

universally admired; and when, ten years later, the artist, after finishing the paintings for the gallery of the Palace of Bembo, took up his residence permanently in Venice, his wife became an accomplished and unaffected lady, capable of holding her position in the elevated circles to which the genius of her husband, and the friendship of Clorinda, established her right to belong. Clorinda remained true to her friendship all her life; delighted and happy at being the ensurer of permanent happiness to two loving hearts, which under the system of suspicion, fear and seclusion adopted by one of them, must ultimately have been utterly wretched.

No one can be happy and useful in this world, who is not of it. If it were not our duty to be of it, we may be very sure we should not be in it.

CAPTAIN M'CLURE,

THE DISCOVERER OF THE NORTH-WEST PASSAGE.

Mr. M'Clure next served in the Hastings, which conveyed Lord Durham to his colonial government: and, during the voyage, the talents and fascinating manners of the young lieutenant gained him the social favor of that distinguished nobleman. While on the Canada station, M'Clure became the hero of a most daring and successful adventure. A notorious freebooter, named Kelly, had long set all law at defiance on the Canadian border; and the British Government offered a reward of five thousand pounds for his capture. M'Clure in a night expedition, attacked the fortified fort where he and his band were entrenched, took it, burned it, and succeeded in capturing the leader, and effectually dispersing the band. But as the capture, unlooked for, was made on the American side, the British government on some plea of national etiquette, refused the payment of the award. Captain Sandon, however, his commanding officer, to show his appreciation of M'Clure's gallantry, appointed him to the superintendence of the dock-yard, and subsequently he was placed in command of the Romney receiving ship at the Havana where he remained until 1846. He afterwards served in the Coast Guard; but in 1848, that daring commander, Sir James Ross, who had not long returned from the Antarctic Pole, being appointed to the command of an expedition in search of Sir John Franklin, Lieutenant M'Clure again volunteered, and was selected by Sir James Ross as his first lieutenant.

The events connected with Sir John Franklin's fatal expedition are almost too well known to need recapitulation here. The great object of that brave veteran's ambition was to solve the problem of the north-west passage, and the interest of all scientific men was eagerly fixed upon an expedition conducted by such a man. Colonial Sabine stated that "a final attempt to make a north-west passage would render the most important service that now remained to be performed towards the completion of the magnetic survey of the globe;" and Franklin held that "it would be an intolerable disgrace were the flag of any other nation to be borne through the north-west passage before our own." "No service," he adds, "is nearer to my heart than the completion of the survey of the coast of America, and the accomplishment of a north-west passage."

His exhibition consisted of the Erebus and Terror: the latter, the same ship in which M'Clure made his first polar voyage, nine years before. Each vessel had a steam-engine and screw-propeller. The united crews amounted to 138 men; and they were furnished with provisions for four years. They sailed May the 26th, 1845, with instructions from the Admiralty to proceed by Baffin's Bay, on through Lancaster Sound and Barrow's Strait to Melville Island, where Parry had wintered twenty-six years previously, and from thence penetrate direct by the south-west across the nine hundred miles yet unknown, between Melville Island and Behring Straits; but if the ice was found impenetrable westward, they had liberty to try the passage northward, through Wellington Channel. Therefore, in these two directions only can there be any hope of finding traces of the missing ships.

Two months after Sir John Franklin sailed they were seen moored to an iceberg at the entrance of Lancaster Sound, waiting to push on through any channel that gave prospect of success towards the west. Since then they were never heard of, and seen no more. Three years passed by—no tidings came; then the Admiralty thought it time to send out searching expeditions, and a reward of twenty thousand pounds was offered to any ship that rescued Sir John Franklin and his crew. Three simultaneous expeditions were immediately organized; one by land, along the north coast of America, confined to Sir John Richardson and Dr. Rae; a second to Behring's Straits, under the command of Captains Kellett and Moore, with the Herald and Plover; the third, and most important, under the command of Sir James Ross, was to follow the track of Franklin up to Wellington Channel with the Enterprise and Investigator.

Mr. M'Clure we have stated, volunteered for this expedition, and was appointed first lieutenant of the Enterprise. Sir James Ross sailed with these two vessels, June the 12th, 1848; by September they had reached Barrow's Straits, but Wellington Channel was a mass of ice; no entrance could be effected. The season was unusually severe; such ice had never been seen before in Barrow's Straits: advance was impossible. By October they had to take refuge in Leopold Harbor: an excellent position, however, for a searching expedition, as it commanded all the great Arctic highways. Had Sir John Franklin been near any one of them, a communication would have been easy; but no tidings of the lost brave men reached the ships at Leopold Harbor. During winter, sledge-parties traversed the ice in all directions. At Fury Beach they found the hut where Sir John Ross had wintered sixteen years before, and even some provisions left by the Fury, still in good condition, after a space of twenty-four years. Every precaution was used to disseminate information in case any wandering ship or party might be in the vicinity, and the expedition tried of sending foxes loose with collars round their necks, on which the name and position of the ships were engraved. No result followed. The ice region kept still silence. Next year 1849, they quitted harbor, and made an attempt to press on westward; but the huge ice-barrier still stretched across Wellington Channel. Ice was around them everywhere. All human effort at guiding the vessels was unavailing. The wind shifted due west, and drove the whole mass of ice, fifty miles in circumference, with the ships fixed in it, all along Lancaster Sound, and out into Baffin's Bay. There a range of icebergs obstructed the way, and every one expected the ships would be dashed to pieces, when suddenly the great field of ice was rent into innumerable fragments, as if by some unseen power and the ship floated in open water, after enduring for one whole month the idea of certain and helpless destruction. By November they were in England; Lieutenant M'Clure was immediately promoted to the rank of Commander for his perilous and responsible service in this voyage.

The expeditions to the Pacific and the north coast were equally unsuccessful in finding trace of the Erebus and Terror, but the result was at least negative evidence that along the track of the three expeditions the vessels could not have been wrecked. Captain Kellett therefore, returned to the Sandwich Islands, leaving the Plover at Behring's Straits to winter. The Admiralty then immediately determined on another expedition, and M'Clure a third time volunteered his services, which were gladly accepted. In January, 1850, he was appointed to the command of the Investigator, a ship now destined for as much historical celebrity as the Golden Hind of Drake, or the Victory of Nelson. Captain Collinson, his senior officer, commanded the Enterprise; and their instructions ordered them to proceed by the Pacific to Bering's Straits, and from thence, if practicable, to Melville Island. Another expedition, meanwhile, of great resources and extent, was to proceed by the ordinary route of Baffin's Bay to search Wellington Channel. Since Parry had passed the opening one beautiful August evening thirty years before, and sailed on to Melville Island, no ship had ever been able to reach so far; yet all believed that there only trace of Franklin could be found; consequently, no fewer than ten vessels were collected in Barrow's Straits in the summer of 1850, with two hundred and twenty men, all brave officers, and devoted to the cause. There was the gallant veteran, Sir John Ross, who, at the age of seventy-four, volunteered his aid towards helping to rescue his old friend and shipmate, Sir John Franklin; M'Clintock, the brave friend and fellow countryman of Capt. M'Clure; the gallant Sheppard Osborne; Capt. Forsyth, the commander of the 'Albert'; Lady Franklin's own vessel; the daring and adventurous Captain Penny, who, for thirty years had battled with whales and icebergs in all polar latitudes; and the American leaders; for gradually the whole world had become interested in the fate of these one hundred and thirty-eight men; and America, who had never yet sent an expedition to the North Pole, sent one now to search for Franklin.

This gathering of ten ships at last found a trace of Franklin's expedition—the only trace ever found throughout the length and breadth of these regions. On Beechy Island, at the entrance of Wellington Channel, was found clear evidence that the Erebus and Terror had wintered there in 1845. There was the hut they had lived in, the deserted fireplace, the empty meat-canisters, fragments of newspapers and letters, ends of rope, all proving a long encampment; but not a single document, not a line of writing to state whether they had gone north or south; though it was evident, from the position of the camp, that they had been making for Wellington Channel. Some said the encampment was broken up in haste for the ropes were cut not untied, and several articles seemed forgotten. There were also three graves of men belonging to

the expedition, who had died there, with inscriptions on each rude slab expressive of Christian feeling and hope. Nine years have now passed since the Erebus and Terror sailed; but this was the only trace ever found, from then till now, of the Franklin expedition.

All the officers of the squadron performed feats of wonderful exertion in prosecuting the search. Lieutenant M'Clintock travelled eight hundred miles across the ice, to the extreme end of Melville Island—the first who reached it since Parry's discovery thirty years though even then he could not, like Parry, reach it in a ship. Captain Penny made a daring and successful effort to penetrate Wellington Channel, the first who ever sailed through its frozen waters. With sledges and a boat for occasional service, he proceeded on up to the head of the channel, where he found it opened out westward into the great Polar Sea, and there he believed Franklin's expedition must have sailed. A piece of English elm he met drifting in the channel seemed to confirm his idea; but as he could not explore the open sea merely with boats, Captain Penny, on his return to the squadron in Barrow's Straits, offered to go up Wellington Channel again in one of the steamers and search the sea beyond. This splendid offer was, however, declined by Captains Austin and Ormaney, to the great disappointment of many a daring spirit in the squadron; and so this great expedition, with all its immense resources, turned homewards, without either finding Franklin or discovering the north-west passage. Then another squadron, almost as large, was sent out under command of Sir Edward Belcher, to Wellington Channel. Seven or eight vessels are even now cruising there, following the track opened by the brave and daring Captain Penny, but with no result beyond what he attained except the discovery of more islands and more ice.

Thus, since 1850, the amazing number of fifteen expeditions, consisting of thirty vessels, and probably above a thousand men, have been employed in the search, from Baffin's Bay to Melville Island, and yet without any important result, save the discovery of the traces left at Beechy Island, and the investigation made of Wellington Channel by Captain Penny, the whole credit of opening this important passage to the polar ocean being due to this brave seaman. Sir Edward Belcher has but followed his lead.

Communications.

COUNTY NORTHUMBERLAND.

TO GRETNNA.

Mr Editor,

"Tis hard to say if greater want of skill, Appear in writing or in judging ill.

Some few in that, but numbers err in this,

Ten censure wrong, for one who writes amiss."

In your last Gleaner a redomontade over Gretna's signature again appears, in which he attempts by mere assertion, to refute the facts which I stated in my last. I shall (as he says he intends to write no more) leave the public to judge of his friend's popularity, as also of the character of my communication, without writing more on the subject, merely remarking, that if they are "silly and impertinent," the aid of Gretna's clumsy pen is not required to draw upon them the frown of public indignation. He says the poll book is a proof that the individual to whom I referred, was strongly and ably supported. This I admit, and never denied. He was strongly supported by that self-same power by which his friend was opposed—the people. Referring to the influence brought to bear in his friend's favour, he says—that individual would without it have stood high on the poll. Stood high on the poll! Would he have been upon it at all, is a question I am inclined to ask. If so, he would have been near the bottom, as he was never looked upon as a smart climber. He never climbed a poll in his life, though last time he was hoisted up a respectable distance, but his respiratory organs were not formed for inhaling the rarified air of such elevated situation, and he had to descend to his level, for

"Though he leaped at stars he fastened in the mud."

His advice to me to stick to my last, should have been given to his friend, as yesterday proved, which apes most after legislation. I know not, nor care not, whether I am popular or not, though the contrary has never been proved to me as it has been to his friend; yet I freely confess, I see no honor in possessing the "Mushroom Popularity," (now in existence) "which is gained without merit and lost without crime."

FAIR PLAY.

Miramichi, June 15, 1854.

COUNTY BONAVENTURE.

THE FISHERIES.

The accompanying copy of an Act of our

Legislative Assembly, is one of a few which have only recently reached this quarter—and, as our Sister Colonies are as deeply interested in its provisions as the inhabitants of Gaspé, its publication in the Gleaner may enable many, who might otherwise be ignorant of its existence, to avail themselves of the protection thereby afforded our Fishermen against the lawless acts of the servants of the Hudson Bay Company. Those Gentlemen acting on the principle that might is right, took upon themselves to drive off *viet armies*, all who presumed to land on the north shore of the St. Lawrence for the purpose of fishing—destroying their nets, and even resorting to personal violence, a high handed proceeding which nothing could justify.

Several parties in the Lower County have fitted out for the prosecution of the Fisheries on that coast this season. Both Salmon and Cod being very abundant, and there are numerous Bays, Rivers, and Inlets, well adapted for the safe and profitable prosecution of this branch of industry.

We beg leave to remind the thrice rejected of Bonaventure that this is another of the privileges secured to the District by our present members, who, according to that important personage, belong to the do-nothing corps.—If they cannot boast of having done a great deal, they can at least stand the test of comparison with the ex and now would be M. P. P. as regards their Legislature labours.

A propos of Salmon—Colonel Prince is very anxious to receive the barrel of Salmon which he promised him as a sample of the 100 Barrels caught at his own door—and the haunch of venison, from a deer out of his own Park. But the Salmon Fishery it appears has wonderfully improved, as report states that the last account furnished to a person worthy of credit, in New Brunswick, had raised the catch to 1,500 Barrels—Prodigious! But 'tis.

A lie; an odious damned lie;

Upon my soul, a lie; a wicked lie:

Shakespeare.

We are induced to touch upon this subject for our own justification—having on one occasion, been publicly taxed with being a calumniator by this *paragon of truth* when stating the facts—and we now give the worthy a fair opportunity of testing our veracity.

MERCATOR.

Paspebiac 10th June, 1854.

An Act relating to the Fisheries on the Labrador and North Shore of Gulf of St. Lawrence. Assented to 22nd April 1853.

Whereas the Whale, Seal, Cod, Mackerel, Herring and other Fisheries in the Gulf of St. Lawrence, are of great importance to Her Majesty's subjects in this Province, several of whom concerned in those Fisheries have been of late years by strong hand prevented by persons residing on or frequenting the Labrador or North Shore of the said Gulf, from making on the coasts thereof and islands contiguous thereto, although uninhabited and waste, the temporary buildings, Try Houses, Sheds, Stages, Flakes, and other erections necessary to the carrying on of those Fisheries, but who nevertheless, in the lawful pursuit of such Fisheries, have, as British Subjects, a right to land and construct such erections on the waste and unoccupied parts of the coast, not disturbing nor interfering with previous occupants, and are entitled as pursuing an important branch of public and national industry, to protection and every facility which, without injury to planters and those permanently settled on the coast, the various localities on the said coast and islands contiguous thereto afford, and it therefore is expedient to declare and enact as hereinafter it is done: Be it therefore declared and enacted by the Queen's Most excellent Majesty, by and with the advice and consent of the Legislative Council and of the Legislative Assembly of the Province of Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of the United Kingdom of Great Britain and Ireland, and intitled, *An Act to re-unite the Provinces of Upper and Lower Canada, and for the Government of Canada*, and it is hereby declared and enacted by the authority of the same, That all and every Her Majesty's Subjects carrying on or concerned in the Whale, Seal, Cod and other Fisheries in the Gulf of St. Lawrence, shall peaceably have, use and enjoy the freedom of taking bait and of fishing in any and every River, Creek, Harbour or Reach, with liberty to go on shore on any part or parts of the Labrador or North Shore of the Gulf of St. Lawrence, and upon any islands contiguous thereto, within the limits of the Province on the Gulf Shore or Labrador, for the purposes of the Whale and other Fisheries, and for salting, curing and drying fish there, to cut wood for making and repairing stages, flakes, hurdles, cook-rooms and other purposes necessary for preparing their oil and fish for exportation, or that may be useful to their fishing trade, without hindrance, interruption, denial or molestation from any person or persons whomsoever; Provided that such River, Creek, Harbour or Reach be navigable by boats and craft unusually employed in the Fisheries, and as such not private property, and the land upon which such wood may be cut be unoccupied by the Seignior or proprietor of the Seignior within which the same is situated, or if conceded, remains unoccupied or unoccupied at the time when such wood is cut for the aforesaid purposes.

11. And be it enacted, That the master and commander of every vessel fitted out from the United Kingdom of Great Britain and Ireland, or any of the dominions thereunto belonging, for the Whale, Seal, Cod or other Fisheries, may take possession of so much of the unoccupied beach of any of the Islands of the said Labrador, or of any unoccupied beach on the mainland thereof, within the limits of the Province, as may be necessary for trying his blubber and rendering the same into oil, or for curing his fish and preparing it for exportation, and to retain and enjoy the same so long as he shall not leave it unoccupied for the space of twelve calendar months, in which case it shall be lawful for any other person or persons to take possession thereof in part, or the whole, for the same purpose, and on the same condition; provided that such beach be not private property, pursuant to a concession or title deed