

THE CARBONEAR STAR,

AND CONCEPTION BAY JOURNAL.

Vol. I.

WEDNESDAY, DECEMBER 11, 1833.

No. 50.

NOTICES.

THE SUBSCRIBER

BEGS to acquaint his Friends and the Public, that he has now open and ready for inspection at his

NEW SHOP,

(Near Mr. GAMBLES)

AN ASSORTMENT OF USEFUL AND FASHIONABLE GOODS,

Which he will dispose of on

Very REASONABLE TERMS.

S. PROWSE, JR.

Carbonear, November, 6, 1833.



DESIRABLE CONVEYANCE TO AND FROM HARBOUR-GRACE.

THE Public are respectfully informed that the Packet Boat EXPRESS, has just commenced her usual trips between HARBOUR-GRACE and PORTUGAL COVE, leaving the former place every MONDAY, WEDNESDAY, and FRIDAY Mornings at 9 o'Clock, and PORTUGAL COVE the succeeding Days at Noon, Sundays excepted, wind and weather permitting.

FARES,

Cabin Passengers 10s.
Steerage Ditto 5s.
Single Letters 6d.
Double Ditto 1s.
Parcels (not containing Letters) in proportion to their weight.

The Public are also respectfully notified that no accounts can be kept for Passages or Postages; nor will the Proprietors be accountable for any Specie or other Monies which may be put on board.

Letters left at the Offices of the Subscribers, will be regularly transmitted.

A. DRYSDALE,

Agent, Harbour-Grace.

PERCHARD & BOAG,

Agents, St. John's

Harbour-Grace, April 5, 1833.

NORA CREINA.



PACKET-BOAT BETWEEN CARBONEAR AND PORTUGAL COVE.

JAMES DOYLE, in returning his best thanks to the Public for the patronage and support he has uniformly received, begs to solicit a continuation of the same favours in future, having purchased the above new and commodious Packet-Boat, to ply between Carbonear and Portugal Cove, and, at considerable expense, fitting up her Cabin in superior style, with Four Sleeping-berths, &c.—DOYLE will also keep constantly on board, for the accommodation of Passengers, Spirits, Wines, Refreshments, &c. of the best quality.

The NORA CREINA will, until further notice start from Carbonear on the Mornings of MONDAY, WEDNESDAY, and FRIDAY, positively at 9 o'Clock; and the Packet-Man will leave St. John's on the Mornings of TUESDAY, THURSDAY, and SATURDAY, at 8 o'Clock, in order that the Boat may sail from the Cove at 12 o'Clock on each of those days.

TERMS AS USUAL.

Letters, Packages, &c. will be received at the Newfoundland Office.

April 10, 1833.

ON SALE.

SLADE, ELSON & Co.

HAVE JUST RECEIVED,

By the Brig Julia, from Poole,

300 Barrels Danzic FLOUR
800 Bags Danzic BREAD.

Which they will dispose of on reasonable Terms, for CASH, OIL, or MERCHANTABLE SHORE FISH.

Carbonear, August 21, 1833.

SLADE, ELSON & Co.

Offer For Sale,

ON REASONABLE TERMS,

90 M. BOARD and PLANK
37 SPRUCE SPARS 8 to 16 Inch

Just Received per the Brig Carbonear, from St. Andrew's.

Carbonear, Sept. 25, 1833.

BLANKS of every description for sale at the Office of this paper.

POLAR ENTERPRISES.

Ever since the great era of the discovery of America, and the rise of Britain into maritime greatness, her views have been steadily and zealously directed towards the discovery of a northern passage to India. In this attempt, many of her most celebrated navigators acquired their glory, and have had their names almost canonized by a grateful people; a Frobisher, a Hudson, a Baffin; on which list others, scarcely less distinguished, have been recently enrolled. Perhaps from the first, this pursuit was tinged with somewhat of a chimerical character. As soon as Cabot, Verazzania, and Cortereal, had ascertained the continuity of the American coast, from the Gulf of Mexico to the borders of the Arctic circle, there was little ground, indeed, to anticipate any easy or comfortable passage to the eastern world. Perhaps even the hardships and improbability, and its very hazards and improbability, conspired with the greatness of the objects to which it related, to make it attractive in the eyes of a people to whom such enterprises are congenial. It is now established that, in reference to any practical object, or purpose of commercial navigation, no such passage exists; yet we are far from thinking that this long and arduous search has been either vain or unprofitable.

Among the benefits resulting to mankind from the discovery of America, and of the modern passage to India, those of a physical nature hold perhaps the lowest rank. Men are not better, or perhaps in any degree happier, because they drink tea and coffee, wear cotton, and smoke tobacco. It avails them much more to be wise and brave, than to be in the fullest possession of foreign and exotic luxuries. Man has been exalted in the scale of being, not by the enjoyments afforded by these commodities, but by the impulse received from them, when they first appeared as new and rare objects of desire. Thus all his energies were called forth, new worlds opened to his view, and the whole sphere of his existence was expanded. The present pursuit, vain though it proved as to its primary object, has rewarded its followers with like benefits. The naval energy—the spirit of enterprise—the love of knowledge and adventure, which Britain has displayed beyond any other people, have been greatly owing, we are persuaded, to the stern and severe struggles which she has so long maintained with the tempests and snows of the north. In no sphere of maritime enterprise, has there been exhibited loftier progress, or more eventful vicissitudes. In regard to discovery, the regions thus brought to light are neither populous nor wealthy.—But the human mind, imbued with a laudable

desire of completeness in all its spheres of inquiry, could not remain tranquil, while the northern boundary of the greatest of all the continents, was lost in an unknown and mysterious termination.

This career being, by the results of the last expedition, come so very nearly to a close, a rapid sketch of the steps by which it has been brought to this issue, during the successive ages in which it continued to agitate the hopes and the fears of mankind, may not be without interest.

The first expedition of the Cabots, like that of Columbus, had the western passage to India for its main object. After discovering Newfoundland, the part of the new-land which was earliest reached by any European, they sailed a considerable distance, first to the north, and then to the south, in hopes of an open sea leading westward, but found themselves every where baffled by a continued barrier of coast.

Not long after Cabot, spirited attempts were made from Portugal, by two brothers, of the noble family of Cortereal; but neither ever returned to his native country. A third, who was preparing to set out in search of his lost kinsmen, was prevented by an express prohibition of the king, who thought that sacrifices enough had already been made in such a cause. The Cortereals appear to have sailed along the coast of Labrador, to which they first gave that name, and even to have looked into some of the passages leading up to Hudson's Bay. After the disasters of these two gallant and ill-fated youths, Portuguese zeal cooled; and, with the exception of the casual discovery of Brazil by Cabral, we are not much indebted to them for our knowledge of the new world.

The search in England after a north-west passage, as it is now called, did not commence seriously till the reign of Elizabeth. That princess, however, unless when inspired by the hope of solid and immediate profit, was not apt to lavish her treasures. It was with Frobisher himself, that the plan of an expedition first originated; and he spent fifteen years in soliciting, both in the city and at court, the means of equipping two little barks, or rather boats, of twenty-five tons each. With this miserable craft, which would now-a-days be thought inadequate to navigate a frith, or inlet, on our own shores, he hesitated not, in 1576, to face the tempests of the northern deep. Frobisher employed three voyages in beating about the northern, or secondary passage, leading into Hudson's Bay, without ever discovering the main entrance into that great interior sea.—Entangled in these narrow channels, always filled with masses of floating ice, he passed through a singular series of disasters, and never made any approach to the fulfilment of his general object. The zeal of the adventurers at home, however, was kept up by the discovery of a species of glittering mineral, then idly supposed to contain gold.—Under this potent impulse, the queen, who at first had only given smiles and courtesy, produced for the second voyage a tall ship of a hundred tons burthen; while the third expedition, consisting of eleven ships, carried out the wooden materials of a fort, and provisions for a permanent colony of a hundred persons. But this voyage was the most disastrous of the three; the vessels were dispersed, and the planks of the future fort were suspended from their sides to defend them against the furious blows of the masses of floating ice. Every idea of settlement was abandoned, and the vessels, in a shattered state, returned to Britain.

These three fruitless attempts produced a pause of disappointment; but the spirit of the nation again revived, and in 1586, a company of merchant adventurers sent out John Davis, who conducted three successive voyages with great discretion. He made it a particular study to conciliate the savage natives, for whose recreation he carried out a band of music, to which his crew danced, as soon as any Esquimaux appeared in view. Davis penetrated through the broad strait, which still bears his name; and, in his third voyage, reached its widest expanse, where there appeared an open sea, stretching to the westward; whence he returned full of very sanguine hopes. Three failures, however,

had again exhausted the patience of his patrons; they were heard to say, "This Davis hath made three voyages; why hath he not found the passage?" and he in vain solicited a fourth equipment.

Hudson established a name superior to that of any other northern navigator. He sought a passage, first, by the east, along the north of Asia; then by a daring route across the pole itself; and, lastly, when both these had failed, by the old route of the west.—There he achieved a signal discovery, by entering the great Mediterranean sea, improperly called a bay, which bears his name.—This, however, was in his last fatal voyage, in 1610, when the crew, impelled to deadly mutiny by a youth whom he had rescued from destruction, thrust out and abandoned him on these savage and desolate shores, where he doubtless perished. A dreadful fate, by the hands of savages, overtook the chief perpetrators of this crime, and the ship was brought home by a party who asserted though they did not fully satisfy the world, that they had been merely its passive and reluctant spectators.

Notwithstanding the tragic issue of this voyage, it afforded an opening too important to be overlooked in that enterprising age.—In the following year, the adventurers sent forth Sir Thomas Button, an officer of merit, who having entered Hudson's Bay, pushed directly across its broad expanse, and believed himself in full career to the South Sea, when suddenly there appeared before him a long unbroken barrier of coast, which forbade all farther advance. He named it "Hope Checked," and returned after spending the winter in the same river and bay, which were afterwards occupied by the Hudson's Bay Company.

The adventurers, frustrated on this side, now determined to investigate thoroughly the sea entered by Davis, and of which no limit had yet been reached. This task devolved on Baffin, who, though he had not, according to Purchas, "the gift of words," was accounted the most scientific steersman of the age. Baffin, in 1616, reached the northern shore, situated in a very high latitude, and made the complete circuit of that Bay; but it appeared to him to be encircled by a continuous range of coast, no where affording a passage into the sea beyond.—When he came to Lancaster Sound, the future destined entrance into the Polar sea, his patience, like that of Captain Ross two centuries afterwards, seems to have been exhausted, and unluckily at this very point he began to despair. Bestowing only a cursory view upon this opening, he returned home with the decided impression, which he communicated to the British public, that the passage sought for had no existence.

With Baffin terminated the early series of north-western discovery, which had been maintained with such courage and perseverance for forty years; and the question appeared to be settled in a manner unfavourable to the long-cherished hopes of the nation.

Meantime, similar efforts were not wholly wanting from the opposite side of America. This was the domain of Spain; who, as soon as she became mistress of Mexico, and while the spirit of adventure in her great captains was still in its vigour, showed no want of a disposition to engage in the boldest schemes of discovery. These were embraced with extraordinary ardour by Cortes, who hoped by new and still greater achievements, to indemnify himself for the wrongs which he suffered from the jealousy of his sovereign, on whom he had already conferred benefits too vast to be received from a subject. He proclaimed his hopes of finding in the unknown regions between America and India, kingdoms yet more wealthy than those which he had conquered in the new world.

Cortes accordingly fitted out several expeditions; but neither he or his lieutenants could ever reach beyond the dreary and rocky shores of California, inhabited by a handful of naked savages, and yielding only a few pearls, which could in no degree repay the immense efforts which had been made in search of them.

Soon, however, a vision of unheard of (See last page.)