

SIR JOHN FRANKLIN.

will soon enter upon his seventh winter

As an illustration of how easily life may be sustained in these latitudes, Surge Kane mentions that he fell in with a Dene over seventy years of age, who had spent fifty-five years of his life north of 73°, subsisting during that period entirely on birds, fish, bears, and other animal food. He had not seen a vegetable the whole time.

The rapid approach of winter forced the squadron to seek for winter-quarters, and they attempted to do so; but the ice gradually formed about them when off Wellington Channel, and on the 13th September, 1850, they were completely fastened in. The vessels then commenced what was wholly unexpected, a northern drift, and reached by the 1st of October, the high latitude of 75d. 23m. the highest latitude ever attained in that meridian.

quadrant was in peril, every knapsack was filled with food, with which to retreat upon the ice, in case of the destruction of the vessels. During the eighty-one days of the hazardous time, the sun did not rise, and there was total darkness, except at midday. Then for a few moments, a paper could be read, if held up towards the faint light that proceeded from the south. In February of this year, they were blessed with a return of daylight, which enabled their sick to take exercise upon the ice. It was then ascer-

The officers concur in stating that the water of those regions exceed any cold water our conception; and they were astonished to find that the steam generated in their bodies and from cooking became condensed into water on their bedding. I found it together so that it could not easily be separated. The extensive waste of water between the coasts of Greenland

centuries, for the purpose of navigating around the northern coast of America, into the Pacific Ocean; and now two vessels, the *Enterprise* and the *Investigator*, before spoken of, are endeavouring to make the passage from the opposite direction, in the hope of finding the veteran navigator, whose tale elicits so warmly the benevolent interest of all commercial nations. The voyage of Ross, of Parry, of Back, and former voyagers, is now a subject of deeply interesting, and there is now a considerable probability that there is now a chance of their being met, which did not until lately seem to prevail. The whalers are now obliged to proceed northward, through the passage between Asia and America, for supplies of oil, within seven or eight hundred miles of the supposed locality of Sir John Franklin. This fact will stimulate the spirit of discovery on the Pacific side to an extent beyond what now exists. One of the remarkable

Franklin expedition a few miles to the north, Capt. Ross, during one whole season, was able to advance only two or three miles from the spot near it, at which he had wintered. Sir John Franklin must have proceeded either in a direction towards the Pole, up Wellington Straits, [our expedition took this route] or westward in the

The *Advance* and the *Rescue*, soon after reaching seat of Arctic discovery, remained locked in ten months, and were carried upwards of a thousand miles toward the ocean. They were unable to alter their position in time for the second summer. It is very evident that a steam-vessel, or propeller, is only one capable of doing effective service in these regions. The English talk of sending one, accompanied by two sailing vessels to supply her with fuel; and it is the opinion of some of those connected with the *Advance* and *Rescue*, that the plan is feasible and desirable. The propeller would need to be absent but sixty days from this port, to accomplish all that one season would permit. The hard-

The Rescue, command of the Advance, arrived at Navy Yard on the 6th inst. Since separating from command, the Advance, on the 18th, the last day of wet and inclement weather. Nothing of importance has since transpired in regard to her. The vessel is on board during the cruise; and all hands are well in the enjoyment of good health. The only delay in her arrival, consists in the fact that the vessel is smaller than the Advance, and in consequence of a small quite inferior to hers, which obliges her to lie in wait for the larger vessel.

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## Communications.

SUGGESTIONS, RESPECTIVELY DEDICA-

Full of sound and fury, signifying nothing."  
de his hollow head!

Poor! puny! peurile! penny pack!!—ashamed  
life, yet fearing death—a heterogeneous mass of  
nostly phantoms of departed brains, and fantastical  
mains of idiotic editors; the ignorant organs of  
careless, ruthless mob, and tame followers of a  
attered opposition !!! They would if they could,

I remain yours,  
BONA FIDE.  
[FOR THE CHRONICLE.]

Mr. Editor.—I have been frequently amused as  
well as disgusted, at reading from time to time, the  
tradictory, rapid and seditious allusions of the  
ever Nays and Frowns.

Brunswick, for a mess of pottage.  
Religious and civil liberty are safe.

**CONSERVATIVE.**

[FOR THE CHRONICLE.]

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EDITORS—

I feel myself called upon to inform the public  
through your columns, if you give me leave, that  
either myself or any of my family have connex-  
ions or pecuniary with the *Saint John Morn-  
ing Times*.

John, 21st October, 1851.

JOHN GILLIES.

They implicated Dr. Berry, of Meriden, Latham Manning a carpenter from and Myron Wood, a carpenter; and five were thought would be caught. The robbers told that the train contained \$2,000,000. Dr. Berry alleged that Dr. Roberts, an Englishman of wealth and talents, who had been judge of the first race in Stockton, was the master of the attack on a specie train; but he had not been arrested. The Panama railroad was progressing so rapidly, that business was confidently expected to be done.

1919

We transcribe from one of our Nova

erest ties, to a large list of sufferers, to place, are suffering acutely by reason bereavement. These people are ent tenderest commiseration, and are now substantial and welcome sympathy of the ted and benevolent neighbours.

Vessels on Shore at Tignish, &c.  
American schooner Commerce, of Harwich.  
John Allen, master, ashore at Tignish.

There are from 20 to 30 vessels on shore at Malacca and the North Cape and around Diamond Bay and on Hog Island, there are 50 more. It is currently reported that 10 or seventy bodies have been interred on shore during the past week. The last vessel came on shore at Brackley Point yesterday last—10 dead bodies were found on board and were interred on Wednesday.

American schooner "Triumph," of Cape Maine, Frederick Hannford, master, came about two miles West of St. Peter, on Sunday morning.

American schooner "Aims," of Newburyport, Mass., came into Charlestown Harbor in distress.

American schooner "Banner" of Hingham, Mass., split her foremast, arrived in Charlestown Harbor this morning.

American schooner "Constitution," of Gloucester, Mass., towed in Charlestown Harbor.

On the preparation of these lists between  
Madam and Rustica, the total loss would  
have been a hundred lives! We have heard it  
stated of vessels succeeded in safely entering  
our harbours from Richmond Bay to St.  
John's. The schooner "Mary Leonore," William Duggan  
commanding, belonging to this Island, went on shore at  
St. John's, St. Peter's Harbour, and

S. L. TRILEY.

SAINT JOHN, OCTOBER 24. 185

'The struggle is past, and as was anticipated:

occurred in the rural districts where poverty and ignorance are most rife, and when falsehood backed with bribery was most likely to do the dirty work. In the city the case was far otherwise, the honor and indignation of the Citizens being more than two to one against radicalism and misrule; the whole resulting in a clear majority of 273 for the Honorable

oughly disgusted with the proceedings of the party to which an erring judgment has attached them, and perhaps cool reflection, the respectable majority against them, and the company in which they find themselves, have suggested to them the impropriety of their conduct, and it is not improbable, that a second thought has induced many, as we ourselves

The most signal defects of arrogance, has tolerated them as plainly as the fact can be demonstrated, that they are appreciated at *their proper value*, and that they have in this community at least, fallen as they "fallen like Lucifer to rise no more."

That the Radicals on this occasion are doomed to receive the bitter cud of defeat and disappointment, they may in a great measure attribute to their own vanity and want of principle. In this, as in all other constitutions, there is a great number of persons

both he and his colleague Mr. Gray, produced documents from disinterested gentlemen who cognizant of the facts, as completely turned tables on their traducers. With respect to Mr. Gray, we believe he, as far as a stranger could stand high in the estimation of the public upon the closing scene, and when he came to make an appeal to the constituency, had it been done

able that at a future election he might have

escapes as well as he has on this occasion. We have charity enough however to imagine, that if Mr. McLean been left to himself he would have acted better, but "evil communications corrupt good manners." He was badly advised, and selected by reckless men, either to be victimized or to assist in carrying out a bad cause.

|                        |            |            |
|------------------------|------------|------------|
| Parish of Lancaster,   | 120        | 38         |
| Ditto Portland,        | 54         | 75         |
| Parish of Simonds—     |            |            |
| No. 1, (Loch Lomond)   | 100        | 76         |
| No. 2, (Black River)   | 64         | 12         |
| No. 3, (Red Head)      | 15         | 3          |
| Parish of St. Martins, | 60         | 180        |
|                        | <u>398</u> | <u>625</u> |

prescribed in the appropriate ritual, pronounced and delivered to the Churchwardens his Episcopal decree for the consecration of the edifice, by the name of "the Church of St. James;" establishing it at present as a District Church of the Parish of the Trinity, but to become a distinct Parish Church as soon as a Legislative enactment for that purpose can be procured. After the dissent of Episcopacy

men in the opposition have kindly feelings to-  
wards some members of the Government — might we  
not then accomplish such a combination, as, while it  
would give us a thoroughly new and good Govern-  
ment, would at the same time unite in its ranks the  
old statesmanship of the Province.

(Signed) SOME OF THE PEOPLE."

Now we put it to the admirers of the "News,"  
that right has Feeney to fly into such a passion,  
and that Messrs. Gray and Wilnot, when their course in  
politics, has been precisely what he himself on this  
occasion recommended? Again, can any of the up-

**DEPARTURE OF THE ADMIRAL AND CON-**  
The Cumberland, the flag ship of Admiral  
George F. Seymour, accompanied by H. M. S.  
Sappho, and H. M. S. brig Sappho, on a Convoy, sailed  
Seymour yesterday. The Admiral's ship with  
oil net, took the lead going out of the harbour,  
came the Calypso, and in the rear the Sappho,  
really they presented quite a splendid sight.—  
Band of the 424 were on the Queen's wharf,  
ring, some national airs of regret at their depart-  
and the Papers were on King's wharf. The

all appeared to regret the departure of the Ad-  
and his gallant crew. — [Halifax B. N. Amer.

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Second In-  
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A. C. Fran  
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P. Holliman  
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MILITARY—  
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