

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 *Newfoundlander 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

furnished with pocket chronometers, could not always bear in mind at what part of the twenty-four hours we had arrived; and there were several of the men who declared, and I believe truly, that they never had been able to distinguish night from day during the whole excursion.

"When we arose in the evening, we commenced our day by prayers; after which we took off our fur sleeping dresses and put on those for travelling. We made a point of always putting on the same stockings and boots for travelling in, whether they had dried during the day or not; and I believe it was only in five or six instances at the most, that they were not either still wet or hard frozen. This indeed was of no consequence, beyond the discomfort of first putting them on in this state, as they were to be thoroughly wet in a quarter of an hour after commencing our journey; while, on the other hand, it was of vital importance to keep dry things for sleeping in. Being 'rigged' for travelling, we breakfasted upon warm cocoa and biscuit; and after stowing the things in the boats, and on the sledges so as to secure them as much as possible from wet, we set off on our days journey, and usually travelled from five to five and a half hours, then stopped for an hour to dine, and then travelled four, and even six hours, according to circumstances. After this, we halted for the night, as we called it, though it was usually early in the morning, selecting the largest surface of ice we happened to be near, for hauling the boats on, in order to avoid the danger of its breaking up, to come into contact with other masses, and also to prevent drift as much as possible. The boats were placed close alongside each other, with their sterns to the wind, the snow or wet cleared out of them, and the sails, supported by the bamboo masts and three paddles, placed over them as awnings, an entrance being left at the bow. Every man then immediately put on dry stockings and fur boots, after which we set about the necessary repairs of boats, sledges, or clothes; and after serving the provisions for the succeeding day, we went to supper. Most of the officers and men then smoked their pipes, which served to dry boats and awnings very much, and usually raised the temperature of our lodgings 10 or 15 deg. This part of the twenty-four hours was often a time, and the only one, of real enjoyment to us; the men told all their stories, and fought all their battles over again, and the labours of the day, unsuccessful as they too often were, were forgotten. We concluded our day with prayers; and having put on our fur dresses, lay down to sleep with a degree of comfort, which, perhaps, few persons would imagine possible under such circumstances.

"As soon as we arrived at the end of a floe, or came to any difficult place, we mounted one of the highest hummocks of ice near at hand (many of which were from fifteen to twenty-five feet above the sea), in order to obtain a better view around us; and nothing could well exceed the dreariness which such a view presented. The eye wearied itself in vain, to find an object but ice or sky to rest upon; and even the latter was often hidden from our view, by the dense and dismal fogs which so generally prevailed. For want of variety, the most trifling circumstance engaged a more than ordinary share of our attention; a passing gull, or a mass of ice of unusual form, became objects which our situation and circumstances magnified into ridiculous importance; and we have since often smiled, to remember the eager interest with which we regarded many insignificant occurrences. It may well be imagined, then, how cheering it was to turn from this scene of inanimate desolation to our two little boats in the distance, to see the moving figures of our men winding with their sledges among the hummocks, and to hear once more the sound of human voices breaking the stillness of this icy wilderness."

In this painful struggle against the most formidable of the elements, every individual of the party seems to have displayed all that zeal and perseverance which was to be expected from British seamen, in an enterprise, the success of which would have been so glorious to them. The result, however, did not correspond either with the amount of the

(See last page.)

PORTUGUESE FINANCE.

The hope which the success of the liberal party in Portugal begins to create of the speedy pacification of that country, and the consequent development of its internal resources, cannot but render an inquiry into the state and extent of its capabilities, as a commercial and political Power, peculiarly interesting at the present moment. A true knowledge of the strength and importance of a nation is not to be obtained by merely surveying its geographical position on the map, or measuring its magnitude in square miles; it can only be learned by a careful examination of the condition of the population—the state of agriculture and manufactures—the extent of the home and foreign trade—the amount and nature of the taxation—and the ability of the people to supply the exigencies of the state. Without entering into a minute investigation of this kind, obviously too

extensive for the columns of a newspaper, it may not be entirely useless to furnish a few details, derived from authentic documents, exhibiting a general view of the financial and commercial means of Portugal. The elaborate statistical work of M. Adrian Balbi affords ample materials for this task, and we shall begin by extracting from it an account of the Portuguese income and expenditure for the year 1822, the latest financial statement contained in the book. Undoubtedly, since that period Portugal has experienced a great change. It has been afflicted by the severest scourge which can befall a country—civil discord, and the burdens of the people have been arbitrarily increased, to maintain an odious and iniquitous warfare, embarrassing commerce, and empowering the nation. For the last six years the Usurper has occupied the throne of Portugal, and six years of confusion, confiscation, and misrule, cannot have failed to produce deep and lasting mischief, only to be eradicated by a firm and prudent administration. The financial statement for 1822, therefore, though not very flattering, must be much more favourable than any which the present circumstances of Portugal can be expected to produce; nevertheless, it may throw some light on what that country is still capable of under a strong and settled Government, carrying strict economy and retrenchment into every department of state, and conducting the affairs of the country on principles of sure and enlightened policy.

In the year just mentioned the total income of Portugal, independent of the ultramarine possessions, amounted to 7,232,000,000 reis, showing a decrease on the average of five years, ending in 1819, of 2,526,940,000 reis. The produce of the Alfanegas, or customs and excise, is the largest sum paid into the Treasury under one head. The income derived from this source amounted, in the year we have taken to 2,700,000,000 reis, being a decrease on the average amount collected during the five years before-mentioned of no less than 963,740,000 reis. The impost on tobacco produces the next largest sum; it yielded a revenue of 1,417,000,000 reis, being a slight increase on the average amount of the five years. The same is also the case with respect to the decima, a sort of land tax. In 1822 it amounted to 800,000,000 reis; the average during the five years amounted only to 774,800,000 reis. An item of income appears in this account under the title of *Bulla da Cruzada* (Bull of the Crusade), amounting to 42,000,000 reis. La *Bulla da Cruzada* is renewed by the Pope every three years, in consideration of a certain sum of money paid to him by the Government. It was first introduced into Portugal by Philip II., and may be divided into three classes, according to its object and value. The bull for the *living* is worth 100 reis; the bull for the *dead* 50 reis, and the value of the *bull* *da composiçao* (composition bull) varies from 40 to 500 reis. This pious expedient for raising the wind fails, however, to be as profitable to the state as the less godly practice of card-playing; for the tax on cards produces a revenue of 60,000,000 reis. The expenditure in 1822 exceeded the income; the heaviest charge being that incurred for the support of the army, which swallowed up more than half of the revenue. The whole expenditure amounted to 8,839,000,000 reis, leaving a deficit in the event of no remittance being received from the ultramarine possessions, of 1,607,000,000 reis. The charge for the army amounted to 4,379,200,000 reis—for the navy to 1,182,000,000; the civil list 517,400,000 reis, to which is to be added a sum of 38,000,000 reis received by the Queen from another source. The salaries, pensions, and other charges amounted to 2,442,400,000 reis; receipts for the patriarchate to 220,000,000 reis; and receipts for the Cathedral to 60,000,000 reis.

M. Balbi says "that the first thing that strikes the mind on looking at this budget is the enormous expense of the army, which is out of all proportion to the amount of the public revenue and the limited means of the population. In the next place it is remarkable that the deficiency, instead of diminishing, has increased a fourth since the year 1819, after 7 years of peace, and with a navy the skeleton of which can alone be said to exist. It is also to be observed that unless the Minister possessed the means of calculating the annual production of the ultramarine possessions, no accurate idea of the state of the Portuguese finances could be formed." This statement proves the extreme necessity which there existed of lessening the amount of the public expenditure, and two obvious modes of doing so presented themselves—reducing the army, and diminishing the national debt. To the latter object the Cortes applied themselves zealously and diligently, and their measures held out a presage of the gradual extinction of this burden. According to official documents, the amount of the old and new loans, comprising the floating debt, amounted at the time M. Balbi wrote (in 1822) to 90,000,000 cruzadoes, to which 22,500,000 cruzadoes of government paper-money bearing interest is to be added, making a total of 112,500,000 cruzadoes. This, though an official, M. Balbi considers an exaggerated account; no allowance being made in it for

certain reductions which the public debt has experienced. He accordingly reduces the sum to what he believes to be the actual amount of the national debt,—viz., 95,000,000 cruzadoes. For the redemption of this debt a tax on the importation of foreign biscuit, salted provisions, beer, and cheese, was imposed under the old government, but more important measures for its reduction were adopted by the Congress. At the very commencement of their legislative labours, they decreed that the property attached to the crown belonged to the nation, and directed the income of all benefices in the gift of the King, and offices of honour that might happen to be vacant, to be applied to the redemption of the national debt. Shortly afterwards the Congress carried their operations in this path still further, and imposed a graduated tax, with certain restrictions and exceptions, on the revenues derived from ecclesiastical livings and property, belonging to religious corporations. M. Balbi says that the produce of these various contributions has been calculated by persons well versed in the finances of the kingdom at 2,000,000 cruzadoes, and from the documents in his possession he is inclined to think that that amount will, on an average, be found to be correct. "The most efficacious measure," continues M. Balbi, "adopted by the Congress for the redemption of the paper-money was the foundation of the Bank of Lisbon, on the 29th of December, 1821; for the purpose of circulation, deposits, and discount. The principal object of this establishment was to diminish the discount on paper-money, by raising it from the discredit into which it had fallen, and in the end to redeem it; and to infuse fresh vigour into the trade, agriculture, and industry of the country, by affording facilities for the employment of capital, and for the operations of commerce.

"The Bank was bound to lend the Government in the first year of its operations 2,000,000,000 reis, in bank bills, bearing an interest of 4 per cent., which were to be paid into the Treasury in 20 sums of 100,000,000 each. The Treasury, on their part, undertook to redeem an amount of paper-money equal in value to the sums they received from the Bank.

"Ferreira Borges, an able member of the Cortes, and the chief promoter of this arrangement, calculated that, according to the mode in which the sum of 2,000,000,000 reis was to be paid, the Government was to receive the whole amount in about 16 months. It may, therefore, be reckoned that the paper-money will in the next year be diminished one-fourth (the discount experiencing in consequence a great reduction), and, perhaps entirely redeemed, since its amount is but little in comparison with the quantity of coin in the kingdom; and the great resources which the introduction of a better system in the distribution and collection of taxes, and in the conduct of the various branches of the administration, will place at the disposal of the Government. Already the effect of these salutary measures begins to be felt; and, the discount of the paper money has fallen to 16 per cent, from 20 or 25 per cent., between which rates it oscillated during the whole year preceding the creation of the Bank."—*Times*.

ANTWERP, Oct. 10.

Lord Auckland passed through this place a day or two ago, and Dr. Bowring has been here for several days. They have had, we understand, communications with the leading members of the Chamber of Commerce, on the subject of the commercial relations between Great Britain and Belgium, and the means of giving them greater development. The new position in which Belgium is placed by the recognition of her independence will naturally require the modification of such parts of her tariff as were created to her prejudice under Dutch influences. Generally speaking, the tendency of opinion is toward liberal changes. The prosperity of Antwerp is making daily progress, and a very active demand for produce in general has for some time existed. This demand is, however, almost wholly for home consumption; but if a liberal law of transit is adopted by the Chambers, such a law as is demanded by the most intelligent merchants here, and if the operation of that law is assisted by those improved communications which now occupy so much of the public attention in this country, there can be little doubt of a vast increase in the trade of this important port. The *entrepôts* which have lately been erected are on a scale of great extent and magnificence; they are worthy of the docks, which are remarkable for their excellence, and rank among the few real and substantial benefits conferred on his subjects by Napoleon. The ruins left by the late bombardment and siege are rapidly disappearing; the place is resuming its wonted activity, and, notwithstanding the unreasonable murmurings of a few wealthy Orange merchants, the prospects of Antwerp have seldom been brighter.—*Globe*.

A SPANISH ASSASSIN.—On Friday last, at about half-past one o'clock, a man who sells ginger-beer at the corner of Great Eastcheap leading to London bridge, observing a scuf-

fle between two gentlemen, apparently foreigners, went up to part them, but before he had time to do so one of them stabbed the other in the back just over the kidney, with a stiletto, on withdrawing which from the wound, the assailant repeated the stroke, first in the angle of the chin, and then on the head. Immediately on being parted from his victim the assassin took to his heels down Martin's-lane, Canon-street, but being closely pursued he threw away the stiletto, which was picked up by a boy at the moment that Mr. Athill, a clerk in the house of Sheriff Pirie and Co., of Freeman's-court, Cornhill, seized him. Further assistance being obtained he was conveyed to the Mansion-house, where he gave his name Gregorio Guinea, a Spanish refugee, residing for some time in the metropolis. The important case of the British leaf seizure being then before his lordship, and the wounded man not being present, the prisoner was consigned to the Compter. On subsequent inquiry it was discovered that the victim of the above-hostile attempt, whose name is Dominica Ruiz de la Vega, had been passing quietly along, when the villain, without the least immediate provocation, came softly behind him and plunged the stiletto, which he had concealed in the sleeve of his coat, into his body. There had been an old quarrel between them it seems, the result of which was the assassin had been bound over to keep the peace towards Don Ruiz; in default of which he had been sent to prison for two months, and it was in consequence of this imprisonment that the above recited specimen of Spanish vengeance took place in the streets of the British metropolis. Don Ruiz, on being freed from his assassin, as well as he was able, fled down Canon-street, until by loss of blood he became so weak that he could proceed no further, when luckily Merrilies, the street-keeper of Walbrook Ward, caught him in his arms, and proceeded with him instantly to the house of Mr. Smith, surgeon, at the corner of College-hill, from whom he received the most ready professional assistance. He was soon afterwards conveyed home to Symond's Wharf, Tooley-street, where he now lies in a very dangerous state.—*Morning Post*.

The *Journal de Paris* gives the following:—"A private letter from Bayonne announces the arrival there of an English courier, who left Madrid on the morning of the 16th instant, at which time the Spanish capital remained perfectly tranquil. He was stopped at Briviesca by the priest Merino, who was at the head of the rebels. His despatches were examined, but not opened. Not being able to pass by Vittoria he took the road by Bilbao. Here also he was stopped, taken before the Marquis de Valdeopina and his despatches were inspected, but not opened. The Marquis de Villafuente is in command at Burgo, and General Castagnos at Tolosa, for the Queen. It was reported that the Count de Bourmont is about to embark for England, and Don Miguel for America; and that Don Charles was confined by illness at Alcantara, but this last news needs confirmation. Another private letter from Bayonne states positively that General Ubal has arrived at Miranda with 4000 men, and would be joined on the 25th by General Saarsfield. Colonel Frazo, who had taken refuge in France, was in the citadel of St. Jean Pied de Port, and about to be conducted to Hau. Irun and the Tête de Pont were occupied by a company of Spanish troops."

At Bandon an old custom was last week revived. Lord Bandon having resigned the office of Provost, Captain Wheeler, R.N., was installed therein, on which occasion the Burgesses exercised the old privilege of showering bran upon his head. As the gallant officer had previously laid on a good modicum of pomatum, he cut a very handsome figure. The practice had fallen into desuetude during a period of 30 years, as they had not a new Provost to powder.

The *Inverness Courier* says that the depth of Loch Ness in the centre is from 106 to 135 fathoms, which is deeper than any part of the sea between this and Norway. Its extreme depth has invested the loch with a peculiarity often noticed and commented on—it never freezes.

In consequence of the present East India Company ceasing to be a trading company after April, a joint shipping company is to be forthwith established on a magnificent scale, to trade with all the Presidencies, as well as China. The East India proprietors are largely concerned in it.—*Hampshire Telegraph*.

CARBONEAR STAR.

WEDNESDAY, DECEMBER 18, 1833.

In our paper of the 25th September last, we published the following from the New Brunswick GAZETTE of July 30:—

"His Majesty having been pleased in compliance with an Address from the House of Assembly of Nova Scotia, and in consideration of the peculiar financial situation of that province, to command that the collection of Quintrents there, should be suspended for the present, has been further graciously pleased, in order to prevent any UNFAIR DISTINCTION between the two provinces, to direct that the collection of Quintrents in New Brunswick also be discontinued until further orders."

thinking that the circumstance of the ad-

joining colonies having had the Quitrent on land paid to the crown remitted, would have been sufficient to attract the serious attention of the inhabitants of this country, who have been long labouring under a tax so onerous, we did not at that time consider it necessary to enlarge on the subject, we were however disappointed—no announcements appeared of public meetings to petition the Legislature to represent to his Majesty the necessity of removing a tax which operates only against the most valuable part of the community—the men who are engaged in producing, from the sterile land of the country, the necessaries of life. No! meetings for other purposes were convened, the objects of which were of minor import when compared with this, and the benefits to be derived from them chimerical.

Independently of the precedent which the conduct of his Majesty has established, by his treatment of the sister colonies as stated above, very many cogent reasons may be adduced, why the tax called quitrent should be remitted.

Every one is aware that it has ever been the policy of Great Britain to prevent Newfoundland being permanently settled, consequently those who endeavoured to establish themselves on the island did so in defiance of the government, and were of course subjected to every species of tyranny and oppression which men placed in temporary power at that period felt it their pleasure to inflict; a crusade was, in fact, entered into against the cultivators of the soil of the colony. But, in course of time, the British government found its efforts unavailing; it perceived that spite of all its enactments, spite of the oppressive acts of its subordinates, Newfoundland had been permanently settled. Such being the case, the government determined to make a merit of their necessity, and therefore permitted the land to be colonized, in consideration of the colonist paying a quitrent—this rent is now annually levied on every person to whom a grant of land has been made; and this rent it is the duty, as much as it is the interest, of every settler to endeavour to get removed.

It is needless, perhaps, for us to mention that whoever engages to redeem the uncultivated land of this country, does it at an expense, for which the produce of very many years will make little returns; it being now too well known that a soil must be made by the cultivator before even a fair crop can be obtained. This being the case, and the government, from the impossibility of following it up, having abandoned its policy with respect to the island, (of keeping it only as a fishing station), it is both impolitic and unjust to tax that to which nature has been so sparing of her gifts. In fact the uncultivated land of the greater portion of the explored parts of this island are so unproductive, that the man who is adventurous enough to expend his means in its cultivation, would, by a beneficent government, be rewarded instead of being taxed.

Of all the colonies which appertain to the crown of Great Britain, not one owes so little to it as Newfoundland. In fact if there be a debt owing it is from Great Britain and not to her. From the first real settlement of the island, Great Britain has been receiving from and giving nothing to it, if we except the lash inflicted on its inhabitants and the grateful remembrance of the brands which fired their dwellings. These are what Newfoundland has to thank the parent government for—these are the KINDNESSES by which she endeavoured to gain the love and affection of its inhabitants; and such treatment too at a time, when other of her colonies were being carressed and nursed into existence—colonies which compared with this in value and usefulness were as nothing—Newfoundland, the nursery for Britain's bulwarks—the elder-born of her colonies—was depressed, crushed by the ills heaped upon it; yet in defiance of its cruel parent the colony struggled into existence and was colonized; and now having by the perseverance of its inhabitants become an acknowledged colony and received a Local Assembly, it ought to be relieved of the last burden which a withering policy had inflicted; and we doubt not it will be removed if the people, by their representatives, pray his Majesty to remit his demand; but if a request so reasonable, (and which has been complied with in favor of two adjacent colonies) should not be acceded to, let the amount be levied on something that can better bear it.

Apart from the above reasons for the removal of the quitrent, is another equally strong, as touching the interests of the pa-

rent government. By giving encouragement to agriculture, Great Britain will render the colony more valuable to herself; for, with the means of subsistence, the permanent population will increase, and by consequence the consumption of British manufactures will also increase in an equal ratio; at the same time that the produce of the soil will contract only the amount of imports from foreign countries, which consume little or none of the exports of the colony.

We must, before we conclude again repeat that the land of this island cannot bear a tax, however small; and it is a great injustice on the part of the British government to inflict one. It is not now, however, too late to procure its abandonment, which we have little doubt would be effected, were proper representations made to his Majesty, of the poverty of the soil.

We trust that the hints above thrown out will not be lost upon those who are annually called on to pay a tax on that which has cost them so much labour and expense before it would produce even a potato.

We should recommend that public meetings be convened for the purpose of petitioning the legislature to represent the grievance to his Majesty, and pray for its removal, as it is by petition, and by that only, the voice of the people will have due weight.

We have heard rumours of the intention of the inhabitants of this town to address the Assembly upon the above subject, and we trust other towns if they be not before this, will at least, not be backward in adding weight to the petition, by preparing others of similar import.

(From a Correspondent.)

The underneath Address was presented to the Rev. C. J. SHREVE, on Thursday last, by a large body of the most respectable part of his congregation in Harbor Grace, previously to his departure from that town to undertake the duties of the Port-de-grave mission:—

To the Reverend CHARLES SHREVE, A.B. Episcopal Missionary.

REVEREND SIR, On the eve of your departure for another mission, occasioned by the arrival of your predecessor from England, to resume his duties, we, the Episcopal Parishioners, feel it a duty due to you, and incumbent on us, to express our unqualified admiration at the piety and zeal evinced in the discharge of the sacred and laborious duties which have devolved on you, for a period of the last twelve months, in this town and district.

It has been a source of great satisfaction to us, that his lordship the Bishop of Nova-Scotia, with that paternal regard which he has ever evinced for the well-being of the Established Church, should have been so fortunate in the exercise of that sound judgment and discretion, which have characterized his public acts, to have selected you for the charge of this important mission.

Your doctrine, exemplary conduct, and good example, have, since your residence amongst us, drawn together, in the house of prayer, a congregation more in number than the temporary Church could accommodate; and we have the heartfelt gratification to believe that your labours have been, in the hands of God, instrumental in doing good on earth, and giving glory to HIM who is from everlasting to everlasting.

We are led to hope, and shall always be glad to hear, that under the Divine blessing your future labours in the ministry may meet with abundant success, and unite, as a body, in wishing you every earthly comfort, but above all, when it shall please the Almighty to call you home, eternal happiness in the world to come.

We remain, Reverend Sir, Your attached and devoted servants, [Signed by upwards of 170 persons, including the Church-wardens.]

REPLY.

GENTLEMEN, I beg you to accept my best thanks for your very friendly address, and your kind wishes for my future welfare.

From the time that I first came amongst you to the present day, I have experienced naught but kindness from you all; and have ever found a willingness on your part to do whatever would tend to promote the interests of the church.

I am now about to leave the place of my first—my youthful labours; but shall leave it with deep, with unfeigned, regret.

The ties which bind a clergyman to his flock are not such as can be severed without feelings of sorrow—ties which more strongly bind, where peace and harmony prevail.

Be assured, gentlemen, that you have my most sincere and affectionate wishes, both for the temporal and spiritual welfare of yourselves and those who are dear to you; and that the happy days which I have spent

amongst you will, by me, be ever remembered with pleasure and with satisfaction.

Your's faithfully,
CHARLES J. SHREVE.

December 12, 1833.

To
The Churchwardens and Parishioners of Harbor Grace.

Dr. STERLING having politely offered to convey the Rev. gentleman to Port-de-grave, in his pleasure-boat, he (the rev. gent.) was, on Saturday last, the day of his departure, attended to the place of embarkation by several gentlemen of Harbor Grace, who took that opportunity of still further testifying their regard for the subject of the above address.

We perceive, by a Proclamation in the *Newfoundland*, that the opening of the SUPREME COURT is postponed to the 30th inst. it will continue sitting until January 31st.

Late papers, received in St. John's by the *Westmoreland*, announce that the Spanish Government has acknowledged Donna Maria Queen of Portugal; it may be expected, from this circumstance, that the conflict in that unhappy country will not continue much longer.

DIED.—At Freshwater, near this town, on Friday last, Mr. Joseph Parsons, aged 61 years.

At St. John's, on the 8th inst., in the 18th year of his age, at the residence of his uncle, the Attorney-General, Joseph William, son of the late Mr. Joseph Simms, of Twillingate.

Shipping Intelligence.

HARBOUR GRACE.

ENTERED.
Dec. 12.—Schooner Sydney, Fogarty, Halifax; 40 bls. pork, 12 bls. tar, 11 chests tea, 10 puns. molasses, 10 puns. rum, 9 bls. sugar, 100 bushels Indian corn, 40 bls. flour, 40 firkins butter, 200 bushels potatoes, 40 qrs. beef, 7 carcasses mutton, 30 M. lumber, poultry, &c.

16.—Brig Naomi and Susannah, Munden, Bristol; 70 tons coal, 35 bls. beef, 30 boxes tin plates, 1 dozen chairs, 430 bags bread, and sundry merchandise.

The Naomi and Susannah lost her mainmast on the passage out.

CARBONAR.

CLEARED.
Dec. 9.—Brig Boethick, Horsley, Lisbon; 1500 qtls. fish.
12.—Brig Sir John Byng, Cram, Oporto; 3300 qtls. fish.
Brig Britannia, Gaillard, Liverpool; 9,709 gals. cod oil, 14,547 gals. seal oil, 3,958 gals. blubber, 306 gals. dregs, 68 cow and ox hides, 15 bls. salmon, 8 bls. mackerel.

CUSTOM-HOUSE, PORT-DE-GRAVE.

PORT-DE-GRAVE.

CLEARED.
Nov. 10.—Brig Atlantic, Barber, Cadiz; 3150 qtls. fish.

BRIGUS.

CLEARED.
Nov. 22.—Schooner United Brothers, Fids, Leghorn; 1850 qtls. fish.
23.—Schooner Isabella, Wright, Halifax; 104 casks blubber, 2 casks seal oil, 21 tierces, 75 bls. herring, 8 bls. core fish, 7 firkins, 2 bls. caplin, 1 firkin cod sounds, 3 hides, 25 qtls. fish.

ST. JOHN'S.

ENTERED.
Dec. 2.—Brig Champion, Charles, Greenock; tar, potatoes, coal.
Schooner Thistle, Clarke, Halifax; flour, beef, tea, geese, ducks.
Schooner Ranger, M'Millan, Bucktush; board, shingles, oysters.
Brig James, Lennox, New-York; pork, flour.
Brig Guldare, George, Oporto; salt, wine.
3.—Brig President, Coulston, Halifax; flour, butter, pork, mutton.
5.—Brig Piscator, Pydd, St. Thomas, (West Indies); sugar.
7.—Schooner Norval, Stewart, Quebec; pork, flour, hams.
Schooner Resolution, Moser, Lunenburg, N. S.; lumber, potatoes.
Brig Mary, Guntton, Hamburg; bread, flour, butter.
9.—Schooner Mary Jane, Organ, Boston; flour, pork, beef, staves.
11.—Schooner St. Patrick, Matthews, Sydney; coal, and sundries.
12.—Brig Angerona, Jillard, New-York; molasses, beef, flour.

CLEARED.
Dec. 5.—Brig London, Ball, Naples; fish.
Brig Gleaner, Harris, London; fish.
6.—Schooner Swallow, M'Kean, Bahia; fish.
Schooner Water Witch, Kelso, Greenock; oil, fish.
7.—Brig Scotia, Stewart, Greenock; oil, molasses, fish, seal skins.
Brig Lima, Mardon, Pernambuco; fish.
Brig George IV., Hellyer, Oporto; fish.
Schooner Reindeer, Owen, London; oil, fish, seal skins.
Brig Marshall, White, Bilbao; fish.
11.—Schooner Eliza, Fowler, Bristol; oil, fish.
Schooner Elizabeth, Walsh, P. E. Island; sundry merchandise.
12.—Schooner Margaret, Webster, P. E. Island; rum, wine, fish.

ON SALE.

AT THIS OFFICE,
SEALING AGREEMENTS.

Carbonar, Dec. 18, 1833.

NOTICES.

ALL Persons having demands on the Estate of HENRY PENNY, of Carbonar, in the District of Conception Bay, but late of Morton's Harbor, Green Bay, in the District of Fogo, deceased, are requested to furnish their Accounts, duly attested, to the Subscribers; and all Persons indebted to the said Estate are hereby desired to make immediate payment.

his
JOSEPH X PENNY,
mark
his
JOHN X PENNY,
mark
Executors.

Carbonar, Dec. 4, 1833.

At a Meeting of the Creditors of Mr. CHARLES COZENS, held at the Court-House, St. John's SATURDAY, 23d November, 1833, it was carried unanimously, that the Trustees be authorised to issue the following

NOTICE.

The Trustees of the Insolvent Estate of Mr. CHARLES COZENS, request all persons indebted thereto, to come forward before the 10th of December next, with such offers of compromise as the property they possess may enable them to make, it being the wish of the Trustees to make fair arrangements with Debtors, rather than proceed to extremes. Such parties as do not compromise their debts previous to the 10th of December, will be proceeded against in the SUPREME COURT for the sums they respectively owe the Estate. This Notice also applies to those persons who have not fulfilled the conditions of compromise which they have entered into previous to this date.

A Meeting of the Creditors on the above Estate will be held at the Commercial Room, St. John's, on FRIDAY, the 20th December, preparatory to the Trustees declaring a DIVIDEND, and those Creditors whose claims are not proved, and given in to the Trustees by that date, will be excluded from a participation therein.

W. J. HERVEY, } Trustees to the
C. F. BENNETT, } Insolvent Estate
R. R. WAKEHAM, } of C. COZENS.
St John's Nov. 27, 1833.

PUT on Shore from the Brig Wilberforce, from Liverpool, and now in the Store of Messrs. T. CHANCEY and Co.,

One Bundle Tar Brushes
Large Paper Parcel

(Both of which are without Mark.)

Any Person who can substantiate a claim to the above, may receive them by applying to Messrs. T. CHANCEY and Co., and paying Expenses.

Carbonar, Nov. 1, 1833.

ON SALE.

BY

COLLINGS & LEGG,

THE CARGO OF

The Schooner WELLINGTON, from HALIFAX,

CONSISTING OF

100 Barrels Superfine Flour
50 Barrels Middlings Ditto
50 Barrels Rye Ditto
50 Barrels Indian Meal
10 Barrels Beef
10 Barrels Pork
20 Firkins Butter
50 M. Shingles.

Carbonar, Nov. 6, 1833.

At the Office of this Paper,

A quantity of Pinnock's Catechisms, viz.: History of Greece, History of Rome, History of England, Chemistry, Astronomy, Latin Grammar, Navigation, Modern History and Ancient History.

Also,

The Charter House Latin Grammar
School Prize Books (handsomely bound)
Sturm's Reflections on the Works of God, 2 vols. (plates)
Sequel to Murray's English Reader
Pinnock's Histories of Greece, Rome, and England
Bonycastle's Mensuration
And sundry other School Books.
Sealing Wax India Rubber

WRITING PARCHMENT of a very superior quality, and large size
Carbonar, July 3, 1833.

FOR SALE at the Office of this Journal the CUSTOM-HOUSE PAPERS necessary for the ENTRY and CLEARANCE of Vessels under the New Regulations.

(From second page.)

means prepared, or the vigour and spirit with which they were employed. The utmost latitude at which they arrived fell short of 83 degrees; and consequently, though the highest, probably, ever attained by man, it comprised only a small part of the progress towards that high boundary, which it was their object to reach.

What conclusion, then, are we to draw from so signal a failure, in which the skill, intrepidity, and enthusiasm of British seamen, in their utmost exertion, failed in even an approach to the accomplishment of their object? Must the hope be finally renounced of ever reaching that grand boundary of nature? Must we seek no more to invade the secrets of that vast and awful domain, which has remained for so many ages unexplored by mortals?

We do really feel a considerable interest in this question—and would not willingly give a discouraging answer. There is something sublime in the idea of reaching this high and solitary pinnacle of nature, and looking down at once upon both hemispheres. To the glories which already circle the brow of Britain, it were something to add that of first reaching the Pole of the earth. Pondering the subject under these impressions, and comparing together the two plans, one pursued by Captain Parry, and the other recently proposed by Mr. Scoresby, we do not feel exactly satisfied with either; and shall therefore venture to suggest a third, by which there does seem to us to be a fair hope, without any very mighty difficulty or danger, of bringing to a happy issue this extraordinary adventure.

In regard to the course pursued by the late expedition, although it would be excessively unfair to impute blame to those who engaged in it with such slender experience, it seems fully ascertained that its mere repetition would issue in a repetition of failure. Other seasons and other points might be somewhat more favourable; but the rugged and irregular surface, the sinking and unstable nature of the icy ground on which he trode, its almost constant movement to the southward, carrying them in the very opposite direction from that to which they were tending—these would, in every instance, be enough to baffle any effort which could be made for the completion of the undertaking.

Mr. Scoresby's proposition is therefore to be considered; and it deserves certainly the most attentive and respectful examination. To Mr. Scoresby belongs the merit of having first drawn the attention of mankind to the possibility of accomplishing this grand enterprise; and he now comes seasonably forward, after so great a disappointment, to revive our drooping hopes. Nothing can be more superfluous than Mr. Scoresby's apologies for treating a subject on which, we do sincerely believe, he is better entitled to speak than any man alive. The three particulars in which he proposes to modify the plan recently followed, are with regard to the materials and consequent weight of the boats—the meridian on which the journey was attempted—and the season in which it was performed.

The weight of the boats, amounting to three quarters of a ton, is considered by Mr. Scoresby as alone sufficient to defeat every hope of success. The only fitting conveyance, in his view, would be a "sledge consisting of slender frames of wood, with the ribs of some duradruped for lightness and strength, and coverings of water-proof skins or other materials equally light." He holds forth as a pattern the omiak, or women's boat, of the Greenlanders, which will contain from ten to twenty people with furniture and fishing implements, yet which six or eight men can take up on their heads, and carry across any point of land which interrupts their progress. Now, with the utmost deference to Mr. Scoresby, we must say that we feel not a little alarm at the idea of facing the Polar tempests in this huge leather bag, which the Greenland matrons may indeed contrive to row hundreds of miles between the ice and the land, but which could never be expected to sustain any violent shocks or concussions. Yet it could not be assured of not having to encounter an open and even a stormy sea, either in the circum-polar regions, or, at all events, in the ultimate run to regain the ship. Besides, if the boat was three quarters of a ton, the provisions and other equipments were a ton and upwards; so that no reduction upon the former could render the entire weight at all so manageable as that of the Greenland fishers. Such as it was, it proved not more than could be dragged with tolerable ease by fourteen stout British seamen over any ground that was not excessively rugged.

Mr. Scoresby, however, proposes that the boat shall be dragged not by human force, but by the rein-deer, that most useful traveller over the snows of the north. A single suggestion of Captain Parry's seems, however, fatal to this proposition. The reindeer requires at least four pounds of moss in the day; to supply which to eight animals during ninety days, it would be needful to carry an additional weight nearly equal to that of the boat and all its other contents.—The entire drag would thus be doubled, and would be placed, we fear, beyond the reach

either of men or rein-deer to move over so arduous a route. It is but fair, however, to observe, that Mr. Scoresby contemplates, with these faithful animals, a swiftness of movement which would give a new character to the whole undertaking. His original scheme actually specifies a fortnight as the period in which they might fly over the whole space to and from the Pole! Could this be relied upon, the equipment might no doubt be so much reduced, as to oppose no obstacle to the most rapid movements.—This, however, would really be carrying the Pole by a coup-de-main; and though it is not perhaps absolutely impossible, yet we cannot but think that it would be playing much too deep a game to set out on such a calculation. Supposing that by some of the many accidents which it is impossible to foresee, these animals should break down at an advanced stage of their career, how were the biped adventurers, thus slenderly equipped, victualled perhaps but for seven days—to trace their slow and difficult path? If any of the adventurous sons of Britain choose to make a dash at the Pole in this style, at his peril be it; but we, as sober journalists, addressing a people justly chary of the likes of her sons, dare not recommend this headlong drive over the Polar snows.—To us a sure and steady, though slower and more laborious movement, appears preferable; and it therefore seems very hazardous to attempt any material reduction in the equipments provided for Captain Parry's expedition.

The meridian on which the expedition moved, is another point to which very great importance is attached by Mr. Scoresby. It is obvious, however, that a meridian, as such, can have no influence on the character and surface of the ice which extends along it. Mr. Scoresby could not have meant to convey such an idea; and the expression which seems to import it, must be allowed not to be very well chosen. All that can be said is, that the southern extremity of the Polar ice, which is alone open to observation, is more level at one point than another; but it is obvious that this does not afford the most slender presumption that this level character will extend along its interior in any direction. The state of the ice appears at all points to be excessively fluctuating, modified by the varying action of winds, currents, and storms. Mr. Scoresby, in the journal of his last voyage along a very westerly meridian, nowhere describes the ice as in a very much smoother state than it was found by Captain Parry. There is one view, indeed, in which we should be rather afraid of a very westerly meridian. The great features of the globe have usually a certain continuity; there is reason therefore to apprehend, that where a line of coast has been continued far in one direction, it will be prolonged still farther. But as the continent, or the continuous archipelago of islands, which we call Greenland, stretches for 20 degrees from Cape Farewell in a line of which the general direction is north-east, it is more probable than otherwise that it will maintain that line farther, and, perhaps, even to the Pole itself—which if it does, it will cross the path of the travellers moving in any meridian west of Spitzbergen. Now the encounter of rugged and mountainous land, such as Greenland always invariably is, forms almost the only obstacle which would be absolutely insurmountable.

Mr. Scoresby finally points to the season at which the expedition set out; and here, we think, he does touch upon the main cause of its failure. Almost all that train of disaster, which render the best efforts of the travellers abortive, seems referable to the progressive conversion from solid to fluid of the surface upon which they moved. It is a fact which could scarcely have been foreseen, that every step through which ice passes in dissolving, till it arrives at that of water, renders it more and more rugged. First, when the fields separate, the pressure of the sides against each other, produced by wind and tide, squeezes them up into hummocks of ten, twenty, or even forty feet high. Then, as the ice is penetrated by rain at various points, the undissolved portion rises in pointed prisms, which, becoming always smoother and sharper, arrive finally at a state in which they have been compared to clusters of vast pen-knives. Next, the surface on which the traveller treads is perpetually sinking beneath him, the snow, converted into a pulp causes him to plunge up to the knee; the surface of the ice breaks, and the sea opens under his feet. Lastly, while he is moving northward, the ice on which he travels, having lost its continuity, by the prevailing northerly gales, is carried to the southwards, and drifts him along with it, so that, after several-days of laborious journeying to north, he will find himself farther south than when he began.

For these and other reasons, we entirely agree with Mr. Scoresby, that the season at which the last expedition set out was inevitably fatal to its success, and must be so to that of every one undertaken in similar circumstances. But we doubt the sufficiency of his proposed remedy; which is to set out by the middle of May, or, at the earliest, by the end of April. This might be fitted to his own expectation of galloping out and back in three weeks, but not to our more sober estimate, which extends to three

months. The favourable season would comprise only a small part of this period, and then would begin all the disastrous circumstances which occasioned the recent failure. Indeed, June being the month in which the grand disruption of the Polar ice usually takes place, might perhaps be formidable beyond any other. It appears also singularly perilous, that the expedition should go out in one state of the Polar regions, and return in another state. The main security, that whatever ground they had once traversed they could traverse again, would be lost. They might find obstacles rising, or abysses opening, of which, in their progress onwards, they could not suspect the existence.

This leads directly to the exposition of the plan by which, in our conception, a Polar expedition might proceed with the fairest chance of success. We would start at the first dawn of the Arctic morning, as soon as the sun's disc, beginning to circle along the verge of the horizon, had broken the long wintry midnight, in which these regions had been involved. The travellers could thus go out and return, before the chains of ice, by which the whole Arctic world was bound into one solid mass, could be materially loosened. Every thing would be sure, fixed, and solid. The two requisites of a good road every where, are, that it should be smooth, and that it should be firm; and the Polar road would certainly be both much smoother and much firmer at this season than at any other.

The surface would be smoother. Many of the rugged forms into which the ice had been thrown up during the preceding summer would have been destroyed by its conversion into water, when it would be re-frozen in a level form. The whole, too, would be covered with a thick coating of snow, highly crystallized, and divided into minute portions, which are blown about with the utmost facility. The effect of this blowing is to fill up every crevice, and obliterate all minute varieties of surface. Its operation on a much smaller scale in our climate converts the country, as represented by the poet, into

"One wide, unvaried plain of boundless white."

Captain Lyon mentions the island in the vicinity of their wintering place, in the second Arctic voyage, as having been, while seen in the depth of winter, considered a complete level; but, to their great surprise, as soon as the snows had melted, it proved to be peculiarly rugged and irregular. We should not therefore much wonder, if the whole route should present one great and uniform surface. Even if the more elevated hummocks were not wholly obliterated, they would, by the snow blown up round their sides, be so graduated into the surrounding plain, that their ascent would cease to be very formidable, and those tremendous operations, technically called "a standing pull," or "a bowline haul," would seldom or never be demanded. It may be almost superfluous to observe, that the extreme danger which, in a civilized country, attends the obliteration by snow of all the landmarks, could have no place in an unknown region, where landmarks do not exist, and the expedition could in no case have any guide but the compass and the sky.

Next, the surface would be comparatively firm. The softness of the ice, which always increased as the season proceeded, was a fruitful source of misery to the late expedition. Both men and boats sunk at every step, and could make their way only by the severest efforts. But the mid winter snows of the Polar world would compose a hard surface, affording probably a steady support to the traveller moving over it. Even in June, over a great part of Melville Island.—Captain Parry found the snow so hard that a heavily loaded cart did not sink into it.—On this smooth and hard surface, wheels, which were found wholly inapplicable, might be brought into play, and be made greatly to alleviate the labour of dragging.—That movement also of the ice to the southward, which was so fatal to the progress of the former expedition, would have no existence here, or would be felt only in the latter period of the return, to which it would be favourable.

While we thus set forth the advantages of this plan, we are far from denying that certain questions must be answered, ere it can be put down either as expedient or safe. The first and most obvious is this: can the human frame endure that extremity of cold which must be felt in these frozen regions, of which the Midsummer temperature is often scarcely tolerable? The question is serious, because that period of early spring which we recommend is undoubtedly the time when the temperature, lowered by the continued absence of the sun for four months, reaches its utmost depression. We should certainly hesitate therefore to answer this question in the affirmative, were it not for the decisive statements which we find in Captain Parry's own records. During the intervals of most intense cold throughout his four winterings, when the thermometer was seventy or eighty degrees below the freezing point, there never was a period when it was not possible, and even advantageous, to spend several hours a-day in the open air; and it is all in our favor, if brisk motion was a necessary accompaniment of

this exposure. In this last voyage he comes to the conclusion that with proper precaution no serious injury can arise from the most intense cold of the Arctic regions. When we consider, therefore, that the proposed expedition would, in cases of drift or tempest, have always the boats in which to seek shelter, and in the perpetual northern twilight, could choose any part of the twenty-four hours for their journeyings, the risk of perishing with cold seems really not admissible, with reference to any well-conducted expedition.

Captain Parry has treated the question of an earlier season; but only in connexion with the employment of rein-deer. When that particular is thrown out, his objections do not appear to have much weight. It would be necessary to winter at Spitzbergen. We should think this highly expedient in every event. The going out in spring involves delays and casualties, which it is impossible to foresee, and which, as in the last instance, may be deeply injurious. As for the dread he expresses of the physical courage of the men being reduced by this wintering, we really cannot entertain it, after the experience of his own four winterings, two of them successive. The expedition would not require to set out till August, and the men thus would not be above seven months on shipboard, before they began the grand movement. The additional supply of food and of clothing, which would be requisite is of more importance as making a very inconvenient addition to the weight of the equipage. We calculate, however, that both might be doubled for 300 lbs., not quite a twelfth of the entire weight, which could not very materially affect the means of progress.

There is another statement applying equally to the expedition under any circumstances, and upon which we feel somewhat anxious. It appears to have been ascertained by the last experiment, that the portion of food allotted for each member was insufficient to support him under the hard labour and the inclemency of the elements. Hence, in the course of the journey, there was noticed a gradual abatement of strength, which, towards the close, became somewhat alarming. We are disposed to take this matter very seriously; for really it would be dreadful to think of sending a party to the Pole upon short allowance. Yet the required addition of one-third to the weight of the victuals, would not be very practicable. This point must then be seriously considered; and the question is, since it is difficult greatly to enlarge the quantity, whether the quality of the food might not be raised. Are pemmican, or dried beef, and hard biscuit, the most concentrated forms into which human nutriment can be brought? Captain Parry thinks they are; but upon this point we feel exceedingly sceptical. Our attainments in the culinary and dietetic sciences are certainly very limited; and yet it appears very easy to point out substances containing much more nourishment within the same space and weight, than the dry and ungenial aliment on which Captain Parry places his sole reliance. Portable soup, for instance, might surely be so prepared, as to comprise within the same limits a much greater amount of nutritive juice, in a fresher state, than dried meat, of which a large proportion must be fibrous and vascular; and, if judiciously and somewhat highly seasoned, would form a most comfortable mess under the snows of the Pole. In the farinaceous department again, cakes, copiously impregnated with the nutritious matter of eggs and butter, would afford chyle much more copiously than mere dried flour. Salted butter and cheese, both the richest that could be had, seem deserving of mention. At all events, with such an object in view, the preponderance on the late occasion, of farinaceous food over animal, which affords so much more nourishment and strength (628 lbs. biscuit to 564 lbs. pemmican), seems very incomprehensible. Meat thoroughly dried, if we mistake not, could be eaten with very little bread.—The Russian sailors, who wintered eight years in Spitzbergen, found that their dried meat could not only be eaten without bread, but could be eaten as bread with other meat. We can never then be persuaded that on these principles, and with a little contrivance, the deficient third might not be fully made up, without encumbering the equipment with any material addition of weight.

Such are the hints which, with much diffidence, we venture to submit to the daring spirits who may again seek to arrive at the grand boundary point of earth and nature. Bold as the scheme may seem, we sincerely believe, after diligent search into the Arctic records, that it is, on the whole, the most secure as well as the most promising of any that could be adopted. It is submitted, however, as still subject to the strictest revision, by those who, having made personal observations on the phenomena of an Arctic expedition, may be able to point out particulars, which, though minute, perhaps themselves, must be carefully taken into account, in reference to a voyage beset with such peculiar perils and difficulties.

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