

THE CARBONEAR STAR, AND CONCEPTION BAY JOURNAL.

Vol. I. WEDNESDAY, DECEMBER 18, 1833. No. 51.

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. GAMBLE'S)
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.

(Concluded.)

After so dreadful an experiment it might have been, and it was expected, that those concerned would have judged themselves to have gone deep enough into the exploration of the Arctic shores. Government accordingly appears to have felt in this way, and to have neither asked nor expressed a wish that the Company should resume the undertaking. Those enterprising persons, however, of their own accord, presented a new plan, by which they hoped to complete the discovery of that great range of coast, which still remain in a state of obscurity creditable to the age and country. It was now arranged, that Captain Franklin and Dr. Richardson should descend the Mackenzie river, and thence diverge in opposite directions; one westwardly towards Icy Cape, where his discoveries would be connected with those of Cook, and the relations between Asia and America fully ascertained; while the other was to proceed eastward to the mouth of the Coppermine river, the western limit of the late expedition, by which they would connect together the whole of this range of discovery. Since they were willing again to encounter these perils, which it was hoped experience might aid them in escaping, government closed with their proposition, and fitted them out, in a very ample manner, with boats specially constructed for this navigation, and with provisions for two years.

Captain Franklin, however, was unable to reach his ultimate destination. Through the various causes of detention on these encumbered shores, and particularly the heavy and continued fogs, the 16th of August had arrived, when they had made only ten degrees of longitude, or half their way to Kotzebue's Inlet, where Captain Beechey with the Blossom, passing beyond Icy Cape, was prepared to receive them. Yet symptoms of approaching winter were already perceived. The sun set at eleven o'clock—thick ice was formed during the night—and the flocks of geese commenced their autumnal flight to the southward. It was obvious, therefore, that Kotzebue's Inlet could only be reached this season, on the very improbable supposition, that in all this great range of unknown coast, no obstacle should intervene to stop their progress. It was evidently a thousand to one that this would be the case; and, if they met but one half of the impediments they had already encountered, they must inevitably be overtaken by the Polar winter, when any attempt to return would in all likelihood have exceeded the measure even of their former disasters. It was a matter, therefore, not

so much of prudence as of necessity, to renounce this bold and hopeful attempt at completing the round of America, and to take measures for securing their return.— Intelligence afterwards received from the Blossom completely justified this resolution. Captain Beechey had advanced considerably beyond his appointed station in Kotzebue's Inlet; and, when the ship could proceed no farther, he sent forward a boat, which reached to 156 deg. 21 min. west longitude, or about 160 miles from the point, in 149 deg. 37 min., whence Captain Franklin turned back. There it found a narrow neck, or spit, as it is termed, of land, which ran suddenly out into 71 deg. 23 min., forming, so far as yet known, the most northerly point of America. The ice, however, had grounded on it so heavily, that the boat was not only unable to proceed, but even to extricate itself. It was, therefore, deliberately sunk, in hopes of being fished up in some future voyage, and the crew made their way overland to the ship. Meantime, Dr. Richardson, more fortunate than his associate, completed the line marked out for him—reached the mouth of the Coppermine river—and thence the shores of Bear Lake; where, after a somewhat alarming delay, he was met by a boat appointed to be in waiting, and conveyed to the winter station.

Such are the important general results of this last expedition, into the details of which we do not feel much temptation to enter.— The character of these shores is marked by a vast and dreary monotony. Their is little to distinguish one from another, among the range of naked and frozen capes, and ice-encumbered inlets, through which the expedition was doomed to wind its toilsome and perilous way. Our travellers, excellent nautical observers, do not seem to have felt much of those poetical impressions which sometimes give so brilliant a colouring to the narratives of voyages of discovery, and which may even arise in the minds of many readers, in musing on these dark and distant shore—the solitary grandeur of the objects which border them, and the dark mists through which they are descried. In truth, the severe realities which press on an Arctic navigator, and place life itself in almost hourly jeopardy, are not quite so favourable for this play of the fancy as the circumstances under which we peruse his narrative by our comfortable firesides. The rocks, headlands, and icy pinnacles, seen dimly through mist, are to him but sources of anxiety, remembrancers of peril, or calls to excessive toil; and, when forced to bear up among breakers, or to watch the drifting of the midnight ice, he is probably in the very worst of all possible moods for dwelling upon their picturesque appearance, or sublime effect. The very safety produced by their laudable vigilance and successful labours, renders the history of their adventures less intensely interesting.

But another part of our task yet awaits us. We must follow Captain Parry in his more daring expedition, almost contemporaneous with that of Captain Franklin, of which the object was, to reach the point of the earth farthest removed from mortal view—the centre of the regions of ice and snow—the Pole of the earth.

The scheme of penetrating to India across the Pole is by no means of recent origin.— In 1527, Mr. Robert Home, one of the chief adventurers in the first voyages to America, and a main instrument in the discovery of Newfoundland, wrote a treatise to prove its practicability, and offered his substance in aid of the undertaking; but the scheme, even in that enterprising-age, appeared too daring. The discussion was revived on several subsequent occasions; but the first actual attempt was made by the bold genius of Hudson. He directed his course to Spitzbergen, and penetrated farther north than any preceding navigator, and nearly as far as any previous to Captain Parry; but the barrier of ice was found by him to be too strong. Yet the merchant-adventurers afterwards sent out one James Poole twice to Cherry Island, with some ulterior aim at the Pole; but in neither case with any effect.— Fotherby and Baffin were employed by the

same body, and made vigorous efforts, which were also arrested nearly at the same point with Hudson.

At the same time that Captain Ross was fitted out for Baffin's Bay, Captain Buchan, in the Dorothea, and Lieutenant Franklin, in the Trent, were appointed to steer towards Spitzbergen, and endeavour to achieve that in which Hudson and Mulgrave had failed. But, exposed to an accidental concussion from the ice, Captain Buchan's vessel was disabled, and he was obliged to return; without having given any fair trial to the project. The attempt was not renewed. A prolongation of Arctic experience showed, that the opinion on which it rested was unfounded; and that ice, though of a softer and looser texture, may be formed even on the most open sea. Another mode of approach, therefore, was now to be attempted.

Mr. Scoresby, in a paper submitted to the Wernerian Society, first started the idea of a journey to the Pole, conducted as a land journey, over the frozen surface of the ocean. This idea at first treated in high quarters as chimerical, was afterwards taken up, and matured into a plan, of which Captain Parry himself undertook the execution.

Captain Parry was fitted out most amply with whatever could promote the success of this daring expedition, and secure every measure of comfort compatible with its nature. Two boats, or waggons, calculated either for sailing or drawing, were constructed in such a manner, as to combine the greatest possible strength and lightness.— Being formed of a succession of thin planks, of tough and pliant timber, with layers of felt and water-proof canvass interposed, they were found to combine strength and buoyancy in a degree which fitted them admirably for the hard duty to which they were called. They were stocked amply with flannel shirts, frocks, drawers, comforters, and with thick fur suits for sleeping in.— The provisions, which may be the subject of some farther observation, consisted of biscuit, pemmican, cocoa powder, and a small allotment of the strongest rum. The fuel consisted exclusively of spirits of wine.

Captain Parry moved down the Thames on the 25th March, touched at Hammerfest in Norway, and arrived on the 12th May at Hackluyt's Headland, near the north-west extremity of Spitzbergen. The commodious harbour, however, which had been here expected, was blocked up by an impassable barrier of ice; and more than month, the best of the season, was consumed, in beating along the coast of Spitzbergen in search of a station, where the ship could be placed in safety, and might certainly be found on the return of the boats. At length, a commodious lodgment was effected in Hecla Cove, at the bottom of a bay laid down in the Dutch maps, under the name of Treurenberg. Then, on the 21st June, the adventurers, after the usual salutation of three cheers, got into their boats, and made direct for the great body of the northern ice, which they entered on the 22d. The details of this perilous and dreary journey over ocean and ice, and in a sphere beyond that of habitable existence, are few, but striking.

Our plan of travelling being nearly the same throughout the excursion, after we had first entered upon the ice, I may at once give some account of our mode of proceeding. It was my intention to travel wholly at night, and to rest by day, there being, of course, constant daylight in these regions during the summer season. The advantages of this plan, which was occasionally deranged by circumstances, consisted, first, in our avoiding the intense and oppressive glare from the snow during the time of the sun's greatest altitude, so as to prevent, in some degree, the painful inflammation in the eyes, called snow-blindness, which is common in all snowy countries. We also thus enjoyed greater warmth during the hours of rest, and had a better chance of drying our clothes; besides which, no small advantage was derived from the snow being harder at night for travelling. This travelling by night, and sleeping by day, so completely inverted the natural order of things, that it was difficult to persuade ourselves of the reality.— Even the officers and myself, who were all