



# THE STAR, AND CONCEPTION BAY JOURNAL.

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WEDNESDAY NOVEMBER 15, 1837.

No. 176.

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### Notices

In the NORTHERN CIRCUIT COURT, Harbour Grace, MAY and JUNE Term, 7th Wm., 4th

IN THE MATTER OF SIMON LEVI, LATE OF CARBONEAR IN THE NORTHERN DISTRICT MERCHANT, INSOLVENT.

WHEREAS the said SIMON LEVI was, on the First Day of JUNE Inst., in due form of Law Declared Insolvent by this aid COURT of Our Lord the King; And Whereas ROBERT PACK, Esquire, and WILLIAM W. BEMISTER, Esquire, of Carbonear aforesaid, Merchants and Creditors, of the said INSOLVENT, have, by the major part in Value of the Creditors of the said INSOLVENT, been in due form chosen and appointed TRUSTEES of the ESTATE of the said INSOLVENT:

### NOTICE IS HEREBY GIVEN

THAT the said ROBERT PACK, and WILLIAM W. BEMISTER, as such TRUSTEES, are duly authorised, under such Orders as the said NORTHERN CIRCUIT COURT shall from time to time deem proper to make therein, to Discover, Collect, and Realise the DEBTS and EFFECTS of the said INSOLVENT; And all Persons Indebted to the said INSOLVENT, or having in their Possession any GOOD or EFFECTS belonging to him, are hereby Required to Pay and Deliver the same forthwith to the said TRUSTEES.

By the Court, JOHN STARK, CHIEF CLERK & REGISTRAR.

WE Herely appoint Mr SIMON LEVI, AGENT for the said Estate. ROBERT PACK, Trustee to the W. W. BEMISTER, said Estate.

THE Subscriber would notify the Inhabitants of CARBONEAR and its Vicinity generally, that he has accommodated in his SCHOOL for several additional PUPILS. He also would inform them that he has commenced the erection of a School-Room for the FEMALE part of his young friends, which will be ready for their reception after the Autsummer Vacation: in both which Schools the instruction will comprise all the branches of a useful and respectable Education.

As proof of his capability, all he asks is a fair trial. J. B. PETERS.

### DESERTED

FROM the service of the Subscriber, on the 15th day of NOVEMBER last,

MICHAEL COADY,

an APPRENTICE, (bound by the Supreme Court), about Five feet Seven inches high, black hair, full eyes and pimply in the face, a Native of St. John's. This is to caution all Persons from harbouring or employing the said DESERTER, as they will be Prosecuted to the utmost rigour of the Law. JAMES COUGHLAN.

Bryant's Cove,

ALL Persons who may have Claims against the Estate of the late JAMES HOWELL, of Carbonear, Planter, Deceased, are requested to present the same to the Subscribers for liquidation on or before the 25th Instant. And all Persons indebted to the said Estate, are informed to make immediate settlement.

MARY HOWELL, Administratrix. W. W. BEMISTER, Administrator Carbonear, May 17, 1837.

HAY SEED, and a variety of GARDEN SEEDS

by W. DIXON & Co.

Harbour Grace

### POST-OFFICE

THE following is a List of the LETTERS remaining in the POST-OFFICE at St. John's, which will not be forwarded until the POSTAGE IS PAID.

#### CARBONEAR.

Captain Tewkesberry, rig Mary Barry. John Barfoot Edwards, to be forwarded to Mr Ayles. John Snook, with Mr. Richard H. Taylor Captain William Hutchings, on board brigantine Elizabeth. Mr William Collings, 3 papers. Mr Thomas Gamble. Stephen Halfpenny, Ochre-pit Cove. Mr John McCarthy. Martin Fleming, do. care of John Keilly, Carbonear.

#### HARBOUR GRACE.

Joseph Soper, Esq., Mr Witting, T. Ridley, and James Bayley, Esquires, Commissioners of the Island Light House. M Thomas Bartlett, Bears Cove. Mr John Sullivan.

S. SOLOMAN, POSTMASTER.

St. John's, June 28, 1837.

### On Sale

BY THORNE, HOOPER, & CO

BREAD, 1st, 2d. & 3d Quality. FLOUR } HAMBURGH. PORK } PEAS } BUTTER. } SALT and COALS, Afloat.

BOHEA } TEAS, } SOUCHONG } in qr. chests & boxes. HYSOY }

With a GENERAL ASSORTMENT OF BRITISH MANUFACTURED SHOP and STORE GOODS.

ALSO

### ON CONSIGNMENT

320 Bags fine Bran 60 Do. Pollard 100 Do. Bread 80 Firkins Butter, of superior quality made up for the BRISTOL Market. Harbor Grace, June 14, 1837.

BY

THOMAS RIDLEY & Co JUST IMPORTED

BY THE BRIG Johns, from Hamburg,

700 Bags Bread, No. 1, 2 & 3 250 Barrels Superfine Flour 150 Barrels Prime Pork 200 Firkins Butter 10 Barrels Peas 68 Coils Cordage, Marline & Housing

By the NATIVE, from Liverpool,

A LARGE SUPPLY OF MANUFACTURED GOODS,

Bar and Bolt Iron Nails, Grapnels Tinware &c., Pitch, Tar Paints, Linseed Oil, Spirits Turpentine Soap, Candles, Loaf Sugar Mast Hoops, Oakum And 40 Coils "Harris's" Patent Rope

By the FISHER, from Liverpool, Salt, Coals, Nails, &c. &c. Harbor Grace, May 31, 1837.

(From the Liverpool Courier, Sept. 27)

### RETURN OF CAPTAIN BASK.

The welcome intelligence of the safe return of Captain Bask and his crew, after an absence of fifteen months; during which they were exposed to hardships and dangers almost unparalleled; and the deep interest felt by the public in the fate of this gallant officer and his intrepid crew, will the following authentic account of the voyage to be received with great interest.

We need hardly premise, that H.M.S. Terror, strengthened and prepared in every way for encountering the ice, sailed from England in June 1836, with the intention of proceeding to Repulse Bay, or Wager Inlet, on the northwestern shore of Hudson's Bay; thence an exploring party was to cross over the supposed isthmus to the Arctic Sea, with the hope of coasting along, and determining the outline of the northern shores of America. The following letter will show that the physical obstacles that opposed themselves in this undertaking were utterly insurmountable:

To the Secretary of the Geographical Society.

SEPT. 11, 1837.

SIR,—As the expedition, from which I have just returned, originated with the Geographical Society, and at its recommendation, was most liberally carried into effect by His Majesty's government, I feel it incumbent on me to offer to the society an outline of the principal events which occurred, from the time of my quitting England, in June 1836, till my return to Lough Swilly, on the night of Sunday, the 2nd inst.

In a statement of this description, it would be impossible to enter into the detail of all the extraordinary, and I may say unparalleled, circumstances which have marked the course of the whole of our proceedings: such details I trust I may shortly be enabled to afford to the society and to the public in a more complete form, but, in the meantime, it is to those who took so warm an interest in the expedition, to furnish them with an authentic narrative of their voyage, which must, however, necessarily be very brief, and will consist of extracts selected from my daily journal, as better calculated to convey a correct impression of the singular occurrences to which we were witnesses.

June 23. We took our departure from Papa Westra, and steered across the Atlantic: the weather stormy.—July 20. We fell in with the ice, and, on the following day, we first saw the coast of Labrador, near Cape Chudleigh.—Aug. 1. Passed through Hudson's Straits; and on the 5th, saw some of the company's ships, apparently beset with ice, off the North Bluff. By keeping close in with the land, we got ahead, and lost sight of them; and, on the following day, we were ourselves hampered. The ice was compact, and covered the horizon towards Hudson's Bay, as far as could be seen from the mast-head, while to the northwest it presented a contrary appearance. I had, therefore, no hesitation in proceeding in that direction.—August 16. We got a run of forty miles from Trinity Isles; yet did not get sight of Baffin Island till the 23rd, when we also saw Southampton Island to the s. w. Two days of westerly wind at this crisis would have enabled us to reach Repulse Bay; but easterly winds prevailed, and packed the whole body of ice in such a manner, that all hope of retracing our steps to pass the southward of Southampton Island, and Sir Thomas Roe's Welcome, was out of the question. On the 20th we drifted by the ice to lat. 65 50 N. long. 82 7 W.: this was our extreme north point, and here we were within about forty miles of Winter Island, where the Hecla and Fury passed the winter of 1821. By dint of wearing, the ship was worked to the southward towards South-

ampton Island, whither we were attracted by the flattering appearance of lanes of open water.—Sept. 4 We were only 135 miles from Repulse Bay, and two days of strong breeze would have led us through Frozen Strait to our destination. During the next fortnight we continued drifting slowly to the westward passing within three miles of Cape Comfort, a bluff headland, rising about 1000 feet above the sea.—Sept. 20. We were seriously nipped by the ice; so much so as to start some of the ship's fastenings.—On the 22nd, being within twenty-five miles of the Duke of York's Bay, we tried to cut through the ice, but found it impracticable, as it closed immediately. From this date the ship was no longer under our own guidance; but, being closely beset, was carried to and fro, according to the wind and tide.—26. We were drifted into lat. 65 48, long. 83 40, our extreme western point, and 90 miles from Repulse Bay.—27. A rush of ice from the eastward lifted the ship's stern seven and a half feet out of the water.—Constantly easterly winds.—Oct. 9. A clear channel in shore as far as Cape Bylot, for the space of twelve hours, and again on the 27th; but we were so completely frozen up, we could not take advantage of it; although to effect so important an object, the ice-saws, axes, and every other implement, so liberally supplied by government, were put in requisition; and all the energy of both officers and crew was strained to the utmost.—Oct. 17. The thermometer fell to 9 below zero of Fahrenheit. In the beginning of November the ship was housed in, and every arrangement made for meeting the rigour of winter. Snow walls were raised round the ship; and in this manner we drifted to and fro off the high land of Cape Comfort, at times carried so close to the rocks as to excite alarm for the safety of the ship.—Dec. 21. A furious gale from the westward drove us off shore, fourteen miles to the eastward of Cape Comfort, from which point the coast, not before laid down our chart, was surveyed as we drifted to the south-eastward, for the distance of about 120 miles, as far as Seahorse Point, the eastern extreme of Southampton Island.—The general character of the coast, barren hills and cliffs, varying from 750 to 1000 feet above the sea. On Christmas-day, the first symptoms of scurvy showed themselves, which gradually extended itself to all hands. At one time twenty-five men were suffering severely from it; but, eventually, only three persons fell victims to this dreadful disease, namely, the gunner and two seamen. In the beginning of January, during a calm, our floe of ice split with a fearful crash; and this was the commencement of a series of shocks, that nothing but the great strength of the mass of timber and iron employed in fortifying the ship could have withstood: as it was, the vessel strained in every direction.—Feb. 18. Early in the morning, thermometer at 33 below zero, a disruption of the ice took place; and waves of ice 30 feet high were rolled towards the ship, which complained much. The decks were separated, the beams were raised off the shelf-pieces.—Lashings and shores, used for supporters, gave way; iron-bolts partially drawn; and the whole frame of the ship trembled so violently as to throw some of the men down.

Yet this was not the worst disaster. On the 15th March, while drifting to the southeastward, off a low point, since appropriately named "Terror Point," a tremendous rush of ice from the northwest took the ship astern; and although buried to the flukes of the anchor in a dock of ice, such was the pressure, that she was forced upon it, and at the same time thrown over to starboard. The sternpost was carried away, and the stern lifted seven feet out of the water. The same night a second rush of ice tore up the remnants of our floe, forced the ship on the ice, so that her forefoot was quite

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