

ting cup, to the contrary notwithstanding. If proof of the assertion, that all did enjoy themselves, be asked for, it may be found in the fact, that although several opportunities, even late in the day, were afforded by which persons so disposed, might leave the steamer, not one choose to do this, save a few fond matrons, whose praiseworthy solicitude for their little ones, overcame all personal considerations.

FILIUS.

ON THE REGIONS OF THE NORTH.

In connexion with the causes now in activity in destroying the Animal and Vegetable Kingdom, or Animale and Inanimate Nature, from all that is well authenticated.

BY WILLIAM SMITH,
Shoemaker, Miramichi, New Brunswick.
TO MOSES H. GRINNELL, MERCHANT, NEW YORK.*

In 1825, Captain Franklin, Dr. Richardson, and Mr. Back and Mr. Kendall, having made previous preparations for sending forward supplies, set out on another expedition to the same sea, by way of the Mackenzie River, which flows through the country west of the Coppermine, and reaches the Polar Sea in about the same latitude. They sailed from England to New York, and proceeded the same season to the mouth of the Mackenzie River, which they reached on the 16th of August, and returned to the Great Bear Lake, where the party passed the winter. In the following summer they again proceeded down the Mackenzie River, and dividing into two parties, one of them, under Captain Franklin, explored the east of the Arctic sea, westerly, a distance of 375 miles, and the other, under Dr. Richardson, coasted along the shore eastwardly, to the Coppermine river, a distance of 900 miles.

The discovery of Captain Parry, in his first voyage, established the fact of the existence of a Polar Sea, north of the Continent of America, extending at least half the distance from the Atlantic to the Pacific Ocean. The labors of Captain Franklin and his companions have given us an accurate delineation of the south shore of this sea, for a distance of 1300 miles, extending to within 160 miles of the already explored coast of the Pacific Ocean on the west, and to within 500 miles of the Regent's Inlet on the east. No doubt can remain of the continuance of this sea towards Icy Cape and the Pacific Ocean, nor can there be any reasonable doubt of its connection with the waters of the Lancaster Sound and the Atlantic Ocean. It was to verify this connection that Captain Ross undertook his last voyage. He sought for the channel of communication through the Regent's Inlet, the same which was partially explored by Captain Parry in his first voyage, and was attempted in his third.

In the return of Captain Ross, after three years and a half in the polar regions, much information has been obtained. It appears that the first season, that of 1829 was the mildest ever known, and that the sea was more clear of ice than had ever been recorded during any preceding voyage.

In the year 1818, Captain Ross commanded the first of a series of expeditions for exploring the North West passage, and the northern coasts of America, which have led to the disclosure of nearly all that is known. On the 29th of August, 1829, Captain Ross reached the spot where the stores of the *Fury* were landed, without any difficulty, and there he found the provisions, &c., but not the wreck, which had totally disappeared. Having supplied all his wants from this depot, he advanced to the southward, round Cape Cary, from whence the west coast led him in a south west direction, to the latitude of 20 degrees north. Here he was for the first time seriously impeded by ice; but after examining an inlet he proceeded to urge his way to the southwards, as near the shore as the shallowness of the water permitted him, and occasionally landing to take possession of the newly discovered regions for the British Crown, with the usual ceremony. Owing to the rapidity of the tides and currents, the stubborn qualities of the ice, and the rocky character of the coast, the voyage was extremely perilous. Having thus experienced several almost miraculous escapes from shipwreck, they ultimately succeeded in reaching the 70th degree of latitude, in a direction nearly south of *Fury* Point, where their course was arrested by an impenetrable barrier of ponderous ice. In a harbour which they found at this extreme point they wintered. In January, 1830, they opened a communication with some Indians who had never before held intercourse with strangers. Friendship was soon established between them and the tars, and the first winter, which was not severe, was spent very pleasantly. Having learned from the natives that the east sea was divided from the west by a neck of land, the point was examined, and all hopes of effecting a passage in this direction, completely extinguished. Commander Ross (nephew to Captain Ross), who was sent to survey the coast of the west sea, leading to Cape Turnagain, succeeded in getting within 150 miles of it, and left off within a short distance of where Captain Back expected Fish river would join the sea. They also determined that the land was contiguous to that which formed Repulse Bay. During the autumn of 1830, the voyagers waited in vain for the ice to dissolve, as it had done the preceding years. They had with great exertion proceeded about four miles, when they were overtaken by a most tremendous snow storm, and the approach of a winter unparal-

lled in severity, the lowest temperature being 92 degrees below the freezing point.

The summer proving more rigorous for the season, little hopes were entertained of a release, and a farther progress of fourteen miles was all they could accomplish. In October, 1831, the ships were laid up in the harbour, and the party endured the rigours of another winter, not less severe than that of the preceding year. Their provisions being nearly consumed, they had no other alternative but to abandon the vessel, and proceed to the spot where the *Fury's* provisions still remained, a direct distance of 200 miles, which was increased one half in consequence of the circuitous route which the ice obliged them to take. They accordingly left the *Victory* in May, 1832, and after a journey of uncommon labor and hardship, reached *Fury* beach in the month of July. During this journey they had not only to carry their provisions and sick, but also a supply of fuel, for without melting snow they could not even procure a drink of water. They repaired the *Fury's* boats, and attempted to escape, but it was September before they reached Leopold Island, which they have fully established to be the north east point of America. Here they waited in vain for the ice to break up. It presented an impenetrable mass, extending across Lancaster Sound, and intercepting the progress of the fishing ships, which could advance no farther than Admiralty Inlet, where some remained as late as the 19th of September the same year. Winter set in, and they had no choice left but to retrace their steps, and spend another winter in canvass huts covered with snow. They had neither beds, clothing, or animal food. Captain Ross said that their sufferings could not be completely submitted to the public, for it could not be believed what they had undergone. The carpenter perished, and several others were so much reduced, that they had to be carried to Batty Bay, where the boats had been left. The spring and summer of 1843 afforded the desolate party more cheering hopes. The ice opened on the 14th of August, and on the same day that Captain Humphrey, of the *Isabella*, tried to reach Leopold Island, they arrived there. The former could not cross the ice, and was driven by a north east gale up Lancaster Sound and Prince Regent's Inlet. The party remained there until the gale had moderated, and having gained the south shore of Lancaster Sound, they reached its entrance before the *Isabella* overtook them. The party were not more reduced by their sufferings than might have been expected. The circumstance of Captain Ross having been rescued by the ship he commanded in 1818, was a curious and happy conclusion of the voyage, the result of which has been to discover that there is no new north west passage south of 74 degrees. The country which they discovered is larger than Britain, and has been named Boothia, after Felix Booth, Esq., Sheriff of London, who in 1829, much assisted Captain Ross in fitting out the expedition. The true position of the magnetic pole has been discovered, and much information obtained for the improvement of geographical knowledge. Only three men died during the voyage; two of them were men whose constitutions were unfit for the climate.

In order to give every encouragement to explore the regions of the north, an Act of Parliament was passed in 1776, promising a large reward of £20,000, to any of His Majesty's subjects, who should find out new countries, and sail through any passage between the Atlantic and the Pacific oceans. The grandeur of the undertaking, connected with its consequences to navigation and science, so fixed the imagination of Capt. Cook, that he offered his services to conduct an enterprise then in contemplation. As all former navigators had followed the same course, it was determined to reverse the usual plan, and Captain Cook was directed to proceed to the Pacific Ocean, in order to reach the high northern latitudes by Behring's Straits. Two ships were put under his command, which he sailed by the Cape of Good Hope to the Sandwich Islands, whence he crossed to the coast of America, and made land in lat. 50 deg. 49 min., at an Island he called *Kaye's* Island. Proceeding northwards he came to an inlet which he entertained strong hopes communicated with *Baffin's* or *Hudson's* Bay; but on minute examination he found his expectations groundless, as it proved to be a river which he traced for seventy leagues, afterwards named *Cook's* River.

Proceeding in the course of his discoveries, Cook, on the 19th of June, reached a group of Islands named by Behring, *Shumagin's* Islands; and on the 21st he neared the mainland, in 54 deg. 48 min., where he observed, among other hills, one of strange form and great height, which turned out to be a volcano. A few days afterwards he reached the Island of *Oonalaska*, the inhabitants of which conducted themselves with a politeness unusual among savage tribes, a circumstance attributed by Captain Cook to their occasional intercourse with Russian traders. As the island furnishes them with subsistence, so it does in some measure with clothing, which is chiefly composed of skins. The upper part of their covering is made like a waggoner's frock, and reaches down to the knees. Besides this they wear a waistcoat, or two pair of breeches, a fur cap, and a pair of boots, the legs of which are formed of some kind of strong gut, but the soles and uppers are of Russian leather. Fish, and other sea animals, birds, roots, berries, and even sea-weeds, compose their food. They did not appear to be very fond of iron, nor to want any other instruments than sewing needles, their own being formed of bone. With these they sew their canoes, make their clothes, and work cu-

rious embroidery. Instead of thread they use the fibres of plants, split to the fineness required. All sewing is performed by the females, who are tailors, shoemakers, and boat-builders. They manufacture mats and baskets of grass, which are both strong and beautiful. The neatness and perfection of their works show that they are not behind in ingenuity and perseverance.

THE LATE FIRE.

Mr. Pierce.—Permit me, through the columns of your useful paper, to express my surprise at the highly improper conduct of many of the inhabitants of Chatham, at the destructive fire of Wednesday last. I observed many persons possessing a large stake in the town, looking idly on, while others did not condescend to leave their carriages; and the bearing of some of the Firewards and Firemen was anything but what might have been expected from men acting in their capacity. One of the Firewards actually ordered the Engine to be placed to windward of the fire, where it could have been of no earthly use; and it was not until the fire had expended its fury that it was removed to where it could be of some service, but even then it was not worked with effect. There are many active, energetic men in the Engine Company, but it is high time that many of them were superannuated, and their places filled by men of determination and perseverance. Until that is done, it is needless to expect but little benefit from their services. SNAP.

Chatham, July 27, 1850.

THINGS I LIKE TO SEE.

To the Editor of the Gleaner.

Sir,—I like to see certain persons fishing with salmon nets set from one side of the river to the other, thereby giving their neighbors a fair chance, and showing the utility of the new fishing law. I like to see the rubbish from a certain saw mill, such as slabs, rines, &c., put into the river, where a large part sinks to the bottom of the channel, and the remainder drift about in large quantities, thereby obstructing the navigation to a serious extent, and tearing and otherwise injuring the nets of many of those persons who would wish to fish fair. I like to see a Road Commissioner allow some persons to perform their Statute Labor by job or task work, and make others work by the day, clearing the rubbish from about the new house of a brother-in-law, and make others pay money, part of which he keeps for refuse plank at 50s. per thousand, his own measurement; another part is laid out in digging and covering a drain through the road from the cellar of a nephew, and the remaining part is given between two nephews, at the rate of 5s. per day, when other persons would have gladly done the work by the job for much less than half the amount expended—as it shows a due regard for self, and a charitable and friendly feeling towards his relatives, especially as one of them was sickly at the time, and not able to do any other work.

I like to see a certain person, who puts himself forward on all favorable occasions, as a leading character, bawl out, and make a great fuss about reform measures and reforming Representatives, when an Election takes place, canvass, stand for, and vote for, the Obstructive candidates, that the electors might not be mistaken about how much he was a reformer at heart. There are many other things I like to see, going on in complete harmony with the above, but with which I will not trouble you at present. Your obedient servant,

CONSISTENCY

Nelson, July 22, 1850.

Editor's Department.

MIRAMICHI:

CHATHAM, MONDAY, JULY 29, 1850.

EUROPEAN NEWS.

The Steamer *Asia*, after a splendid passage of little over eight days, arrived at Halifax on the morning of Monday last. Our papers are to the 13th instant. They contain an account of the death of the Duke of Cambridge, uncle of Her Majesty, who completed his seventy sixth year in February last.

The intelligence of the growing crop is very gratifying. We have copied some extracts which will be found under the proper head.

FIRE IN CHATHAM.

It becomes our painful duty to record that another very disastrous fire occurred at Chatham on the afternoon of Wednesday last.

About half past one o'clock, when the workmen were at dinner, an alarm of fire was given, and immediately after, flames were perceived bursting out of the roof and windows of that portion of the *FOUNDRY* which had been previously saved with great exertion, when the mill of Messrs. Gilmour, Rankin & Co. was destroyed a short time since. The

destructive element spread with fearful rapidity, and in an incredibly short time, the entire building, together with the greater portion of its valuable contents, consisting of materials, tools, moulds, &c., was consumed. But little was saved. The flames soon enveloped the stone building occupied by the proprietor of the foundry as a sale room, which also had a very narrow escape on the occasion alluded to, which was soon reduced to ruins.

It blew half a gale from the westward at the time, and as the cinders and blazing pieces of wood were carried to a considerable distance down the river, fears were entertained for the safety of the town; and had it not been that a sharp look-out was kept by parties about their premises, there is good reason to believe that our position to day would have been very different from what it is. Large cinders were picked up in various part of the town, and one house situate a considerable distance from the foundry, and the chips in one of the ship yards, caught fire. Seeing there was no possibility of saving the Foundry, the Firewards very judiciously ordered that the engine should play on the houses nearest, and to leeward of the fire, two of which had several times ignited. By these means the devouring element was confined to the buildings named above. A portion of the "burnt district" was burnt over again, and we are inclined to think that a considerable quantity of deals and other property on the wharf were destroyed.

How the accident occurred it is impossible to tell, as there was no fire in the premises at the time; but it is presumed that it took from sparks emitted from the furnace in the new building erected since the previous fire, which was situate a short distance to windward of the one destroyed.

It is truly distressing to witness the scene of these two destructive fires—to contemplate the extensive ruins of the property destroyed, and the serious loss these two valuable establishments are to us, particularly at this juncture of affairs, when our trade is depressed, and employment difficult to procure.

We hope soon to see the Foundry raise above its ruins, and in active operation, for we cannot imagine how ship building and mill work can be successfully carried on without it; and we would be equally glad if the spirited firm "over the river" would listen to the requisition so numerous signed, and which has been presented to them, representing the destruction of their Grist Mill as a great public loss, and urging them to rebuild it.

The foundry was owned by Mr. Bain, who had very recently made a purchase of it, and on which a very small sum was insured. The stone building was the property of the Hon. Thomas H. Peters, and we understand was insured.

Too much praise cannot be given to the Firemen of Douglastown, for the prompt manner in which they brought over their Engine, and the steady perseverance with which they worked it, it materially aided in stopping the progress of the fire.

As every occurrence of this kind shews the necessity there exists for a better system of organisation—a larger supply of water—and the aid of a more powerful Engine than we at present possess, we hope something will be done by the Firewards to correct these evils.

PROFESSOR WEBSTER.—The fate of this unfortunate man is at last decided. We cannot say it is unjust, although we pity the culprit and his distressed family. It appears that the Executive Council have published their report which is averse to the commutation of the punishment of Professor Webster. They recommend as follows:—

"Nothing now remains for the committee, in the discharge of this painful duty, but