



"JUSTUM, ET TENACEM PROPOSITI VIRUM, NON CIVIUM ARDOR PRAVA JUVENTUM, NON VULTUS INSTANTIS TYRANNI MENTE QUATIT SOLIDA."

VOLUME III.

PICTOU, N. S. WEDNESDAY MORNING, NOVEMBER 15, 1837.

NUMBER XXVI.

## THE BEE

IS PUBLISHED EVERY WEDNESDAY MORNING,  
BY JAMES DAWSON,

And delivered in Town at the low price of 12s. 6d. per annum, if paid in advance, but 15s. if paid at the end of the year;—payments made within three months after receiving the first Paper considered in advance, whenever Papers have to be transmitted through the Post Office, 2s. 6d. additional will be charged for postage.

### ADVERTISING.

For the first insertion of half a square, and under, 3s. 6d., each continuation 1s.; for a square and under, 5s., each continuation 1s.—All above a square, charged in proportion to the last mentioned rate.

For Advertising by the Year, if not exceeding a square, 35s. to Subscribers, 45s. to Non-Subscribers,—if more space than a square be occupied, the surplus will be charged in proportion.

### PICTOU PRICES CURRENT, CORRECTED WEEKLY.

Apples, per bushel	2s 6d	Hay	per ton	40
Boards, pine, pr. m	50s & 60s	Herrings, No. 1,		30s
" hemlock	30s & 40s	Mackarel,		none
Beef, pr lb	3d & 4d	Mutton per lb	3d & 4d	
Butter,	10d & 1s	Oatmeal pr cwt	18s & 20s	
Cheese,	5d & 7d	Oats pr bush	2s	
Coals, at Mines, pr chl	17s	Pork pr bbl	80s & 85s	
" at Loading Ground	17s	Potatoes		1s 3d
" at end of rail road	17s	Salt pr hhd		
Coke		Salmon, smoked,	2s 6d	
Codfish, pr Qtl	12s & 16s	Shingles pr m	7s & 10s	
Eggs, pr doz	6d & 7d	Tallow pr lb	7d & 8d	
Flour, m s	22s 6d	Turnips pr bush	1s	
" American's	none	Veal	none	
		Wood pr cord	12s	

### HALIFAX PRICES.

Alewives	20s	Herrings, No 1	20s
Boards, pine, m	55s & 60s	" "	2 15s
Beef, Quebec prime,	50s	Mackarel, No 1	none
" Nova Scotia	45s	" "	2 25s
Codfish, merch'ble	16s	" "	3 22s 6d
Coals, Pictou,	22s 6d	Molasses per gal	2s
" Sydney,	28s	Pork, Irish	none
Cod oil per gal	2s 6d	" Canada prime	90s
Coffee	none	" Nova Scotia	85s
Corn, Indian	5s 9d	Potatoes	2s 6d
Flour, Am sup	50s	Sugar,	35s & 37s 6d
" Fine	45s	Salmon No 1	70
" Canada, fine	46s	" "	2 65
" Nova Scotia	none	Salt	8s & 10d

### ALBION MINES RAIL ROAD.

**TENDERS** will be received by Joseph Smith, Esq until Tuesday 31st October next, for furnishing 5000 Sleepers for the Rail Road. The above are to be of good sound Hemlock, and of the following dimensions, to wit:

8 feet long, 14 inches on the Bed, and 8 inches deep, sawn on the under side, and either sawn or hewn on the upper side. The first thousand to be delivered on the 1st day of May 1838, at the Rail Road, and one thousand on the first of every succeeding month until the whole is completed.

Further particulars may be known by applying to Mr Smith at the Mines, or to Mr Peter Crerar at the Rail Road.

Sept. 13th, 1837.

### CO LET.

**THAT** part of the Subscriber's House at present occupied by his own family.

ALSO.

His new Shop in the stone building adjoining Mr Robson's. Entry at the first November next.

R DAWSON.

August 27th, 1837.

From the London Athenaeum, September 16.

### RETURN OF CAPTAIN BACK.

CAPTAIN BACK'S NARRATIVE OF THE VOYAGE.

THE welcome intelligence of the safe return of Captain Back 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 cause the following account of the voyage, to be received with great interest.

We need hardly promise, that H. M. ship 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 north western shore of the Hudson Bay; thence an exploring party was to pass 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 which opposed themselves to this undertaking were utterly insurmountable:—

"To the Secretary of the Royal Geographical Society.

September 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 H. M. 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 1836, till my return to Lough Swilly, on the night of the 3d instant.

"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 had marked the course of the whole of our proceedings; such details, I trust, I may shortly be enabled to offer to the society and to the public in a more complete form; but, in the mean time, it is due to those who took so warm an interest in the expedition, to furnish them with an authentic narrative of the 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. Took our departure from Papa Westra, and steered across the Atlantic—the weather stormy.

—July 29 We fell in with the ice, and on the following day we first saw the coast of Labrador, near Cape Chudleigh. August 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 with the horizon towards Hudson's Bay, as far as could be seen from the mast head, while to the north west it presented a favorable 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's Bay till the 22d, when we also saw Southampton Island to the south-west.

"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 to the southward of Southampton Island, and up Sir Thomas Roe's Welcome, was out of the question.

"On the 20th, we were drifted by the ice to lat. 65° 50' N., lon. 82° 7' W. This was our extreme north point, and here we were within forty miles of Winter Island, where the Hecla and Fury passed the winters of 1821-2. By dint of boring, the ship was worked to the southward towards Southampton Island, whither we were attracted by the flattering appearance of lanes of open water. Sep. 4. We were only 133 miles from Repulse Bay, and two days of strong breezes would have led through Frozen Strait to our destination. During the next fortnight, we continued to drift slowly towards the westward, passing within three miles of Cape Comfort—a bluff headland, rising about 1000 feet above the sea. Sep. 20. We were seriously nipped by the ice, so much so as to start some of the ship's fastenings. On the 22d, being within 25 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 guidance, but being closely beset, was carried to and fro according to the wind and tide. Sep. 29. We were drifted into lat. 65° 45', lon. 88° 40', our extreme western point, from Repulse Bay. On the 30th a rush of ice from the eastward lifted the ship's stern seven feet and a half out of the water. Constantly easterly winds. Oct. 9. A clear channel in shore as far as Cape Bylot for the space of 12 hours, and again on the 27th; but we were so completely frozen up that we could not take advantage of it; though 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 energies of both officers and crew were strained to the utmost, but in vain.

"Oct. 17. The thermometer fell to 9° below 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 eastward drove us off shore 14 miles to the eastward of Cape Comfort, from which point the coast not laid down in our charts was surveyed, as we drifted to the south eastward for the distance of about 130 miles, as far as Sea Horse Point, the eastern extremity 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 15 men were suffering severely from it, but eventually only three persons fell victims to this dreadful disease; viz. 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, viz. nothing but the great strength of the mass of ice.