday..1st Dec.
America...for Boston.....Saturday..15th Dec.
Canada...for New York...Saturday..29th Dec.

FROM AMERICA, 1849.
Hibernia...from New York..Wednesday..26th Dec.
1850.
America...from Boston....Wednesday..9th Jan.
Canada...from New York..Wednesday..23rd Jan.

The Passengers and Goods for New York are intended to be landed at Jersey City, within the jurisdiction of the Custom House of New York.

Passage to Halifax, Boston, or New York, including Provisions and Steward's Fee, but without Wines or Liquors, which can be obtained on board, Thirty-Five Pounds. Dogs charged £5 each.

☞ All *Letters* and *Newspapers* intended to be sent by these Vessels must pass through the Post-Office, and none will be received at the Agents' Offices.

Passengers will be charged freight on their personal luggage when it exceeds half a ton measurement.

Apply, in Halifax, to S. Cunard; in New York, to Edwd. Cunard, Jun.; in London, to J. & Joseph, 52, Old Broad Street; in Glasgow, to G. and J. Burns; in Liverpool, to D. & C. Macivor, 14, Water Street; and in Boston, to S. S. Lewis, No. 1, Commercial Wharf.

November, 1849. 24

BOSTON AND LIVERPOOL PACKET SHIPS.

TRAIN & CO.'S LINE.

Sailing from BOSTON on the 5th, and from LIVERPOOL on the 5th and 20th of every Month, as follows:—

	From Boston.	From Liverpool
Ship ANGLO-AMERICAN, 800 tons, Capt. Albert H. Brown,	Jan. 5, May 5, Sept. 5,	Feb. 20, June 20, Oct. 20
WASHINGTON IRVING, 800 tons, Capt. Josiah Gorham,	Feb. 5, June 5, Oct. 5,	March 20 July 20 Nov. 20
Ship PLYMOUTH ROCK, 1000 tons, Capt. Eben Caldwell,	March 5, July 5, Nov. 5,	April20 Aug. 20 Dec. 20
Ship PARLIAMENT, (new) 1100 tons, Capt. ——,	April 5, Aug. 5, Dec. 5,	May 20 Sept. 20 Jan. 20.
Ship SUNBEAM, 900 tons, Capt. Geo. W. Putnam		Jan. 5, July 5.
Ship WESTERN STAR, (new) 900 tons, Captain Allen H. Knowles,		Feb. 5, Aug. 5.
Ship TOWNSEND, 800 tons, Captain Josiah Richardson		March 5 Sept. 5.
Ship ROBERT C. WINTHROP, 800 tons, Captain Gaius Sampson		April 5, Oct. 5.
Ship ——,		May 5, Nov. 5.
Ship ——,		June 5, Dec. 5.

These Ships are all of the first class, built in Boston expressly for this trade, and commanded by men of experience, and have superior accommodations for passengers.

For Freight or Passage, apply, in Boston, to Enoch Train & Co., 37 and 38, Lewis Wharf, and in Liverpool to Train & Co., 5, India Buildings.

☞ Persons wishing to send for their friends, can obtain Certificates of Passage—Cabin, Second Cabin or Steerage, by applying in Boston at the Office as above, *the only place where Certificates for this Line can be obtained.*

Cabin Passage reduced to $60.

Sight Bills of Exchange can also be had in sums to suit.

November 21. 22

LAKE ST LOUIS AND PROVINCE LINE RAIL-ROAD COMPANY.

NOTICE IS HEREBY GIVEN, that in conformity with the provisions of the Act incorporating the above Company, the Subscribers (being a majority of the Provisional Committee named for that purpose) have caused a BOOK of SUBSCRIPTION to be OPENED, at the OFFICE of the MONTREAL & LACHINE RAIL-ROAD COMPANY, in THIS CITY, for receiving the signatures of persons willing to become Subscribers to the said undertaking, and they hereby authorise Mr. JOHN FARROW to receive the said subscriptions.

(Signed)
A. SIMPSON,
J. G. MACKENZIE,
JAMES SCOTT,
H. B. SMITH,
WM. MURRAY,
D. P. JANES,
WM. CARTER.

Montreal, Nov. 2, 1849. 8

RUTLAND AND BURLINGTON RAILROAD.

NEW ARRANGEMENT.

Brought to Boston, in 12 hours, and New York in 24 hours, with only 14 miles of Staging!!

LEAVE Burlington at 5 o'clock, A. M., so as to reach Bellows Falls in season to take the Express Train to Boston, reaching Boston, via the Cheshire and Fitchburg Railroads, at 5 55, P. M., of the same day. Also, connecting at Boston Junction with the New York Train, thence by Railroad and Steamboat to New York, arriving there at 5, A. M., next morning.

Returning, the Trains will leave Bellows Falls on the arrival of the Boston Trains, at 12 o'clock, M., and reach Burlington at about 8 o'clock, P. M., of the same day, in season for the Boats on Lake Champlain.

Freight Trains, with Passenger Car attached, leave Rutland at 5 30, A. M., arriving at Burlington at 11, A. M. Returning, leaves Burlington at 1, P. M., arriving at Rutland at 6 15, P. M. Also, a regular Freight Train runs to and from Ludlow, and Bellows Falls.

All further information, together with Tickets, can be obtained at the Ticket Office, in Burlington, and of the Station Agents on the line; also, at the Fitchburg Depot, and Bigelow's Express Office, Railroad Exchange, Boston.

T. FOLLETT, President.

Burlington, Nov. 19, 1849. 22

NOTICE.

ST. LAWRENCE AND ATLANTIC RAIL-ROAD STOCK.

ON SALE—5 SHARES, of £50 each, on which £72 15s. 11. have been paid. Terms of payment for the balance will be made easy to a purchaser. The near approach of *Annexation* to the American Line should make this the most desirable Stock in the country.

HIGH SCHOOL OF MONTREAL.

ON SALE—2 SHARES, of £25 each, paid up. Shareholders have privileges,—and as this Institution is now admirably conducted, this must eventually prove a profitable investment.

For further particulars apply to
JOHN G. DINNING,
Assignee.

Montreal, 28th November, 1849. 25

ST. LAWRENCE AND ATLANTIC RAILROAD CO.'S OFFICE,

Montreal, 5th November, 1849.

PUBLIC NOTICE IS HEREBY GIVEN, that a SPECIAL GENERAL MEETING of the SHAREHOLDERS of the ST. LAWRENCE & ATLANTIC RAIL-ROAD CO. will be held, at the COMPANY'S OFFICE, in the CITY of MONTREAL, on MONDAY, the TWENTY-FOURTH DAY of DECEMBER next, at NOON, for the following special purposes, viz.:—

1st,—To declare the forfeiture of certain of the Subscribed Shares of the Capital Stock of the Company, the calls, or some one or more of the calls upon which remains unpaid; and, secondly,—To consider and decide upon the propriety of authorizing the Directors of the Company to open a Book, or Books, for the receipt of Subscriptions for Shares of the "New and Preferential Stock" of the Company, in conformity with the 5th Section of the Provincial Statute, 12 Victoria, chap. 176.

By order,
THOMAS STEERS,
Secretary & Treasurer.

28

CONNECTICUT MUTUAL LIFE INSURANCE COMPANY, HARTFORD.

Incorporated by the Legislature of Connecticut in 1846.

Guaranty Fund and Accumulated Premiums $400,000.

THE CONNECTICUT MUTUAL LIFE INSURANCE COMPANY is established upon the *purely mutual system*, with a Tariff of Premiums as low as is justifiable with the permanence and security of an Institution of this character. Every person taking out a Policy is a member, and entitled to vote at the Annual Meetings. The Dividends are declared *annually* on the 31st January. All persons insuring previous to that day, participate in the profits of *that* year, which are passed to his credit upon the books of the Company; to be paid during the life of the insured, in the order of rotation, from the excess of a *capital of profits of $200,000.* The accumulated capital of profits having been obtained, the Directors will be authorized to pay the first year's Dividends at the close of the present fiscal year; afterwards, each year's Dividends, in regular order, will be redeemed, as the funds of the Institution exceed the above two hundred thousand dollars. It is supposed that each person will be required to pay three annual Premiums before his Dividends will be redeemed. This feature in the conditions of this Company, over those who do not redeem or pay the Dividends until the death of the insured, is peculiarly favorable to the member, as the redemption of Dividends will assist in the payment of the Annual Premiums, after a few of the first years have elapsed, or take up notes given for Premiums.

The assured, on surrender of his Policy, at any time after three years, will receive its equitable value. All Premiums amounting to *fifty dollars*, or more, on Policies running five years or longer, may be paid *one half by Note*; to remain a debt on the Policy, until cancelled by Dividends; or the Policy becomes a claim.

This Company was organized in December, 1846, and its prosperity has hitherto been unparalleled. It is now in the third fiscal year of its existence; and numbers (October, 1849) nearly seven thousand members; with a constantly increasing accession. Its losses have been small, compared with the numbers which might have been expected, according to the Tables of Mortality upon which Life Insurance is predicated. By unparalleled success in business, and a strict economy in the administration of its affairs, larger Dividends have been made to Policy holders than by any other Company in the United States; averaging more than 60 per cent. annually.

JAMES GOODWIN, *President.*
GUY R. PHELPS, *Secretary.*
ROBERT WOOD, *Agent for Canada.*

Montreal, December 17, 1849. 32

SEAT OF GOVERNMENT AND LAND AGENCY.

THE Subscriber, for the convenience of his correspondents, will REMOVE, with the Public Offices, to TORONTO, where he will continue his business as LAND AND GENERAL AGENT and SHARE BROKER, &c.

N. B.—For the information of *Emigrants*, and others, a *Register of "Lands for Sale"* will be kept, for which no charge will be made until a *sale* is effected. Any accounts entrusted for collection will be punctually attended to.

JOHN COCHRANE.

Oct. 26, 1849. 1

HOUSE TO LET—The FOUR STORY BRICK HOUSE, No. 44, Craig Street, containing Eight Bed Rooms, Drawing Room, Dining Room, Kitchens, Cellar, and Attics, with Coach House and Stables. To be Let till the first of May next. Rent moderate.

Apply to J. G. SHIPWAY, Auctioneer.

Montreal, 23rd Nov., 1849. 23

FOR SALE,

A SUPERIOR FINISHED TWO STORY STONE HOUSE, with Back Buildings complete, situated in Gain Street, Quebec Suburbs,—only three Lots from St. Mary Street. A Sheriff's Title will be given, perfectly clear.

For terms, &c., which are liberal, apply to JOHN HENDERSON.

Nov. 26. 24

TO LET,

AND IMMEDIATE POSSESSION GIVEN, a pleasantly situated HOUSE, on Richmond Square, very suitable for a Small Family.

Enquire on the Premises.

30th July, 1849. 102

500 BOXES TIN PLATES
50 tons Nail, Sheet and Hoop Iron
ANDERSON, AULDJO, EVANS & Co.

Montreal, October 30, 1849. 4

BOESE & GWILLIAM,
(FROM PARIS,)
SILK AND WOOLLEN DYERS, SCOURERS, AND FURNITURE CLEANERS,
169, Notre Dame Street, Montreal.

BEG to return thanks to the public generally, for their Patronage since their commencement in business, and take this opportunity to mention, that they have made considerable improvements in their Establishment, by which they are enabled to do yet better for their Customers, and on shorter notice, and thereby hope for a continuance of past favors.

B. & G. engage to Clean and Dress all sorts of Stuff, or Satin Garments, as they come from the Manufacturer, without being undone; also, Chintz, Bed and Window Furnitures Cleaned and Glazed; Moreens Dyed and Watered; Feathers and Furs, Red and White Hair Dyed any Color.

December 14, 1849. 32

ATTENTION!!!

M. M'CLOSKY,
SILK AND WOOLLEN DYER, AND FURNITURE CLEANER,
No. 187, Notre Dame Street,
Montreal,
(OPPOSITE MR. DUNN'S GROCERY,)

BEGS to return his best thanks to the Public, for the kind Patronage he has received since he began business, and desires to intimate, that he has completed his Establishment in a superior manner to any in this city—he has procured a New Patent Engine for Glazing Chints, Furnitures, Sofa and Chair Covers; also a New Cylinder Machine for Watering Silks, Moreens, &c., equal to new; also, a New Hot Press, for Table Covers, Damasks, Merino Dresses, Shawls, &c. Every article of Goods, which the art of Dying is capable of improving, is done by him in the most perfect and satisfactory manner, promptly, and much cheaper than at any other House in North America.

Chints, Bed and Window Furnitures taken down, Cleaned, and Glazed, and put up again if required.

Chints, Sofa and Chair Covers Cleaned and Glazed, without taking to pieces.—Counterpanes, Blankets, Carpets, and Hearth Rugs Scoured. Moreens Dyed and Watered.

Mousseline de Laine Dresses Cleaned in the French Style, without taking to pieces. All kinds of Silks, Satins, Velvets, and Crapes, Dyed and Dressed.

Gentlemen's Garments Cleaned, Dyed, Pressed, and made Waterproof, without Ripping.

Gentlemen's Straw Hats Dyed any Color.

Mournings Dyed in Forty-Eight Hours.

N. B.—Mas. M'CLOSKY carries on the MILLINERY and STRAW-BONNET MAKING, in all its branches.—Straw-Bonnets Cleaned, &c., at the lowest rates.

Montreal, Nov. 26, 1849. 24

IMPORTANT TO THE PUBLIC.

JOHN McCLOSKY,
SILK AND WOOLLEN DYER AND CLOTHES CLEANER,
[From Belfast,]
No. 33, St. Lewis Street, near Donegana' Hotel,

BEGS to return his best thanks to the Public of Montreal, for the kind manner in which he has been patronized for the last four years, and now craves a continuance of the same. He will carry on his Trade as formerly in all its branches, viz:—Dying all kinds of Silks, Satins, Crapes, Woollens, &c.; as also, Scouring all kinds of Silk and Woollen Shawls, Moreen Window Curtains, Bed Hangings, Silks, &c., Dyed and Watered. He begs to state he has procured a new Patent Watering Machine for Watering Silks. Shopkeepers, Tradesmen, and others, who may require anything done in the above line, will find it greatly to their advantage to call on him. He also engages to renew the colour of all sorts of Woollen Cloths that has lost them, and to make the cloth look as when new. All kinds of Stains, such as Tar, Paint, Oil, Grease, Iron Mould, Wine Stains, &c., carefully extracted.

N. B.—As many of my customers are of opinion that I have opened another Establishment in Notre Dame Street, I wish to correct the mistake, by informing them that I have nothing to do with any place but the above, and that I have leased the same for six years from the 1st May.

Montreal, November 8, 1849. 12

TO THE HEADS OF FAMILIES, HOTEL KEEPERS, &c., &c.

TEA & COFFEE
CANTON HOUSE
109 NOTRE DAME ST

THE PROPRIETOR of the CANTON HOUSE thanks his Fellow-Citizens and Friends for their intelligent support, and directs their attention to his

FALL IMPORTATIONS,
CONSISTING OF
200 Packages of GREEN and 150 Packages of BLACK TEAS,

From the finest Garden growths to the lowest price domestic. Every description in the largest London Tea Store is to be found in the Stock, varying in price from 1s. 3d. per lb. to 6s. 6d., and consisting of 44 varieties.

THE BLACK TEAS

Are particularly worthy the attention of Connoisseurs, being the largest Stock held by any House in British America.

MIXED TEAS

From 1s. 9d. per lb. up. A good Family Tea at 2s.

There is no change in terms. *Cash, and Cash only.* No Books kept; no Collecting Clerks to pay; and, consequently, no bad debts to take out of the Cash-paying Customers' pockets.

COFFEES

In all varieties—Fresh, Roasted, and Ground.

P. S.—Families laying in their Winter Stock (for Cash) would do well to call, see, and judge for themselves. They may join in purchasing a Chest at a saving of 25 per cent. for what would be charged by their "Friend, the Merchant," and be under no compliment. Chests, Half Chests, Boxes, Catties, in all sizes, from 6 lb. upwards.

Canton House,
109, *Notre Dame Street,*
Montreal, November 23, 1849. 25

STOVE WAREHOUSE.

THE Subscriber begs to draw the attention of the Public to his very general assortment of STOVES, comprising all the latest improvements, as regards economy in Fuel, and Beauty of Design and Workmanship. There will be found

COOKING STOVES, of various patterns and sizes
COKE, COAL, and WOOD STOVES, for Halls and Passages, and
FANCY AIR-TIGHT PARLOUR and NURSERY STOVES, of every variety and description, with his usual supply of
DOUBLE and SINGLE STOVES, which he will Sell at very low prices.

JOSEPH N. HALL,
100, St. Paul Street,
Sign of the Stove.

October 26. 1

GUILBAULT'S
BOTANIC AND COMMERCIAL GARDEN,
COTE DES NEIGES,
ADJOINING THE CHAPEL.

THE PROPRIETORS of the above Establishment have the honor to acquaint the Public, that they have for sale upwards of ONE HUNDRED THOUSAND FRUIT & FOREST TREES and PLANTS, comprising every description usually found in such an Establishment. They have been Propagated under their own eye, and Warranted not to be of American importation. It will be found that Canadian Trees succeed better than those taken from a warmer climate, in proof of which they would refer to those who have already tried them.

—ALSO—

One of the Finest and Rarest collection of Fancy and Profitable POULTRY, PHEASANTS, &c., comprising eighteen varieties of Fowls, and eight varieties of Geese and Ducks, and sixteen of Pigeons, Pea and Guinea Fowls. For description and prices, see list. Orders may be left with S. J. LYMAN, Esq., Druggist, Place d'Armes, or sent to E. GUILBAULT, Côte des Neiges, will be punctually attended to.

The Proprietors will be happy at all times to receive Visiters at the above place.

J. M. GUILBAULT & Co.,
Proprietors.

November 12, 1849. 15

CUNARD STEAMERS!

MESSRS. GEO. SAVAGE & SON

RESPECTFULLY inform their Friends and the Public generally, of the arrival, by the Royal Mail Steamers "CALEDONIA" and "EUROPA," of part of their FALL SUPPLY of

WATCHES, JEWELLERY,
PLATED WARE, LAMPS, CUTLERY,
&c., &c., &c.,

which, together with their already extensive and valuable Stock, they have been induced to offer at a

VERY GREAT REDUCTION OF PRICES,

with a view to realize a considerable portion of it.

The Stock consists of GOLD and SILVER WATCHES of every Escapement; a few choice GOLD WATCHES of very superior finish; Gold and Silver JEWELLERY; Ladies' and Gentlemen's DRESSING CASES; WRITING DESKS and WORK BOXES, MUSIC BOXES and ACCORDEONS; Superior TABLE CUTLERY and RAZORS; Solar and other LAMPS; PLATED and GERMAN SILVER SPOONS and FORKS; PAPIER MACHE WARE, and FANCY GOODS, in every variety.

SILVER TEA and COFFEE SETS, GOBLETS, SALVERS, CUPS, FORKS, and SPOONS, of their own Manufacture, and Warranted Sterling Silver.

The whole of their Stock has been selected with great care in the best markets in Europe; and as to quality, it is UNSURPASSED, IF EQUALLED, by any other in the Province.

☞ Parties favoring G. S. & S. with a call, will now have the opportunity of purchasing Goods of the best quality as low as articles of the most inferior description are usually sold.

—ALSO—

DAILY EXPECTED:

An assortment of Isaac's unrivalled HYDRAULIC COFFEE POTS.

☞ N.B.—G. S. & S. are prepared to offer a liberal discount to the Trade and Upper Canada Merchants, on Wholesale purchases, and receive payment either in Cash or Approved Notes.

September 24. 148

TALLYHO! TALLYHO!!

FREDERICK FENNEY'S
WARRANTED
TALLYHO RAZORS.

EVERY ONE WARRANTED TO SHAVE. Be wise, and try them! Ordinary Razors any one can make; these are extraordinary! and warranted to cut a hair.

Sold Wholesale and Retail by all Hardware Merchants in Canada—each one being warranted.

Agent for the Manufacturer,
JAMES HUTTON,
Montreal.

October 26, 1849. 1

W. HUTTON & SON,
SHEFFIELD,
SILVERSMITHS, PLATERS,
AND
MANUFACTURERS OF THE PATENT ELECTRO AND MAGNETIC PLATING.

W. HUTTON & SON having perfected the art of Plating, both by the Electro and Magnetic processes, are prepared to execute Orders in Table Services, &c., either in Plain Patterns or the most Elaborate style of finish.

Agents for the Manufacturers,
JAMES HUTTON,
Montreal.

October 26, 1849. 1

THE BEST FALL AND WINTER MEDICINE.

THE Subscriber begs to intimate to the Public, that he has received his FALL SUPPLY of MINERAL WATERS from the PLANTAGENET, CALEDONIA, ST. LEON, and CAXTON SPRINGS. During the WINTER he will receive FRESH SUPPLIES EVERY WEEK.

As a Fall and Winter Medicine these Waters are acknowledged to be the safest and most efficacious remedy that can be obtained,—and it is a fact established beyond contradiction that those who use these Waters regularly during the Winter, are very rarely, if ever, troubled with Colds or Catarrhal Affections.

The well attested efficacy of these Waters in the cure of Rheumatism, Liver Complaint, Dyspepsia, Diseases of the Skin, Bile, &c., &c., are already too well known to need eulogy.

ANDW. MANN.

Depot,
No. 12, St. François Xavier Street,
20th November, 1849. 26

GENUINE COD LIVER OIL.

ONE of the most valuable remedies for the Cure of CONSUMPTION, SCROFULA, &c. It has been long employed in England with the greatest success in the above diseases.

A great difficulty has existed in procuring pure, unadulterated Oil, and that which is free from unpleasant flavor. To obviate this, S. J. L. & Co. have had Cod Liver Oil manufactured expressly for their trade, and they are now enabled to offer an article whose purity and excellence can be depended upon.

It may be taken without interference with diet or usual habits. The Cod Liver Oil has been found useful in restoring impaired and debilitated constitution, giving appetite and imparting vigor and tone to the stomach.

For Sale by
S. J. LYMAN & Co.,
Chemists,
Place d'Armes.

November 20. 62

APPLES.

FOR SALE by the Subscriber—Pommes Grises, Bourassas, and Fameuses, warranted all hand picked, and in excellent order for shipment or present use.

NEIL McINTOSH,
St. François Xavier Street.

Montreal, Oct. 26, 1849. 1

ARCTIC EXPEDITION.

Although the principal facts contained in the following letter from Sir J. Richardson have already been published, the narrative of events is so interesting, that we feel great pleasure in presenting it to our readers in an official form:—

London, 8th November, 1849.

To the Secretary of the Admiralty:

Sir,—I have the honor to acquaint you, for the information of my Lord Commissioners of the Admiralty, of my return from America in the Royal Mail Steamer *Caledonia.*

Having, on opportunities offered, sent you from time to time detailed accounts of the progress of the Arctic Searching Expedition under my command, I beg now to submit, for the consideration of their Lordships, a connected summary of the whole proceedings of the party up to this time; and also to report the organization of a detachment, under charge of Mr. Rae, to ensure the completion of the entire scheme of search comprehended in their Lordships' instructions to me.

On the 4th of June, 1847, five seamen, fifteen sappers and miners, with four boats, 15,000 lbs. of pemican, and other provisions and stores, were embarked at Gravesend on board the Hudson's Bay Company's Ships *Prince Rupert* and *Westminster.* The arrival of these Ships at York Factory was later than usual, and some of the expedition stores still remained on board on the 10th of September; but Chief Trader Bell, of the Hudson's Bay Company, who now took charge of the party, considered it imprudent to wait longer for their landing. At this date, therefore, he commenced his voyage into the interior, taking with him, in addition to the English boats and their crews, a large batteau, with 16 Canadian voyageurs, and the stores necessary for building a winter residence, providing for the fisheries, and equipping and paying Indian hunters.

Owing to the extreme dryness of the summer, the rivers were uncommonly low, and the boats being, therefore, unable to carry more than two-thirds of their ordinary load, it was necessary to leave a considerable quantity of pemican at York Factory to be forwarded inland, with the additional supplies next summer. The difficulties which Mr. Bell encountered, as well from the lowness of the waters as from the very early setting in of winter, were great; his progress, consequently, was slow, and he was finally arrested by the freezing of the lakes, six days' march short of his intended winter quarters at Cumberland House.

He immediately housed the boats, constructed a storehouse for the reception of the provisions and other packages, established fisheries, and, as soon as sledges could be made, accompanied the bulk of the party on snow shoes through the woods to Cumberland House.

At that place, and at Beaver Lake, about 60 miles further to the northward, the men were supported through the winter by the fisheries, but at Cedar Lake, where the boats were laid up, the fishing was unproductive, and there was, consequently, an enforced consumption of pemican by the boat keepers, and the wives and children of three of the *voyageurs* who could not travel over the snow to Cumberland House. This deficit of pemican was fully made up during the winter by the exertions of the Hudson's Bay Company's officers on the upper portion of Saskatchewan. Mr. Bell made winter journeys to Cedar Lake, and early in the spring sent carpenters down to put the boats in repair, so that everything was ready for the resumption of the voyage on the breaking up of the rivers, which took place in the beginning of June, 1848.

On the 24th of March, 1848, Mr. Rae and I left Liverpool in the North American Mail Steamer *Hibernia*, landed a fortnight afterwards at New York, and proceeded by way of the Hudson and Lake Champlain to Montreal, where we found waiting for us 16 Canadian *voyageurs*, forming the crews of two canoes provided by *Sir* George Simpson, Governor of the Hudson's Bay Company's territories. Our route lay through Lakes Ontario, Erie, St. Claire, and Huron, to Sault Ste. Marie, where we were detained some days waiting for the breaking up of the ice on Lake Superior. When the lake opened we resumed our voyage to Fort William, and from thence to Rainy Lake, the Lake of the Woods, and Lake Winipeg, where we were again stopped for some days by ice, but having at length succeeded in breaking our way through, we entered the Saskatchewan River on the 6th of June, and on the 16th reached Cumberland House. Here we learned that Mr. Bell had set out a fortnight previously, but had been detained by ice in Beaver Lake for four days. We followed him with diligence through Beaver Lake, Churchill River, late a in Grosse, Buffalo and Methy Lakes, to Methay Portage, where we overtook him on the 20th of June, 1848.

With the assistance of the *voyageurs* from Montreal, the boats and stores were transported, on the men's shoulders, across the Portage in eight days; this laborious proceeding having been rendered necessary by the death of the whole of the horses usually employed there. The two canoes, with their crews, were sent back to Canada.

On the 15th of July, having reached the last portage on Slave River, three boats were arranged for the descent with such stores as remained and eight men, forming an aggregate of eighteen men. Mr. Rae and I embarked in them to proceed with all speed to the mouth of the Mackenzie, leaving Mr. Bell with the remainder of the party and two boats containing the stores for winter use, with directions to make the best of his way to Great Bear Lake, to establish a fishery at its west end, near the site of Fort Franklin, for the convenience of the sea party in the event of its having to return up the Mackenzie; and lastly, having traversed the lake to its northern extremity, to erect dwelling-houses and store-houses near the influx of Dease River, and to carry on fisheries at that suitable place as he should discover in the neighbourhood. He was also instructed to dispatch James Hope, (a Cree Indian, belonging to his party, who had been formerly employed in the expedition, under Messrs. Dease and Simpson, and knew the country well,) together with a native hunter of the district, to the banks of the Coppermine, in the beginning of September, there to hunt till the 20th of the month, and look out diligently for the arrival of the boats.

On my way to the sea I landed three bags of pemican at Fort Good Hope, the lowest of the Company's posts on the Mackenzie, for the use of any party from Sir James Ross's ships, or from the *Plover*, which might reach that establishment; and I likewise deposited one case of the same article, with several memoranda addressed to Mr. Rae, in preparation, which forms the apex of the delta of the Mackenzie, marking the locality in the manner agreed upon.

We reached the sea on the 4th of August, and had an interview with about three hundred Esquimaux, who were collected to meet us, having been apprised of our coming by signal fires lighted by their hunting parties on the hills skirting the river. The distance from Point Encounter, where we met this party, to the mouth of the Coppermine River, including the larger inflexions of the coast line, is upwards of 600 miles; and as we had almost constantly head winds, we rowed along, near the shore, landing at least twice a day to cook, occasionally to hunt, for the most part at night to sleep on shore, and often to look out from the high capes. Our communications with parties of Esquimaux, assembled on the headlands to hunt whales, or scattered in parties of two or three along the coast in pursuit of reindeer and waterfowl, were frequent. They came off to us with confidence, and through the medium of our excellent Esquimaux Albert, who spoke good English, we were able to converse with them readily. They invariably told us that no ships had passed, and were rejoiced to learn by our inquiries that there was a prospect of their seeing more white men on their shores. Up to Cape Bathurst, or for about one-third of the distance between the Mackenzie and Coppermine, the Esquimaux informed us that for six weeks of summer, or as they expressed it, for the greater part of two moons, during which they were chiefly occupied in the pursuit of whales, they never saw any ice.

We found an Esquimaux family encamped on the extremity of Cape Bathurst, but as near to that place as we could select a landing without observation, we erected a signal post and buried a cask of pemican; and we made a similar deposit, marked by a pile of painted stones, on the extremity of Cape Parry.

After rounding the latter cape we observed, for the first time on this voyage, a belt of drift ice, which became more numerous as we approached Dolphin and Union Strait; and in this part of the coast we saw no Esquimaux, though we found a few recent traces of their hunting parties.

On the 22nd of August we had a strong gale of westerly wind, before which we ran outer and for some hours, but it speedily augmented to a violent storm, and we were compelled to provide for the safety of the boats by running among the ice, loosely packed on Point Cockburn.—During the night much ice drifted past, and in the morning we found ourselves hemmed in by dense packs, extending as far as the eye could reach. Up to this time the weather had been of the usual summer temperature of that region, but it now became very cold, and we had continual frosts, with frequent snowstorms, during the remainder of our stay on the coast. By keeping close to the beach in places where the shallowness of the water kept of the larger pieces of ice, by cutting passages for the boats where the packs abutted against the rocks, by dragging the boats over the smooth ice, and by making portages along the shores, according to circumstances, with the aid of occasional spaces of open water, we succeeded, with much labour, in making our way to a bay between Cape Hearne and Kendall by the end of the month. I had previously thought it advisable to abridge the labours of the crews, by leaving one boat, with its cargo of pemican, on the north side of Cape Kruzenstern, and by the time that we came near Cape Kendall the two remaining boats were scarcely seaworthy, having been much cut by the young ice which now formed two inches thick. The sea was covered with snow, no open water was visible from the highest capes, and the winter appeared to have set in with rigour. I found myself, therefore, reluctantly compelled to abandon the boats, and to prosecute the journey to our winter residence on Great Bear Lake by land. The pemican and ammunition were carefully secreted for future use, the boats were hauled up on the beach, and the party directed to prepare for the march. The baggage, consisting of 18 days' provisions, a few articles for the immediate use of the men, two nets with several setting lines, Halkett's portable boat, a package of dried plants, my bedding, and a few articles of clothing, were distributed by lot. Each man carried, in addition to his allotted load, his own bedding and clothing, and such articles of clothing as he chose. All were furnished with snow shoes. Mr. Rae carried the greatest part of his own bedding and spare clothing.

We set out on the 2nd of September, and on the following day came to an encampment of Esquimaux. They cheerfully ferried us across the mouth of a wide river, which I named the Rae. We afterwards crossed the Richardson to Lionel Halkett's boat, and following the line of the shore, reached the mouth of the Coppermine on the 6th of September. We found the Esquimaux assembled on the headlands to hunt whales, or scattered in parties of two or three along the coast in pursuit of reindeer and waterfowl, were frequent. They came off to us with confidence, and through the medium of our excellent Esquimaux Albert, who spoke good English, we were able to converse with them readily. They invariably told us that no ships had passed, and were rejoiced to learn by our inquiries that there was a prospect of their seeing more white men on their shores. Up to Cape Bathurst, or for about one-third of the distance between the Mackenzie and Coppermine, the Esquimaux informed us that for six weeks of summer, or as they expressed it, for the greater part of two moons, during which they were chiefly occupied in the pursuit of whales, they never saw any ice.

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