

NORTHERN OVERLAND EXPEDITION.

"Fort Franklin, Great Bear Lake, Feb. 1826

"After remaining as long at New-York as our desire to commence our journey would permit, we proceeded to Lake Ontario, crossed it to York, the capital of Upper Canada, and from thence travelled by land and water, in carts and in boats, to Penetanguishene, a naval depot in Lake Huron; here we embarked in two canoes, manned by 24 Canadian voyageurs: our party previously consisting of five officers and four marines, and, coasting Lakes Huron and Superior, arrived at Fort William, a post belonging to the Hudson's Bay Company, on the 10th of May, 1825. At this place the expedition embarked in four small canoes adapted for the navigation of small rivers, and proceeding in two divisions by the Lake of the Woods, Rainy Lake, Lake Winifrey and the river Saskatchewan, came to Cumberland House, where the seamen attached to it, and who had been sent out with three boats passed the winter. We arrived at Cumberland House on the 15th of June, twelve days after our seamen had resumed their voyage for the summer, and losing no time in following them, we overtook them on the 20th of the same month, near the height of land which separates the rivers flowing towards Hudson's Bay, from those which fall into the Arctic Sea; our progress after this was more slow, from the accumulation of our stores and provisions, which we had been picking up at the different trading posts on our route; the different portages detained us considerably, as the crews had to make five or six, and the boats were carried seven or eight trips across Methy; the longest portage on the route is about 13 miles stature in length, and occupied us seven days. We arrived at the Lake of the Hills on the 15th of July, at Slave Lake the 26th, and entered Mackenzie's river on the 31st. On the 3d of August we arrived at Fort Simpson, situated at the junction of the river of the mountains with the Mackenzie. On the 6th came to Fort Norman, another of the Company's posts, situated on the Mackenzie, about two hundred miles further down; on the 7th entered Bear Lake River, and on the 10th arrived at this place, which we have since named after our commanding officer. Mr. Back arrived next day with the detachment of canoes under his charge, Captain Franklin and Mr. Kendall having descended the river to the sea in a boat with six seamen and an Esquimaux interpreter. They came to the mouth of the river six days after leaving Fort Norman, having past the last of the Company's posts about half-way. From Garry's Island, lying 28 or 30 miles to seaward of the river's mouth, they had a wide prospect of salt water free from ice, and abounding in seals and white whales. This was a cheering prospect; after remaining a day on the Island to ascertain by astronomical observations its position, and which they found to be lat. 69 deg. 29 min. north, long. 135 deg. 41 min. west, they reascended the river, and joined us here on the 6th of September. The expedition up to this latter date had travelled from New York 5,560 miles, or from Penetanguishene, the out-post of Canadian settlements, about 4,444 miles, from the 23d of April.

"Captain Franklin was very desirous of opening a communication with the Esquimaux at the mouth of Mackenzie's river, but did not see any of them. He left, however presents of Iron work at several encampments, which appeared to be of recent erection, and we have the satisfaction since the commencement of winter of learning, through the medium of an adjoining tribe, that they received them, and are desirous of evincing their gratitude by receiving us kindly next season."

BOSTON, Nov. 21.

The Mutineers of schr. Fairy, arrived at this port yesterday in H. M. Brig Chebeco, Captain Potter, seven days from Halifax. The Fairy sailed from this port in August last, for Russia, and was risen upon by the crew, on the 27th of that month, when eight days out. Capt. Selfridge and his mate Joseph D. Jenkins, were murdered and thrown overboard, and the crew then proceeded with the schooner to Louisbourg, Labrador, where she was scuttled, and the crew went ashore in the boat. From Louisbourg the crew, four in number, proceeded in a boat to Labrador, where they reported themselves as belonging to a vessel which had sprung a leak and was abandoned. Being informed against by one of their number, (the cook) who had till then been silent to save his life, they were all arrested and committed to jail in Sydney, whence they have been sent to the U. States for trial. Having arrived in this district, their trial will take place at the next term of the U. States Court.

ABJECT STATE OF SPAIN.

The following extract from a Letter, dated Aug. 13, and written by a merchant who lately went to Madrid on affairs of private interest, may serve to shew the frightful depth of misery and abjectness into which the Spanish People have fallen:—

"The wretchedness of this people exceeds all limits: it is frightful. Two-thirds of the population at Tolosa, Vitoria, Burgos, Aranda, and Bayrago, are literally without trowsers, shirts, stockings, shoes, and hats. A dirty cloak, consisting of a thousand filthy raggs coarsely patched together, covers their squalid skeletons of bodies, rendered more gaunt-looking by a long beard, a haggard countenance, and a ferocious eye. At Irun, the soldiers, priests, public officers, all asked alms. At Briviesca a comical figure, holding in one hand a plate, and a little holy sacrament (in copper) in the other, asked charity for God. At Burgos I saw a horrible sight, the distribution of the dinner fragments of a convent situated on the road leading out of the city: two hundred ragged wretches rushing promiscuously into the middle of the convent court yard, and commenced fighting with each other for bones, bread and chick-peas. The women were drawn back by the old men, and then, again, by the young men. The horrible cries mixed with acclamations: 'For God's sake,' and 'The Holy Father,' rendered this scene a spectacle, of which the distributions of sausages, during the fetes at Paris, can give you but a faint idea. On the other hand, to compensate for this, I saw in the cathedral at Burgos, six candlesticks, of massive silver, five feet high, which must be worth 100,000 crowns; six lamps of the same metal, all new, like the candlesticks, were burning night and day while the poor have not a rushlight in their hovels. At Aranda, Bayrago, and Somosierra, was the same frightful misery. The shops are enough to make one shudder, filly, empty, deserted; nothing in them but trash, and that at the highest prices.

"The expense of living is, to the rate in France, as four and a half to one; a hundred crowns travelling from Irun to Madrid; six francs for a detestable meal. There are no robbers, or but very few. There is a good reason for this: travellers manage matters so as to carry but very little money with them. This circumstance has tended to diminish the taste for robbery. In the defiles between the mountains travellers use escorts. At Bergara, at the defile of Pancorbo, at Saffias, Somosierra, and Cabrerias, we took escorts. The leaders of one of them (who, by the bye, was paid very

high) an old captain of robbers, of the name of Diego Irmaz, told us that he was making more now by escorting carriages than by robbing them. Such is the condition of Spain!

Bolivar.—A lock of the hair of Washington, inclosed in a ring, was lately presented to the liberator Bolivar, through the medium of General La Fayette. It was the gift of the Honourable George Washington Curtis, of the family of the illustrious Washington. The following is Bolivar's answer, acknowledging the compliment:—

Lima, May 25, 1826.

SIR.—Although I had learnt, by the public papers, the gift with which the son of the great Washington has been pleased to honour me, I had not till this day received either the holy relic of this father liberty, or the flattering letter of his worthy descendant. This day I have placed my hands upon this invaluable present, the image of the first benefactor of the Continent of Columbia, presented through the citizen hero General La Fayette, and offered by the noble remnant of that immortal family. It is a recompense worthy of the first and most illustrious character of the universe. Shall I be worthy of such an honor? No: but I accept it with pleasure and gratitude, which will be attached to the remains of the venerable father of America, to the most re-note generation of my country: they ought to be the last remembrances of the new world.

Accept, Sir, the most sincere and respectful sentiments of my personal consideration.

BOLIVAR.

BOSTON, DEC. 2.

IMPORTANT.—It is not generally understood that British vessels which may enter the ports of the United States, after the first of December next, from any of the ports included in the late Order of Council, will be liable to be confiscated.

The Act of May 6th, 1822, gives Authority to the President, to open our ports for British vessels from the colonies, on principles of reciprocity, but the 6th section of the Act of March 1st, 1823, says, "That, if, at any time, the intercourse between the United States and any of the above-enumerated British colonial ports should be prohibited by a British Order in Council, from the time the same shall commence to be in force," the act of March 1st, 1823, shall cease to operate in their favour, and the Act of April 18, 1818, shall revive and be in full force.

The Act of April 18th, 1818, which is thus virtually revived by the late British Order in Council, is very positive; declaring, "That the Ports of the United States shall be and remain closed against every vessel owned wholly or in part by subjects of His Britannic Majesty, coming from any port or place in a colony or territory of His Britannic Majesty that is, or shall be, by the ordinary laws of navigation, closed against vessels owned by citizens of the U. States." And furthermore, that every such British vessel entering one of our ports, shall, with her tackle, cargo, &c. be forfeited to the United States.—Phil. Gaz.

THE BRITISH PROVINCES.—The editor of the New-York Albion asserts that the British Ministry now contemplates the most important changes in the form and system of the local government of the British North American colonies. The leading feature of this plan is, to unite all the Colonies into one Confederate System, each Province to retain its own local governor and two legislative bodies as they at present exist, and to send a certain number of delegates or representatives to the place of general government to enact laws for the whole.

At the head of this grand confederation, will be placed some distinguished individual appointed by the Crown, whose business it will be to report to the general government of the empire at home, the proceedings of the body over which he presides.—Salem Gazette.

DREADFUL NARRATIVE.

(From the Liverpool Mercury of October 27.)
Accustomed as we are to record disasters by sea, it has seldom fallen to our lot to lay before our readers a narrative of a more painful description than the following, taken from the Hampshire Telegraph:—

The Dartmouth, which arrived at Portsmouth yesterday evening, has brought an account of the loss of His Majesty's Schooner Magpie. The following Narrative is given on the authority of Mr. Maclean, one of the two survivors.

Sunday Aug. 27.—His Britannic Majesty's Schooner Magpie, cruising off the coast of Cuba, and running for Cape Antonio (having had intimation of a piratical vessel being there) was overtaken with a very heavy squall (all sail by this time being shortened, except the reefed fore-top-sail, and stay fore-sail) of the Saddle Hill: she filled, and went down in ten seconds, after the squall took place, leaving only on the surface of the water, besides some trilling things, a small boat filled with water, to which nine persons clung, among whom was Lieutenant Smith, the commander, Mr. Maclean, mate, and Mr. Meldrum, gunner's mate; the two latter are the only survivors. Nothing can equal the deplorable situation of these persons, who clung to the gunwale during the night. In the morning the sharks were very numerous, and came so close as to touch them, which so much intimidated some of the men, that, at ten o'clock next morning, two were drowned, from the boat turning over. Lieut. Smith after being twice bit by a shark, resigned himself to his fate: he shook hands with all around him; told the strongest, if he survived, to make his respects to the Admiral, and requested he would serve Meldrum, if in his power. At 3 a. m. on the 28th, J. Smith, and R. Wilson became delirious; they both swam from the boat, and went down, leaving only Mr. Maclean and Mr. Meldrum.

At daylight they observed a brig standing towards them, and about six o'clock were picked up off the Pau of Matanzas, by the brig Aspasia of Baltimore, after having been drifted by the current nearly 70 miles, and being 32 hours exposed, completely naked, in a swamped boat, to the sun by day, and the dews falling very heavy by night, which in my opinion, was the cause of the delirium which ensued. Nothing can exceed the kindness and humanity with which we were treated by the capt. of this vessel, who, next morning, at six o'clock, put us on board the brig Laura, of Liverpool, who brought us into Havannah, and by two o'clock on the same day, we were on board the Pyades. The names of the sufferers are as follow:—

Men Drowned.—Lieutenant Edw. Smith, commander; Mr. S. Ross, mate; Mr. Alex. Wood, assistant surgeon; Wm. Bartlett, Stephen Whitlock, John Lauren, John Ruby, William Wilkinson, — Ackerman, John Rogers, John Smith, — Brannan, Wm. Jackson; Geo. Serewton, Geo. Thompson, Robert Wilson, John Carr, Jos. Smith (1) (four able seamen lent from His Majesty's ship Pyades); Sergeant Chetham, Timothy Bobb, Wm. Coleby, James Parker, Wm. Guy, Wm. Davey marines.

The steam-boat Emerald, with all her furniture, &c. has been destroyed by fire, at New Brunswick, N. J. The Emerald was a beautiful, first rate boat valued at sixty or seventy thousand dollars, and belonged to the Union Line between N. York and Philadelphia. She was not insured.—Eastport Paper.

St. John, Dec. 9.

The schooner Enterprise, which arrived yesterday from Eastport, brings a report that a British vessel from some part of the British West Indies, had been refused an entry at Boston, by the Collector of Customs there.

Valuable property for Sale.

THE subscriber offers for Sale that well known House opposite the end of the Officers' Barracks, comprising a Store in front and Back Store occupied by Fisher, Walker, & Co. Two large frost proof cellars, Bake House, and nine private Rooms, out houses &c. which property can be examined at any time, and terms of payment will be liberal.

JAMES D. BERTON.

Fredericton, Dec. 11th 1826.