

out of water. Her sunken stern was threatened by an overhanging wave of ice full thirty feet high; but which providentially stopped as it touched the quarter of the ship. The water poured in through the stern-frame, and the ship creaked and strained in every crevice. Provisions were got on deck, the boats lowered and every preparation made for the worst extremity; and in the darkness and silence of night, we calmly awaited the anticipated coming of another shock, which to all human appearances, must have been the last. Heaven ordained it otherwise; and in this novel cradle of ice, we are drifted without further injury into Seahorse Point. The ice that bore us was ascertained to be seventy feet thick; and it was not until we had sawed through long lines of twenty-five feet thick, at a future day, that the ship was freed from this situation. The position of Seahorse Point was determined to be 63 43, long, 80 10 W.; variation 49 westerly. The lowest temperature was 53 below zero, when both mercury and brandy were frozen.

"On the 1st of May the ship still on ice, was drifted near Mill Island; thence to the southward of Nottingham Island, between it and Cape Wolstenholme, a perpendicular cliff of 1,000 feet high; thence to the northward of Charles' Island, which we reached on the 21st of June. The ice now showed symptoms of disruption and we set all hands to work, with a 35 foot ice-saw worked by shears; and on the 11th of July, having sawed to within three feet, the ice split in a fore and aft direction, and liberated the larboard side. We immediately made sail on the ship, but found we could not extricate her from an iceberg between the fore and main chains. We again had recourse to saws and purchases, when the lump of ice, still fast to the ship, rose to the surface of the water, and threw the vessel on her beam ends, the water rushing in with frightful rapidity. All hands were instantly set to work again, laboured day and night, unremittingly, at the fatiguing but indispensable operation of sawing; till exhausted by their exertions I was obliged to call them in from the ice for rest and refreshment. Not a quarter of an hour had elapsed from quitting the work, when a sudden disruption of the ice took place, and the mass crashed with terrific violence against the ship's side, snapping, apparently without effort, the lashings and spars that had been placed fearing this occurrence; and, but for the merciful interposition of Providence, all would inevitably have been crushed by the mass of ice on which the ship had just been labouring. As the ice separated the ship righted, and drifted along. Finding it impossible to hang the old rudder, a spare one was fitted, and sail made on the ship. It was an anxious moment, as we waited to see if she would answer her helm; and as she bore up before the wind, with her head towards England, a cheer of gratitude burst from all on board.

I had cherished, to the last moment, the hope that the damages sustained might not be so great as to prevent my pushing for Wager Inlet my Sir Thomas Roe's Welcome, and there to beach the ship and repair damages, while some in boats carried into effect the object of our expedition; but when I found that she required two pumps constantly going to keep her free, that both outer and inner sternposts were gone, the keel seriously damaged, besides various other casualties, I felt it became my duty, however reluctantly, to make the best of our way homewards. Fortunately, the early part of our passage across the Atlantic was favourable; but, subsequently, the weather became boisterous, and the leaks increased very much, so that we could barely keep her free from incessant pumping; to secure the ship, also, we were obliged to frap her together with the stream chain-cable.

On the 6th of August, we again passed through Hudson's Straits; and on the 3d of September arrived in Lough Swilly, not having let go our anchor since June 1836. The northeastern stem of Southampton Island has been now surveyed for the first time, by Lieut. Owen Stanley, who has also made various views of the coast, and a chart showing the track of the ship. The remarkable positions in which the ship was placed among the ice, are admirably illustrated by Lieutenant Smith, in a series of spirited and characteristic drawings. I cannot conclude this brief account without bearing testimony to the great assistance I have invariably received from Lieut. Smyth, and all the officers and crew employed under my command, in this expedition; to the cheerful obedience with which all orders were obeyed; and to the steadiness of behaviour evinced in circumstances of no common trial. To speculate on what might have been the result of this expedition, had ever I reached either Repulse Bay or Wager River, would

now be idle; but I cannot resist the opportunity of recording my unaltered opinion as to the practicability of the service when once it should have reached either of the before-mentioned starting places.

"Have the honour to be, &c.
"GEORGE BACK."

The "Journal des Debats" states that the marriage of the Princess Mary into the House of Wirtemberg is concluded and will be celebrated early next month at Trianon. Prince Frederick William Alexander born the 20th December, 1804, son of a Princess of Saxe-Coburg, and cousin of the King of Wirtemberg, of the reigning Duke of Wirtemberg, of the King of the Belgians and the Duchess of Kent, and is consequently related to Queen Victoria of England. He has for some time been in the service of the Emperor of Russia, and holds in it the rank of Major-General and Colonel of Cuirassiers. A letter from Stuttgart of the 6th confirms the above account, and adds that the marriage has been consented to only on the condition of the children being brought up in the Protestant faith. Duke Alexander of Wirtemberg, the son-in-law of Louis Philippe, is 33 years of age. He is not at present in the active service of Russia, having retired, on account of his health, in 1835, with the rank of Major-General. His sister is married to the reigning Duke of Saxe-Coburg.

THE EMPEROR NICHOLAS.—Upon the arrival at Cronstadt of the American frigate *Independence*, two or three weeks since, with the Minister (Mr. Dallas) on board, the vessel was visited by the Emperor Nicholas, who came down in a boat with his Ministers, attired in their robes of state, himself being habited as a private individual. On coming along side the *Independence* he leaped on board with the greatest agility, and at once joined the ship's company, with whom he entered familiarly into conversation. After examining every part of the interior of the frigate, the fire arms, &c. and addressing a few words of commendation to Mr. Dallas's children, his Majesty returned to the deck, and from thence glided into his boat again, of which he resumed the office of steersman. The party returned to the steamer lying in the distance, by which they had, it appears, come from the capital. A hint was at this moment given to the commander of the *Independence* of the quality of the stranger that had just left him, and no time was lost in giving him the customary greeting. A royal salute was immediately fired. The Emperor inquired why it was that he heard more than twenty-one guns. The Admiral of the fleet informed him that "the Yankees had discovered the imposition."—"If that be the case," said Nicholas, "hoist my flag, and let us return them a general answer," which was done accordingly, and, in another instant, the port of Cronstadt was in a blaze.

A discovery of considerable importance has been made in the neighbourhoods of this town. In the course of the operations necessary for the completion of the new road to Crumlin, the workmen unexpectedly happened to fall upon a stratum of coal, at the junction of the old and new roads, about four and a half miles distant from Belfast.

QUEEN VICTORIA.

She promises
Upon this land a thousand thousand blessings,
Which time shall bring to ripeness: She shall be
A pattern to all princes living with her,
And all that shall succeed: She's a woman
never
More covetous of wisdom, and fair virtue,
Than this pure soul shall be: all princely graces,
That mould up such a mighty piece as this is,
With all the virtues that attend the good,
Shall still be doubled on her: Truth shall nurse her,
Holy and Heavenly thoughts still counsel her:
She shall be lov'd and fear'd: Her own shall bless her:
Her foes shall like a field of beaten corn,
And hang their heads with sorrow: good grows with her:
In her days, every man shall eat in safety
Under his own vine, what he plants; and sing
The merry songs of peace to all his neighbours:
God shall be truly known; and those about her
From her shall read the perfect ways of honor,
And by those claim their greatness, not by blood.

The last accounts from Malta state

that the cholera at Goza was on the increase, the new cases during the previous week having increased from 38 to 74 but the deaths were not in the same proportion, being 40, or only five more than during the week before, and the greater part of the 22 remaining were in a fair way of recovery. Upon the whole a population of 120,000 souls, the casualties in the dependency had ceased to be alarming.

CAUTION TO ASSIGNEES OF BANKRUPTS.—The commissioners in a commission of bankruptcy issued in 1826, against a person of the name of Chadwick, of Halifax, fined his acting assignee who is a very respectable gentleman, of Sowerby Bridge, twenty per cent. per annum, for retaining a sum of money belonging to the bankrupt's estate in his own hands, instead of paying it into the bank appointed by the creditors. It should be known that by the 104th section of the Bankrupt Act it is imperative upon the commissioners to charge the above interest whenever it appears on the auditing of the assignee's account, that more than £100 of the bankrupt's estate has been so retained by the assignees.

By the intelligence received from Madrid, it appears, that there is an interruption in the communications between the Spanish capital and Bayonne, as the courier of the French embassy at Madrid, who should have left that city on the 16th, had not reached Bayonne on the 22d. The Carlists continue to menace Madrid, and to put the Christiano Generals and their troops to a vast deal of trouble in marching and countermarching. In this species of warfare the Carlists, who are all active sinewy mountaineers, have greatly the advantage over the Queen's troops, who seem unwilling (at least when they have a forward movement to make) to dispense with the slowness and solemnity which characterise the lowland Spanish in all his actions. Espartero has all along conducted himself as if he thought it the height of indecorum to depart from the national etiquette in his military tactics. If there be two ways of reaching—not the enemy, for that has never yet been his object—but the place where the enemy has been, he is sure to select the most circuitous and difficult, as if he were afraid of coming upon them without giving them sufficient time to get out of the way, if they are so disposed. When the Carlists lately made themselves masters of Segovia, and put the capital in a mortal terror, Espartero was ordered by the Government to march upon Segovia, by a direct route from the position he then occupied. Had he done this he would have intercepted the whole of that division of the Pretender's army. But this did not suit the dignity of the Commander in chief. Instead of cutting off the enemy by a dashing straight-forward march, he made a detour, or semicircular sort of movement, and marched his soldiers through Madrid, where he found it convenient, and no doubt agreeable, to halt until a chance of a conflict with the enemy was at an end, by their retreat from Segovia.

The Cortes had declared their sittings permanent, and had also formed themselves into two companies of infantry, with the intention, if necessary, of marching against the enemy. The editors of newspapers have been prohibited from making any remarks on military affairs, under the penalty of being tried by martial law on the charge of communicating with the enemy.

THE STAR

WEDNESDAY, NOVEMBER 15, 1837.

On looking over the items con-

tained in the Supply Bill, we were struck with the liberality, with which the different sums were voted for the payment of the several Government Officials. There appears to have been no attempt to curtail any of the usual salaries; this might have been expected, seeing that most of the Government Officers are opposed in their political opinions, to the members of the present Assembly; many of the Government Officers were, we dare to say, apprehensive that the Members of the Assembly would have shown some desire to retaliate in that way, on those who had been opposed to their election; but this has not been the case, and the Assembly have certainly, by such a measure, indicated the possession of deep policy; and an accurate knowledge of human nature; as, all those who derive support and emolument from the revenue of the country, must unavoidably feel a desire that the Supply Bill should not be opposed in passing the other branches of the Legislature; and the longer it is retarded, the more will the discontents and consequent embarrassments of those who expect to derive benefit by the passing of the Supply Bill be increased.

We do not see in any of the conferences between the two Houses any mention made by the Legislative Council of the item of £500 for the "Delegates"; we expected this, seeing that their other objections comprise altogether a sum, so small, that it would scarcely warrant the distress, inconvenience, and discontent that would accrue from the Bill being thrown out altogether. A judiciously appointed delegation, would certainly find subjects connected with the affairs of this Country, that call loudly for having a proper representation made of them to the Parent Government; such as the enormous sum paid for the expense of the Customs; and the way in which the patronage connected with the Customs is exercised. The manner in which the Lands of this Country are granted, subject to a heavy expense for grants, and a rent laid on the land, when there should be a bounty given for its cultivation. The little protection that the Parent Government gives to the Fisheries of this Country; which are so profitably participated in by Foreigners, to the loss and exclusion of the inhabitants; besides the great extent to which smuggling, and dishonest dealings are carried on, amongst the Labrador fishermen, by American traders; so as to discourage the supplying merchants from extending their trade on that coast, after being driven from a superior fishery on the French Shore, by the injurious and injudicious treaties of the British Government. These are certainly subjects of sufficient importance to call for a proper representation, and are, we suppose, a cause of the Council not having noticed the grant for the purpose of sending a Delegation to England. We think that "the people" may possibly wish to know the particulars that constitute the sum of £699 as voted for contingent expenses of the Assembly, being exclusive of the pay of Members; Printing expenses, and the Salary of Officers.

We do not know that there is any instance on record of the House of Lords rejecting a "Supply Bill"; and the want of any particular form in the Supply Bill

would, we should warrant the disturbance and disorder that the Country, from being thrown out of the Assembly.

The weather lately unfavourable the Potatoe crops destroyed in this, and many of them a wet state will not properly at fishery through this season has been ductive; not more than half the years, and the low wet weather has dealt of the voyage shipped off early. In consequence of this year as well as the losses experienced in the oil market effected in markets in Spain, Italy; the quantities imported into fall, is likely to importations of and, it is there expect that in country, during ter, will be places of want and

It is certain from whatever has arisen, that of the Colonies have been for a period in the the money to making of Roads made available period. The will, in all called for during, and those means of keeping Colonial chest sibility, that is to contempt

We should de of Poor Laws we are not adv relief in any sh alle to labour; funds of the co way as would give to the labo of earning their them from the lizing effect that their being obli charity.

SHIP

Port

Nov. 2.—Range ber.
Sophia, Humph molasses.
4.—Complex, cattle.
Orion, O'Neil, 8 Ann, Clark, De Eliza, Halley, 8 Fuchal, Picken, raisins, almou Spanish Barque Havana, ballast Lady Young, coal.
Tryon, Lynch, Pictou, Knox, Oderin, Motley, 7.—Hannat, M sundries.

November 3.—merara.
Elizabeth, Lawe Rising Sun, M Lady Chapman Messenger, Sta Jane & Susan, 1 7.—Douglastow Mary Ann, Tu

November 3.—Breton, flour Maria, Girrior,