



HARBOR GRACE, MAY 9, 1873.

THE Fourth Session of the Tenth General Assembly was prorogued on Monday last by His Excellency the Governor. The subjoined Speech of His Excellency, together with the Bills passed during the Session, we extract from the "Chronicle" of Tuesday:

SPEECH.

Mr. President and Honourable Gentlemen of the Legislative Council:
Mr. Speaker and Gentlemen of the Honourable House of Assembly:

I am gratified at the zeal and assiduity which you have displayed in the discharge of the duties of the Session now about to close.

The Act accepting such provisions of the Washington Treaty as relate to this Colony, will doubtless promote our interests. With respect to this Bill, I trust that the efforts of the Government to secure the free admission of Seal Oil into the United States markets will ultimately be successful.

The operation of the Act regulating the prosecution of the Seal Fishery, will, I trust, prove beneficial. This Fishery has, during the present season, been productive, and unattended with loss of life.

The measure authorising an increase in the stock of the General Water Company has been framed with a view of defraying the cost of such works as may be necessary to afford an ample supply of water to the town of St. John's.

The condition of the Revenue has enabled the Legislature to make ample provision for the Road Service, and for several special local improvements.

Mr. Speaker and Gentlemen of the Honourable House of Assembly:

I thank you for the provision which you have made for the Public Service.

Mr. President and Honourable Gentlemen of the Legislative Council:
Mr. Speaker and Gentlemen of the Honourable House of Assembly:

The arrival of the "Moravian" has been the inauguration of our Ocean Steam Contract, which the prestige of the Allan Line induces me to believe will give the utmost satisfaction. Our Local Steam Service has been improved by the employment of two efficient steamers, which, I anticipate, will supply the increasing wants of the Coastal Trade.

The Secretary of State for the Colonies has informed me that it is proposed by the united action of the Colonies to establish and maintain, at a very reasonable cost to each Colony, a permanent Court in connection with the Exhibition Building, South Kensington, to illustrate in addition to commercial products, the Ethnology, Antiquities, Natural History and Physical Character of each Country. As my Ministers have resolved to contribute towards this object, I trust this Colony will avail extensively of the Exhibition.

I pray that the efforts of the Government to check the ravages of small pox, which under Providence, has not spread, may be supported by the community, whose good sense should urge them to seek in Vaccination that protection against disease which the infinite goodness of the Almighty has revealed to man.

Before the close of this year the electors of Newfoundland will be called upon to select Representatives for the House of Assembly. I feel confident that the choice of the constituents will fall upon those who will cherish the object of Her Majesty's constant solicitude—the happiness and prosperity of Her people.

STEPHEN J. HILL,
Government House, Newfoundland,
5th May, 1873.

Bills passed during the Session:—

- 1—Road Bill.
- 2—Bill for the Incorporation of Mining, Manufacturing and other Companies.
- 3—Rebuilding Act.
- 4—Bill for retirement of B. Sweetland, Esq., Stipendiary Magistrate, Trinity.
- 5—Revenue Bill.
- 6—Bill to amend the Equity practice on Circuit.
- 7—Bill for carrying into effect the provisions of the Washington Treaty.
- 8—Indemnity Bill.
- 9—Bill granting a Supply to Her Majesty.
- 10—Cape Race Light-house Bill.
- 11—Increase of Representation Bill.
- 12—Bill to amend the Temperance Act of 1871.
- 13—Bill to provide a better supply of water to the city of St. John's.
- 14—Bill for the storing of Petroleum and other inflammable oils.
- 15—Homestead Bill.
- 16—Bill to regulate the prosecution of the Seal Fishery.
- 17—Bill to provide for the contingent Expenses of the Legislature.

THE "Chronicle" informs us that "a new arrangement is to be carried into effect with regard to our Coastal steam service the coming season." This is gratifying intelligence, especially to the people in the Northern outposts, as by the "new arrangement" a more efficient steamer will, doubtless, take the place of the old cheese box "Osprey," and thus permit of the performance of the Labrador mail service in something like a satisfactory manner.

The following are the remarks of our contemporary thereon:—

"A new arrangement, and one which will, we think, be generally acceptable, is to be carried into effect with regard to our Coastal steam service the coming season. Last year, it will be remembered, the Western boat had just as much as she could do to make her trip within the

fortnight, leaving little or no time for cleaning up on her arrival at St. John's. The *Tiger*, on the contrary, did her work in less than a week, and had some eight or ten days lying up at St. John's. The one had too much delay here, the other not enough. It is proposed now that the *Tiger* and *Leopard* shall run North and West alternately, so that each will have the advantage of the delay following the Northern trip to enable vessel and machinery to be cleaned. The idea is a good one, and will no doubt work well."

OWING to news received this morning of the arrival at Bay Roberts of the "Tigress," with a number of the "Polaris" crew, we detained issue, so as to have a statement of facts connected therewith. No apology, we are certain, will be asked in this case.

THE steamer "Walrus" arrived at St. John's this morning, from a third trip to the Seal fishery, with 2,000 old seals.

THE sale of the Venison Island property (see advertisement in another column) will be held in the Commercial Sale Room, St. John's, on Tuesday, 20th inst.,—not on the 13th, as previously advertised.

The Polaris' Arctic Expedition.

DEATH OF CAPTAIN HALL.

Part of the Crew Cast Away.

THEIR RESCUE BY CAPT. BARTLETT.

By the arrival, at Bay Roberts, this morning, of the steamer "Tigress," Capt. Isaac Bartlett, from a second cruise to the Seal fishery, we have news of a very interesting nature.

It will be remembered that a vessel named the "Polaris," fitted out by the U. States Government, left New York in 1870 for the purpose of investigating Greenland, and to reach, if possible, that "polar spot" known (?) as the North Pole. We have to-day seen a number of the "Polaris" crew, who have been brought hither by the "Tigress."

Capt. Tyson's Statement.

August 24, 1871.—Left Tessinsack, went through Smith's Sound, and succeeded in getting as far north as lat. 82. 16. Returned and wintered at Polaris Bay, lat. 81.38, long. 61.44, where we got frozen and remained until 5th Sept. On 10th October, Capt. Hall started on a sledge journey north. He returned on the 24th, was taken sick, and died on the 8th November of apoplexy. He was buried on the 11th. Started for home on the 12th day of August, 1872; beset in the ice on the 15th, in lat. 80.02, and drifted down to lat. 77.35, when we encountered a heavy south east gale. The ship being under heavy pressure, on the night of the 15th we commenced placing provisions, &c., on the ice, the vessel leaking very fast at the time. We continued taking out provisions for two or three hours, when the pressure ceased. I then went on board the vessel and asked the sailing master if the ship was making any more water than usual. He replied that she was not. I then went to the pumps and satisfied myself that the sailing master had been correct in his statement. Went on the ice again. In a short time it began to drift under my feet, and in a few minutes afterwards broke in many pieces. The vessel getting freed from her fastenings, was soon lost to sight in the darkness and storm. On the broken ice were most of our provisions. We, however, succeeded in saving 14 cans of pemican, 1½ bags of bread, 10 dozen lbs and 2½ cans of meat and soups, 14 hams, 1 bag chocolate—weighing 20lb, some musk or skins, a few blankets, and a number of rifles, with a large quantity of ammunition. In the morning, knowing that we had no provisions enough to sustain the party through the winter, and seeing nothing of the vessel, we attempted to make the shore in hope of finding natives to assist us until the return of spring. Getting about half way to the shore with the heavily loaded boats, our progress was impeded by the drifting ice, and we were compelled to haul on the ice again. At this time I saw the vessel under steam and canvas rounding a point to the north west. Thinking she would come to our relief, I set myself no further anxiety; but she steamed along down the shore. I set my colors; but the vessel was soon lost to sight in the bend of the land, and behind what I took to be Northumberland Island. The ice we were on commenced drifting southward as the wind hauled to the north east. Opening a little bay to the north east, I saw the vessel in harbor there. Her sails were furled. No smoke issuing from her smoke stack that I could see. I then attempted to drag my boats across the floe in an easterly direction, hoping to find water and reach the shore. Succeeded in dragging one boat across; took the water and attempted to reach the shore some distance below the vessel. We were then drifting very fast, as the gale was

blowing with great violence from the north east and snowing very fast and drifting. I was driven back on the ice again, and compelled to haul my boat out. Night closed on me and carried me to the south west. In the morning we were about thirty miles south west of where the ship went into harbor. A heavy sea running, which broke up my floe piece, separating us from six bags bread, one boat, and other articles of food, clothing, compass, &c. On the abatement of the gale, 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. Supposed the wind to be about S. W. On its clearing up I found myself within about eight miles of what I supposed to be the east coast and about thirty or forty miles below the ship. The ice being weak, I could not transport boats and provisions to land until such time as it grew stronger. While here I discovered my other boat with bread, &c., and saved all. The ice grew firm. Made another attempt to reach the shore, carrying everything in the boats and dragging them on their keel, the ice being exceedingly rough. Stove both boats. Succeeded on the first of November in getting about half way to the shore when night came on us, with stormy weather. In the morning the ice was broken and we drifted southward very fast. Saw no more land for many days. Bad weather continued all through the month of November. Built snow houses and made ourselves as comfortable as we could; ten white men, two Esquimaux, two women and five children in all. Succeeded in killing a few seals, which furnished us light and fuel with which to warm our scanty allowance of food, through the darkness of the Arctic winter. On the latter part of February we lived principally upon birds; in March we commenced to catch seals. Through the latter month we supported ourselves on Bears and Seal flesh, wasting neither skin nor entrails, we collected enough food in this way to last until the middle of May. We had been driven by a strong westerly gale the latter part of March to sea, our floe piece being then reduced from five miles in circumference to about twenty yards in diameter. We left the piece on the first of April and abandoned all of our meat, and a large amount of ammunition, clothing, skins and other articles. Taking a portion of the meat in the boat, after which we were obliged to throw it overboard on account of the boats being so deep, I regained the outer edge of the pack of ice. On the third we succeeded in getting a little further in on the pack. On the fourth a heavy north east gale set in, with a great sea running under the ice, which broke it in pieces, so that we had to live on small pans. As we could neither put our boats out, nor find seals on the ice for food, we were reduced to almost starvation. On the 21st of April we sighted a Polar bear. Every person was immediately ordered to lay down and play seal, while two Esquimaux secreted themselves behind a piece of ice. We thus enticed the bear near enough to us to kill him. A few days afterward I got my boat in the water and endeavored to work my way west and south west. Continued to move to the westward every opportunity, with the hope of reaching the Labrador coast and getting temporary relief. We were picked up by the S.S. "Tigress," Capt. Bartlett, on 30th April, in lat. 53.35 north, long. 55.10, near Wolf Island, 40 miles from land.

The "Polaris" is now without boats, having lost two in trying to get north in the spring of 1872.

Mr. Myers, Meteorologist, in the service, states that the season of departure was very remarkable. Without any great difficulty, lat. 82 deg. 16 min. North was reached. They there met a barrier of ice, and fell back to lat. 81 deg. 3 min., where they established their winter quarters. Captain Hall, in the interim, took suddenly ill, and died on the 7th October, 1871. He was buried on shore at a distance of half a mile from the "Polaris" anchorage.

The ground being very hard at the time a flag was stuck up to mark the place of interment. The following summer the flag was replaced by a monument of wood, whereon was marked the principal achievements of the expedition, Captain Hall, age and date of death, being engraved thereon.

It is painful to state that those of the crew now rescued have undergone severe sufferings.

Owing to the sudden breaking out of a southerly gale, the "Polaris" was greatly endangered, in fact, her timbers were yielding to the pressure of ice. She was by that means raised a considerable height out of water; it was then deemed advisable to throw overboard the provisions, &c., in the ship; for that purpose one half of the crew were engaged, the remainder being on the ice to receive. The floe to which the vessel was attached gave way, by which means she went adrift. Those of the crew left

by that cause on the ice endeavored twice to reach their ship, but without success. Here the sufferings of those now happily rescued commenced, having to make their winter quarters in Lat. 81° 38' North, in a bay (formerly called the Polar Sea) but named by Captain Hall, Polaris Bay, the Straits therefrom being named Robeson, after the Secretary of the United States Navy.

The "Polaris" is said to be in a leaky condition, having got beset in ice, lat. 80 deg. 01 min., which materially effected a destruction of her staunchness. She, however, from thence drifted Southward through Smith Sound to lat. 77 deg. 35 min. Although repeatedly trying to regain their vessel, those now here state that they were lost sight of. They saw the "Polaris" steam up shortly after their being placed on the ice, and signalled her without effect. They were thus left on the ice with eleven bags of bread and a very little of other food. It is indeed wonderful that these poor men should be able to survive the hardships they have had to endure. They have been on the ice since October 25th, and many of them are in the different stages of frost bitings.

The steamer "Tigress" very fortunately picked up the waifs in lat. 53.35 long. 55.10.

Those of the "Polaris" now rescued, anticipate that the ship would make her way to the United States. It is gratifying to state that all of them seem to add praise to the late Capt. Hall's ability and kindness.

Capt. Bartlett and crew are highly esteemed by the intelligent moiety of the "Polaris" crew, for the kindness and attention bestowed on them under trying circumstances.

The celebrated Esquimaux Joe and Hannah are amongst those brought hither by the "Tigress." Their honest faces are worthy of study. Besides those worthies, there are several children of the same hardy race. On giving one of these the rind of an orange, he displayed great fear as to its digestiveness, by booing and holding it at arm's length. On his maternal parent sucking a part of it, he seemed to comprehend that the stomach was the proper receptacle for it, and at once, without any apparent desire to taste, swallowed it right off, asking in an unknown lingo for more.

Whatever the result of Arctic Expeditions may be, we are confident that much has yet to be done before any one will set foot on the Pole. As it is, the "Polaris" has gone further north than any other vessel similarly engaged. Future adventurers will no doubt endeavour to erect to Captain Hall's memory a more suitable memorial than the temporary one existing. Of all the explorations opened since the days of Roman glory, there is not such a dangerous one as the striving to press through ice in the Arctic regions. Albeit, generation after generation will strive and persevere till the great end for which so much has been sacrificed has been attained. Such is life yet to science—the mover of the world—great glory shall be added. The meteorologist has suffered very severely from the effects of the frost. We are happy to state that he will shortly be well and able to use the "inky weapon" that "tellecth thought as quick as thinking."

They succeeded in getting 60 miles further north than Kane's expedition.

The following is a list of names of those now in Bay Roberts, lately of the "Polaris":—

- Capt. Tyson,
- Fred. Myers, Meteorologist,
- John Heron, Steward,
- E. W. C. Krager,
- Frederick Junke,
- Wm. Niideman,
- Frederick Anthing,
- Gustavus Longuest,
- Peter Johnston,
- Wm. Jackson,
- Joe Elbery,
- Hannah—his wife,
- and Punney—his child,
- Hants Christian, his wife
- and 4 children.

DEATH AND THE DRUNKARD.—The report of the Health Department for New York for the year 1872 states that the year's mortality in that city, with a population estimated at one million, was 32,647, being 32.6 per thousand. The report shows the following striking facts:—Alcoholism is returned as the direct cause of death in 314 cases; delirium tremens in 102 cases; and the certificates of deaths state intemperance as either the direct or complicating cause of death in altogether no less than 826 cases, being over two a day, and constituting the very large proportion of one in every 40 deaths. Matters are bad enough in London, but nothing like this. The return of the causes of death in London in 1871, the population being considerably more than three times that of New York, shows 62 deaths from alcoholism (intemperance), and 89 from delirium tremens; we have no published return of complicating causes of death.—*Ibid.*

of Gallows Cove, William Harvey and others, of Belle Isle, William Tupper and others, of Torbay, Patrick Hanlon and others, of Portugal Cove, Kyran Whelan and others, of Torbay, John Easterbrook and others, of Pouch Cove, T. Kelly and others, of Middle Cove, John Dwyer and others, of St. John's East, Michael Hennessey and others, of Middle Cove, George Field and others, of Torbay, Peter Ellard and others, of Torbay Road, Thomas Cook and others, of Portugal Cove Road, Patrick Droohan and others, of Torbay Road, David Buldum and others, of Pouch Cove, Jonathan Bradbury and others, of Torbay, Patrick Rorke and others, of Middle Cove, and from Richard Field and others, of Torbay.

Mr. Parsons presented the following petitions on the subject of Roads: From Thomas Vincent and others, of Logy Bay, and from Patrick Mahon and others, of Freshwater.

Mr. Emerson presented a petition from the Rev. T. A. Goode and others, of Channell, praying for a grant for the erection of a public wharf for the accommodation of the coastal mail steamer.

Mr. Emerson, in moving that the petition lie on the table said it showed the difficulties under which petitioners labour by not having a suitable landing place there. Petitioners also ask for the means of erecting a store in connection with the wharf, for the reception of goods landed from the steamer. Channell is the terminus of the mail route Western, and a large quantity of freight is brought there, besides a number of passengers. He trusts the Government would see the necessity for giving their attention to the prayer of the petitioners.

Hon the Premier supported the prayer of that petition. The building of a public wharf at Port-aux-Basque, near Channell, would be very useful. As has been observed, there is no place affording sufficient accommodation for a landing place in the harbor. The subject would receive every attention from the Government.

Mr. Emerson presented a petition from John Hooper and others, of Channell, on roads.

Mr. Emerson in moving that the petition lie on the table, said petitioners asked for an additional sum to make a road to Mouse Island. On the House going into Committee upon roads, he would give this matter his most earnest attention. He might also add that something out of the special grant might be appropriated towards that desirable object.

Mr. Emerson presented a petition from the Rev. T. A. Goode and others, inhabitants of the West end of Channell, on the subject of Roads.

Mr. Emerson, in moving that the petition lie on the table, said that the petitioners state that the distance between the West end of Channell and the main road leading to Port-aux-Basque, is about three hundred yards, through an almost impassable bog or marsh. They ask the House for such a sum as would enable them to construct a road between these two places.

The hon Premier presented a petition from John Molloy and others, of St. Shotts and Trepassy on the subject of a road.

The Master in Chancery to the Legislative Council brought down a message, that they had passed the Bill entitled "An Act to regulate the storing of Kerosene and other inflammable oils, in the towns of St. John's, Harbor Grace and Carbonear, with some amendments, to which they asked the concurrence of the House of Assembly.

On motion of the hon. Attorney General, the amendments were read a first time. Second reading to-morrow.

On motion of Mr. McKay, Pursuant to order of the day, the House resolved itself into Committee of the whole upon the Representation Amendment Bill.

Mr. Parsons in the chair. The several sections of the Bill having been read seriatim, and passed, the Committee rose, and the Chairman reported that they had passed the bill without amendment.

To be read a third time to-morrow.

On motion of the hon Surveyor General, the House resolved itself into Committee of the whole on the St. John's rebuilding Act Amendment Bill.

Mr. Parsons in the chair.

The enacting section of the Bill having been read and adopted, the Committee rose and reported that they had passed the Bill without amendment.

To be read a third time

Mr. Duder presented petitions from William Sterling and others, of Twillingate, and from Thomas Ridout and others, of Black Harbor, on the subject of roads.

The hon Attorney General presented petitions from William Dondin and others of Harbor Maine, Joseph Morgan and others, of Seal Cove, and from William Flynn and others, of Salmon Cove on the subject of roads.

Mr. Warren presented petitions from Moses Parsons and others, of New Harbor, Joseph Green and others, of Scilly Cove, William Galliford and others of Foster's Point, North West Random, Albert Buton and others, of Bake Apple Marsh, Old Pelican, on the subject of roads.

Ordered to lie on the table.

Mr. Warren presented a petition from Thomas Coles and others, of Bird Island Cove, on the subject of roads; also a petition from Arthur Tilley and others, of the same place, praying for a grant for the erection of a bridge there.

Mr. Warren in moving that these petitions lie on the table, said, with reference to the petition praying for a grant for a bridge, he would state that the former bridges in that locality had been carried away by the flooding of a stream. The amount required for a substantial new bridge would be about \$300.

Ordered that these petitions lie on the table.