

HALL'S ARCTIC EXPEDITION.

CAST AWAY ON THE ICE.

BAY ROBERTS, via St. John's Nfd., May 9.—The steamer Walrus arrived from the seal fishery at the port of St. John's this morning, bringing news that the steamer Tigress had come into Roberts Bay, 18 miles from here, having on board 19 survivors of Hall's Arctic expedition. This party, which had been landed from the Polaris, were driven from her by a gale which burst her moorings on the 15th October, 1872, in latitude 72°35'. When they last saw the Polaris she was under steam and canvas, making for a harbor on the east side of Northumberland Islands. She had no more boats left. Of the 6 which she brought with her from New York, two were lost in the Northern expedition, two were landed in the ice with Capt. Pyson's party, one was burned as firewood to make water for the crew, and the other is on board the Tigress. The Polaris was in command of Capt. Baddington, who had thirteen of the crew along with him, and a plentiful stock of provisions. It is the opinion of the survivors that they will be unable to get clear until July, and even then if the ship is unseaworthy, they would have to make new boats to effect an escape. On the 8th of October, 1871, in latitude 81°38', longitude 61°44', Captain Hall died of apoplexy, and was buried on shore, where they erected a wooden cross to mark his grave. He had recently returned from a northern sledge expedition in which he had attained the altitude of 82°16'. He seemed in his usual health, and had called the crew into the cabin to encourage them with hopes of future rewards, and stimulate them to renew exertion, when he was suddenly struck down and expired, to the great grief of those around, to whom he had endeared himself by the kindness and devotion.

The following statement was furnished by Capt. Tyson:—On the 24th of August, 1871, we left Tessinsack, and went through Smith's Sound. We succeeded in getting as far north as lat. 82°16', when we returned and wintered at Polaris Bay, lat. 81°38', long. 61°44'. We were frozen up until the fifth of Sept. On the 10th of Oct. Capt. Hall started on a sledge journey north, and returned on the 24th, when he was taken sick and died on the 8th of Nov. He was buried on the 11th. The attack that carried him off was said to be apoplexy. We passed Polaris Bay on the 18th of June, 1872. We attempted to reach the north with two boats. We hauled our other boat on shore, and returned overland on the 8th of July. We started for home on the 12th of August, and on the 15th were beset with ice in latitude 80°02'. We drifted from there down to longitude 77°35', when we encountered a heavy south-west gale, the ship being under heavy pressure. On the night of the 15th we commenced landing provisions, &c., on the ice, the vessel being reported leaking very badly, at times. We continued landing provisions for two or three hours. When the pressure ceased I went on board the vessel and asked the sailing-master if the vessel was making any more water than usual. He reported that she was not. I went to the pumps and ascertained that she was not making any more than she was doing all summer. I went on the ice again, and shortly after it began to crack, and in a few minutes afterwards it broke in many places. The vessel broke from her fastening and was soon lost to sight in the darkness and storm.

On the broken ice were most of our provisions to sustain the party through the winter and seeing nothing of the vessel we attempted to reach the shore in hopes of finding natives to assist us in living through the winter. Getting about half way to the shore with our heavily laden boats, our progress became hard by the drifting ice, and I was compelled to haul on the ice again. At this time I succeeded in saving fourteen cans of pemmican, eleven and a half tins of bread, ten dozen one and two pound cans of meat and soup, fourteen hams, and a small bag of chocolate weighing twenty pounds, some musk, ox skins, blankets, and a number of rifles and abundant ammunition. In the morning knowing that I had not provisions enough and other articles of food, clothing, compasses, &c., on the abatement of the gale I endeavored to shoot as many seals as possible, both for food, light and fuel, but could only get three, owing to bad weather having set in. I supposed the wind to be about southwest. On its clearing up I found myself within about eight miles of what I supposed to be east coast and about thirty or forty miles below the ship, the ice being weak, I could not transport the boats and provisions to land until it grew stronger, while here I discovered my other boat, bread, &c., and saved all. The ice grew firm, I made another attempt to reach

the shore, carrying everything in the boats and dragging them on their keel. The ice being exceedingly rough we stove both boats. We succeeded on the 1st of November in getting about half way to shore, night coming on us and very stormy weather. In the morning the ice was broken and we were drifting southward very fast. We saw no more land for many days, and bad weather continuing all through the month of November, we built snow houses and made ourselves as comfortable as we could. We were ten white men, two Esquimaux, two women and five children in all. We succeeded in killing a few seals which furnished us with light and fuel with which to warm our scanty allowance of food, through the darkness of the Arctic winter. In the latter part of February we lived principally upon birds, and in March commenced to catch seals. Through that month we supported ourselves on bears' and seals' flesh, wasting neither skin nor entrails. We collected enough food in this way to last us until the middle of May, had we not been driven to sea by strong westerly gales in the latter part of March. Our flow piece being then reduced from five miles in circumference to about twenty yards in diameter, we left the piece on the 1st of April, and abandoned nearly all of our meat, a large amount of ammunition, clothing, skins, and other articles, taking a portion of the meat in the boat, which we were obliged to throw overboard on account of the boat's being deeply laden.

I regained the outer edge of the pack of ice on the 3rd of April, and succeeded in getting a little further in on the pack. On the 4th a heavy northeast gale set in, a heavy sea running under the ice, which broke it in small pieces, so we had to live as best we could, and could not put a boat out; neither could we find seals for food, and we were reduced almost to starvation. On the 21st of April we sighted a Polar bear. Every person was ordered to lie down and imitate the seal, while the two Esquimaux secreted themselves behind a piece of ice enticing the bear near enough to kill him. A few days after this we got our boat in water and worked our way west and south-west, and continued to work every opportunity to westward in hopes of reaching the Labrador coast and getting temporary relief.

We were picked up by the steamship Tigress, Capt. Bartlett, on the 30th of April, in lat. 53°35' north; long. 85° west, or near Wolf Island, and about 40 miles from land. The Polaris is now without boats, having lost two in trying to get north in the spring of 1872. The names of the rescued crew are Capt. Tyson, Fred. Meyer, John Heron, W. C. Kruger, Fred. Arthur, Gustavus Sirguist, Peter Johnson, Wm. Jackson; the Esquimaux, Joe, Hannah, and child; Hans Christian, of Dr. Kane's expedition, wife, and four children, the youngest only eight months old. The Polaris is in charge of Capt. Baddington. The crew have lived on a few ounces daily, and latterly on raw seals, eating skins, entrails and all, for the past two months, and are all in fairly good health. Captain Tyson does not expect the Polaris will get clear before July, if in condition to come home. There were 14 left on board with plenty of provisions. If the vessel be not fit to come home they can easily construct boats for their safety.

QUITE A MANTIC.—The voice of a woman, gentlemen, said a romantic individual, in a late argument in a beer saloon, the voice of a woman no matter how much some of you may sneer at the sentiment, exercises a soothing and inspiring a hallowing influence on the ear of man, comforts him in affliction and—Tom, you rascal, exclaimed the wife at this moment showing herself at the door; come home you loitering scamp and leave these worthless fellows to themselves! Oh, when I get you home won't you catch it! And didn't he! We rather think he did.

INSOLVENT ACT OF 1869 AND AMENDMENTS THEREON.

Canada, In the County Court of the County of York.
In the matter of RUSSELL WILKINSON, an Insolvent.

On the THIRD DAY OF JUNE, A.D. 1873, at twelve o'clock, noon, the undersigned will apply to said Court for a discharge under the said Act, individually, as well as a member of the firm of Russell Wilkinson and Company.

Dated at Toronto, 1st May, A.D. 1873.
RUSSELL WILKINSON.
By ADAM H. MEYERS, Jr., his Attorney at Law.

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DEPARTMENT OF THE SECRETARY

OF STATE, OTTAWA.

NOTICE IS HEREBY GIVEN, that in pursuance of

the provisions of the Act 55 Victoria, cap. 23, intitled

"An Act respecting the Public Lands of the Dominion,"

His Excellency the Governor General in Council, has

been pleased to approve of the following regulations re-

lating to the cutting of timber for building purposes or

fuel, in the Province of Manitoba.

To settlers on Prairie Lands, who have no wood lot

permits, may be granted the right to cut, free of charge

a reasonable supply of timber and fuel for their own

use.

Special permits to cut for market, will be granted to

parties at the following rates:

Oak Timber, 2 cents per foot, linear measure,

Poplar " 1 cent "

Fuel " 25 cents per cord.

Fence poles, \$1 per thousand.

These rates to be paid to the Dominion Lands Agent

or some person duly authorized to receive them.

J. C. ATKINS,

Secretary of State.

Ottawa, 3rd March, 1873.

57-e

GOVERNMENT HOUSE, OTTAWA.

Monday, 14th day of April, 1873.

PRESENT:

HIS EXCELLENCY THE GOVERNOR-

GENERAL IN COUNCIL.

On the recommendation of the Honorable the Min-

ister of Customs, and under the provisions of the 8th

section of the Act 31st Vic., Cap. 6, intitled: "An Act

respect