

A BIT OF HISTORY.

It is seldom that our harbor is visited by a man-of-war, and it probably never before contained such a moment of the naval greatness of England as it does at present. The barque 'Caroline,' Captain Hore, the arrival of which we have already noticed, is one of the glorious old 'wooden walls of England,' and her history takes us down to times when Nelson and Collinwood fought and conquered, and raised the British Navy to the place it now occupies, making England the admitted Mistress of the Seas. Built at Ipswich in 1799, she was put in commission as an eighteen pounder 36 gun frigate, and sent to cruise off the French coast. The first action in which we hear of her being engaged was the capture of the 'Guerriere,' a French 40 gun frigate, commanded by Captain Leon, after an obstinate engagement of three hours, in which the 'Caroline,' proved herself to be a staunch craft, and well worthy of the gallant hearts that manned her. This 'Guerriere' was afterwards taken into the British navy, and during the war of 1812 captured by the United States frigate 'Constitution,' a vessel of nearly double the force of the 'Guerriere.' After proceeding to Plymouth to refit the 'Caroline' was again despatched to French waters, and she and her crew soon became almost as well known as the 'Saucy Arcthusa,' always turning up at the right moment for her own and Britain's honor, and to the dismay and defeat of the French, sending home prize after prize. In 1804 she again returned to Plymouth. For some time after the 'Caroline' was in the channel squadron, and she next distinguished herself as part of the convoy of the flotilla sent to Corunna, to embark the remains of Sir John Moore's gallant but unfortunate army; and from her ports, it is said, was thundered the last note of Britain's defiance as she guarded the retreat of the transports. Soon after this a new enemy appeared to contest the Dominion of the seas with Britain. The United States of America raised and equipped a fleet, and Englishmen found for the first time that they had now to turn their arms against an enemy speaking the same tongue as themselves and claiming the same unceasing. On the 28th of May, 1812, the 'Caroline' was off Sandy Hook, and there fell in with the 'President,' an American 44 gun frigate. "If we consider," says James, "that it is only necessary to add four feet to the extreme breadth of vessels of the same class as the 'President' to make them larger than the generality of British seventy-fours, then some idea of the task that awaited the 'Caroline' may be formed." After an obstinate engagement the American frigate was almost completely disabled, but owing to darkness coming on she managed to get clear before the British were able to board her. The 'Caroline' then proceeded to Halifax to make temporary repairs, and in a few weeks sailed for England. During the passage home, the captain who had endeared himself to the crew by many an act of kindness, and kindled their hearts by many a deed of bravery, died from the effects of a wound received in the engagement that was, at first not considered dangerous. Well may it be said of him—

"Faithful below he did his duty,
But now he's gone aloft."

For a number of years the 'Caroline,' is not spoken of, till in 1822 she formed part of the small squadron of 2 frigates and 2 corvettes under Lord Codrington, which compelled a Turkish fleet of 7 frigates, 9

corvettes, 3 brigs and 10 transports to return to the port of Navarino, from which they had ventured out. During the memorable battle which took place there the 'Caroline' seems to have been absent, we only hear of her after the engagement, being then converted by Lord Codrington into a hospital ship and despatched to England.

For a number of years she lay at Portsmouth used as a store ship, and a few years ago, among a number of old craft, whose deeds equalled if not excelled the achievements of the gallant 'Caroline,' was sold, and, strange as it may seem, at the same time no less than three of her prizes were also disposed of. — *From the St. John (N.B.) Telegraph.*

INCIDENTS OF THE POLARIS EXPEDITION

The following narrative of the incidents which occurred after the abandonment of the *Polaris* has been furnished to the London papers by several of the crew: On the 15th of October it was determined to leave the ship, she being then in latitude 79. The boats were all sent on the ice, and a great quantity of provisions were taken out. Suddenly the hawsers by which the ship was made fast to the ice floes gave way, and one of them snapped asunder, and the other pulled the anchor which was lodged in the ice, from its place. It was now about midnight. By the starting of the anchor a large piece of the floe was removed from its position. On it were three men, and as the *Polaris* was driven past they cried in their agony, "What are we to do?" The captain replied that he could do nothing for them; that they had boats and provisions, and they must do the best they could. In a few moments those on the ship saw the boat launched and manned by the three men who made for the place where their comrades were stationed. Soon every object was lost to view, and one half the crew were left to live or die among the deserts of snow. The ship drifted away, and ultimately reached Lifeboat Cove. She leaked badly, and it was determined to beach her. The wind was favorable, and an opening in the pack having been discovered, the ship was bored through it under canvas and steam; but although the ship was only a few miles from the shore, the operation required twelve hours' work. All the timbers from between decks were torn from their places, the provisions were deposited on the ice, the coals were removed, and everything which was useful secured. With the heavy planks the walls of the house were constructed, and they were so jointed as to prevent the entrance of wind as much as possible, and the roof was made out of two sails. Three Esquimaux discovered the whereabouts of the ship, and in exchange for paltry presents agreed to convey over the ice the provisions which had been saved from the vessel; but they even gave more efficient aid. The poor navigators were not very well off for clothing; much of what they had was worn out, and they had lost a good deal at the time when the whole crew were arranging for the abandonment. The Esquimaux had lots of skin clothing; and although the smell of it was not very pleasant, it was quite disregarded in consequence of the necessities of the situation. Everybody was cheerful, and time did not hang so heavily as might be supposed. The winter was long and dreary enough, and although snow fell very heavily the crew had no

particular objections to it, as it sustained the walls of their frail habitation, and made it much more comfortable. So complete were the arrangements that it was not till the 27th of January that a visit to the ship had to be made for the purpose of procuring fresh water; a few pieces of an iceberg were collected, and on heat being applied to it the water was speedily obtained. Toward the close of the winter the first mate, Mr. Chester, suggested that some means should be employed with the view of extricating all from the perilous position in which they were placed. Time was rolling on; the provisions were gradually but surely becoming exhausted, and the fuel, of which there had only been some six tons when they left the ship, was almost used up. The idea of building two boats was thought of. The *Polaris* was still available for anything which might be wanted in the shape of timber. With the assistance of the carpenter the planks were put together in such a manner that the difficulties, which at first seemed insurmountable, were almost completely overcome. In the cold spring months, when the thermometer was below zero 23 degrees, frequently in the midst of blinding drift, the construction of the boats proceeded, and at the close of the month of June the party were ready to push southward. When everything was matured symptoms of scurvy appeared. Happily, however, they turned out to be of a trivial character, but all concurred in saying that but for a plentiful supply of walrus liver, obtained through the Esquimaux, the disease might have assumed alarming proportions. The boats launched, and some degree of disappointment was experienced when it was observed that they leaked a good deal. They were packed with what provisions remained, Guns and ammunition were taken on board, and adieu was bid to Lifeboat Cove. The boats sailed remarkably well, and easy to pull. The first day Sontag Bay was reached. After remaining there a short time to regain strength, the party made for Hakluyt Island. There the small expedition was brought to a standstill. A tremendous gale of wind blew, snow fell continuously for two or three days; but, as if by Providential arrangement, immense flocks of auks were encountered. The men had nothing more to do than to take up their guns and kill eight or ten at a shot. Such supplies of fresh provisions were very thankfully received. Occasionally the tiny craft were sadly beset, and it was feared they would come to grief among the ice. There was nothing, however, to be done but to endeavor to force a passage southward at all hazard, and ultimately, after great exertions, Cape Parry was reached, and a few miles below it, at Fitzclarence Rock, an encampment was made. Every night, when the day's labour was over, the boats were pulled up on the floe and everything taken out of them. The only hot meals they had were cooked in the evening. Each boat carried a quantity of the rigging of the *Polaris* and a can of oil, and with these materials a fire was made in the bottom of an old iron bucket. Tea was the only thing with such an apparatus it was possible to make, but it was singularly refreshing. The men state that the privations which they suffered were by no means of a serious character. At last, on the 21st of June, the boats reached Cape York, and on the 23rd a vessel was spied. She turned out to be the *Ravenstraig* whaler of Dundee, Captain Allan. On reaching the ship they were very handsomely treated, but subsequently,