THE ANTARCTIC EXPEDITION.

From the Nautical Magazine.

We have read with much interest the recent account of Captain Ross's proceedings, and we admire the resolution and fortitude with which he encountered and overcame the formidable dangers and difficulties which opposed his progress, and which had, apparently, completely stopped both the French and the American ships. Great and glorious as have been the military achievements of the British navy, they will not be looked upon by posterity with more admiration than the extensive discoveries which have distinguished it in the present age.—Science and civilization, and British power, have been promoted as effectually, and as permanently, by the discoveries of Cook, and Parry, and Ross, and many others, as by the heroic deeds of Howe, St. Vincent, and Nelson, and their glorious companions. The Admiralty have always most liberally and patriotically encouraged those voyages of discovery: and in so doing they have consulted the honour of the nation, and honour is the most valuable of all national possessions.

The Erebus and Terror discovery ships sailed from England about eighteen months ago, under the command of Captain James Clark Ross and Commander Crozier, their main and ostensible object being to ascertain the true position of the South Magnetic Pole, and the exploration of the Antarctic Regions, of which a very imperfect knowledge has hitherto been obtained; but a series of magnetic observations were also directed to be made at different stations on their route, and the first of which being at Madeira, they put in there and stopped several days. They then proceeded to St. Helena and the Cape of Good Hope, at which places they fitted up observatories, and left officers of sufficient scientific acquirements to superintend them.

Kerguelen Island was the next spot they visited, where, and at Sabrina, further observations on the magnet were made, and they arrived safe at Hobartown, Van Dieman's Land, about the middle of last August. There Capt. Ross met his old friend, Sir John Franklin, the governor, from whom he received every possible attention and assistance; and there also having erected and fitted up an observatory, they proceeded on their voyage about the 26th of October, that being the date of their last letters, at which time they were on the eve of their departure.

Extract of a letter from Captain Ross of her Majesty's ship Erebus, dated at Hobartown, Van Dieman's Land, 7th April, 1841.

Under all circumstances, it appeared to me that it would conduce more to the advancement of that branch of science, for which this expedition has been more specially sent forth, as well as for the extention of our geographical knowledge of the Antarctic regions, to endeavour to penetrate to the southward, on about the 170th degree of east longitude, by which the isodynamic oval, and the point exactly between the two foci of greater magnetic intensity might be passed over and determined, and directly between the tracts of the Russian navigator, Bellingshausen, and our own Capt. James Cook, and after entering the Antarctic circle, to steer south-westerly towards the Pole, rather than attempt to approach it directly from the north on the unsuccessful footsteps of my predecessors.

Accordingly, on leaving Auckland Islands on the 12th of December, we proceeded to the southward, touching for a few days at Campbell Island, for magnetic purposes, and after passing amongst many icebergs to the southward of 63 degrees latitude, we made the pack-edge, and entered on the Antarctic circle on the 1st of January, 1841.

This pack presented none of those formidable characters which I had been led to expect from the accounts of the Americans and French; but the circumstances were sufficiently unfavorable to deter me from entering it at this time, and a gale from the northward interrupted our operations for three or four days.

On the 5th of January, we again made the pack about 100 miles to eastward, in latitude 66 deg. 45 min. S., and longitude 174 deg. 16 min. E.: and although the wind was blowing directly on it, with a high sea running, we succeeded in entering it without either of the ships sustaining any injury; and after penetrating a few miles we were enabled to make our way to the southward with comparitive ease and safety.

On the following three or four days our progress was rendered more difficult and tedious, by thick fogs, light winds, a heavy swell, and almost constant snow showers; but a strong *water sky* to the south-east, which was seen at every interval of clear weather, encouraged us to persevere in that direction, and on the morning of the 9th, after sailing more than 200 miles through this pack, we gained a perfectly clear sea, and bore away south-west towards the Magnetic Pole.

On the morning of the 11th of January, when in lat. 70 deg. 41 min. S., and longitude 172 deg. 36 min., land was discovered at the distance, as it afterwards proved, of nearly a hundred miles directly in the course we were steering, and therefore directly between us and the Pole.

Although this circumstance was viewed at the time with considerable regret, as being likely to defeat one of the more important objects of the expedition, yet it restored to England the honor of the discovery of the southernmost known land, which had been nobly won, and for more than twenty years possessed by Russia.

Continuing our course towards this land for many hours, we seemed scarcely to approach it; it rose in lofty mountain peaks of from 2 to 12,000 feet in height, perfectly covered with eternal snow; the glaciers that descended from the mountain summits projected many miles into the ocean, and presented a perpendicular face of lofty cliffs. As we neared the land, some exposed patches of rock appeared; and steering towards a small bay for the purpose of a landing, we found the shore so thickly lined for some miles with bergs and pack ice, and with a heavy swell dashing against it, we were obliged to abandon our purpose, and steer towards a more promising looking point to the south, off which we observed several small islands; and on the morning of the 12th, I landed, accompanied by Commander Crozier and a number of the officers of each ship, and took possession of the country in the name of her most Gracious Majesty Queen Victoria.

The island on which we landed is composed wholly of igneous rocks, numerous specimens of which, with other imbedded minerals, were procured: it is in latitude 71 deg. 56 min. S., and longitude 171 deg. 7 min. E.

Observing that the east coast of the main land trended to the southward, whilst the north shore took a north-westerly direction, I was led to hope that by penetrating to the south as far as practicable it might be possible to pass beyond the Magnetic Pole, which our combined observations placed in 76 deg. nearly; and thence, by steering westward, complete its circumnavigation. We accordingly pursued our course along this magnificent land, and on the 23d January, we reached 74 deg. 15 min. S., the highest southern latitude that had ever been attained by any preceding navigator, and that by our own countryman, Capt. J. Weddell.

Although greatly impeded by strong southerly gales, thick fogs, constant snow storms, we continued the examination of the coast to the southward, and on the 27th we again landed on an island in lat. 76 deg. 8 min. S. and long. 168 deg. 12 min. E., composed, as on the former occasion, entirely of igneous rocks.

Still steering to the southward, early the next morning, a mountain of 12,400 feet above the level of the sea was seen emitting flame and smoke in splendid profusion.

This magnificent volcano received the name of Mount Erebus. It is in lat. 77 deg. 32 min. S., and long. 167 deg. E.

An extinct crater to the eastward of Mount Erebus, of somewhat less elevation, was called Mount Terror.

The main land preserved its southerly trending, and we continued to follow it until, when close in with the land, our further progress in that direction was prevented by a barrier of ice, stretching away from a projecting cape of the coast, directly to the E. S. E.

This extraordinary barrier presented a perpendicular face of at least 150 feet, rising, of course, far above the mast-heads of our ships, and completely concealing from our view everything beyond it, except only the tops of a range of very lofty mountains in a S. S. E. direction, and in latitude 79 deg. south.

Pursuing the examination of this splendid barrier to the eastward, we reached the latitude of 78 deg. 4 min. S., the highest we were at any time able to attain, on the 2d February; and having on the 9th traced its continuity to the longitude of 191 deg. 23 min. in lat. 78 deg. S., a distance of more than 300 miles, our further progress was prevented by a heavy pack, pressed closely against the barrier; and the narrow lane of water, by means of which we had penetrated thus far, became so completely covered by rapidly forming ice, that nothing but the strong breeze with which we were favoured enabled us to retrace our steps. When at a distance of less than half a mile from its lofty icy cliffs, we had soundings with 318 fathoms, on a bed of soft blue mud.

With a temperature of 20 deg. below the freezing point, we found the ice to form so rapidly on the surface, that any further examination of the barrier in so extremely severe a period of the season being impracticable, we stood away to the westward, for the purpose of making another attempt to approach the Magnetic Pole, and again reached its latitude 76 deg. S., on the 15th of February, and although we found that much of the heavy ice had drifted away since our former attempt, and its place, in a great measure, supplied by recent ice, yet we made some way through it, and got a few miles nearer to that Pole than we had before been able to accomplish, when the heavy pack again frustrated all our efforts, completely filling the space of fifteen or sixteen miles between us and the shore. We were this time in latitude 76 deg. 12 min. S., and longitude 164 deg., the dip being 88 deg. 44 min., and variation 109 deg. 24 min. E. We were, of course, 160 miles from the Magnetic Pole.

Had it been possible to have approached any part of this coast, and to have found a place of security for the ships, we might have travelled this short distance over the land, but this proved to be utterly impracticable, and although our hopes of complete attainment have not been realised, it is some satisfaction to feel assured, that we have approached the Magnetic Pole more nearly by some hundreds of miles than any of our predecessors, and from the multitude of observations that have been made in both ships, and in so many different directions from it, its position can be determined with nearly as much accuracy as if we had actually reached the spot itself.

It had ever been an object of anxious desire with us to find a harbour for the ships, so as to enable us to make stimultaneous observations with the numerous observers that would be at work on the important term-day of the 28th of February, as well as for other scientific purposes, but every part of the coast where indentations appeared, and where harbours on other shores usually occur, we found so perfectly filled with perennial ice of many hundred feet in thickness, that all our endeavours to find a place of shelter for our vessels were quite unavailing.

Having now completed all that it appeared to me possible to accomplish in so high a latitude, at so advanced a period of the season, and desirous to obtain as much information as possible of the extent and form of the coast we had discovered, as also to guide, in some measure, our future operations, I bore away, on the 18th of February, for the north part of this land, and which, by favour of a strong southerly gale, we reached on the morning of the 21st.

We again endeavoured to effect a landing on this part of the coast, and were again defeated in our attempt by the heavy pack which extended for many miles from the shore, and rendered it impossible.

For several days we continued to examine the coast to the westward, tracing the pack edge along, until, on the 25th of February, we found the land abruptly to terminate in lat. 70 deg. 40 min. S., and lon. 165 deg. E., trending considerably to the southward of west, and presenting to our view an immense space occupied by the newly formed ice, and so covered by recent snow, as to present the appearance of one unbroken mass, and defying every attempt to penetrate it.

The great southern land we have discovered, and whose continuity we have traced from nearly 70th to the 79th degree of latitude, I am desirous to distinguish by the name of our Gracious Sovereign Queen Victoria.

FROM PAPERS BY THE ACADIA.

CHINA.

The overland mail from India has arrived in London. The advices it brings are dated from Canton, May 19; Macao, May 20; Calcutta, July 5; Bombay, July 19. A large army of Chinese was collecting in the neighbourhood of Canton, which city was, notwithstanding its great trade, deserted by numbers of the inhabitants, who appear to dread their own soldiery as much as they do the foreigners.

Captain Elliot, whose great object appears hitherto to have been to secure the annual export of tea, was still temporising with the Chinese authorities, and had succeeded in having 11,000,000lbs. shipped before the 18th of May; and there were hopes that an equal or greater quantity would be on board before the end of that month. Hong Kong was again occupied by the British, and the chief commissioner busied himself during some time in laying out plans for a city; but, on the 18th of May, at the time when it was said he and several ships were about to proceed anew to Pechelee, and there to demand a settlement from the very court of Pekin, he went in the Nemesis steamer up the Canton river, as if apprehensions were entertained of an attack by the Chinese on the foreign factories, or on the feared that, ere this, a conflict has occurred, in which the city of Canton may have been subjected to a conflagration, in order to give the Chinese a lasting example.

It is understood that the policy to be pursued by Sir Henry Pottinger, the new plenipotentiary, and Admiral Sir William Parker, the commandant of the forces, is as nearly as possible the reverse of that which has been hitherto acted upon, and with such signal ill success. A strict blockade of the whole of the southern and western coast is immediately to be put in force; the mouth of the great river is to be effectually guarded, and the utmost care is to be taken to avoid unnecessarily irritating the natives, who from the first have appeared to be favourably disposed. The Island of Amoy, of which a very promising description is given, will it is said be occupied as soon as the dispositions for the blockade are completed; and, from its position, deeply embayed in the mainland, and nearly opposite to the Island of Formosa, it is expected that it will be an excellent exchange for the pestilential Chusau.

Paris remains tranquil. The Chamber of Peers has been convoked by royal ordinance for the immediate trial of the assassin Pappart. The alleged crime is that of shooting at the three royal princes, in order that the case, as affecting the life of the heir to the crown, should come within the jurisdiction of the Peers. Some persons regret that the case was not referred to the ordinary Court of Assize, but it would appear as if the French goverment, in the present feeling of the country, does not deem it prudent to trust it to a common jury. All that has transpired respecting the assassin is, that he is a sawyer by trade, and so little acquainted with the person of his intended victim, that he asked some of the bystanders to point him out the Duke d' Aumale. The general supposition is, that he belongs to a secret society, the members of which are sworn to kill the king or his children, and that he was chosen by lot, as others have been, for the work of death. The crime, however, attracts great attention at Paris, because it is the first time that the lives of any of the princes have been thus endangered, all attempts hitherto having been directed against Louis Philippe himself.

The *Censeur de Lyons* states that nearly one hundred persons were killed or wounded at Clermont by grape-shot, and that the inhabitants of the neighbouring villages had joined the insurgents.

An 84-gunship, called the Vasco da Gama, a novelty in the Portuguese navy, has just been completed at Lisbon, after being on the stocks for 15 years. The King and Queen were to be present at the launch.

An Egyptian frigate is said to be preparing to convey a cargo of wheat for the Pacha's account to Liverpool, where the profits are to be expended in docking and fitting the vessel out in proper English man-of-war style, that she may serve as a model vessel on her return.

The British Queen, Steam-ship.—This splendid steamer sailed from Bristol on the 5th Sept. for Antwerp. A select party of gentlemen went in her on a visit to Belgium. The British and American Steam Company have, it is said, received for her the sum of £90,000 from the Belgium government. For the *President* the same company received above £70,000 from the underwriters. The losses sustained by the company, since its establishment, are supposed not to be less than £80,000 nor more than £100,000.

A petition has been presented to the House of Commons against the return of Mr. Dyce Sombre (the coloured man,) on the alleged ground of his not being a British subject, he having been born in India.

The extremely depressed state of the timber trade at the present moment, furnishes a convincing proof of the insufficiency even of the highest protecting duties to preserve particular interests in a state of prosperity whilst the country generally is suffering. The decline in the price of most descriptions of timber has been from 20 to 25 per cent. This, we believe, is entirely owing to the cessation of building throughout the kingdom, which is always a certain and immediate consequence of public distress. There have seldom been fewer houses building in Liverpool than at present. In the manufacturing districts it is too difficult to find employment for the mills which are already erected for any new ones to be built. The present miserably low rate of freights to all parts of the world, besides depreciating the value of ship property already in existence, also acts most injuriously on the timber-trade and on shipbuilding. We have already alluded to the depressed state of shipping; and we may add, that although there is no interest in the kingdom of more importance than this, there is none which is more heavily pressed upon by impolitic legislation. The duties on all descriptions of timber greatly enhance the cost of building British ships; the duties on corn and provisions add greatly to the expense of navigating them; and the exclusion of foreign corn, except by fits and starts, deprives the British shipowner of the carriage of the bulky article, greatly needed in this country, and to be obtained in greater or smaller quantities in all those parts from which there is at present the greatest difficulty in procuring cargoes.—*Liverpool Times.*

In the House of Commons, the Speaker announced that he had received a letter from Mr. Daniel O'Connell, stating that, having been elected to serve in parliament for the counties of Meath and Cork, he selected the latter place, as that which he wished to represent. The Speaker concluded by observing that, a petition having been presented against the return for Cork, the hon. gent. could not, according to the rules of the house, make the selection he had stated.

The new Lord Lieutenant of Ireland, the Right Hon. Earl de Gray, arrived at Kingston in H. M. Steamer Medina on Wednesday Sept. 15, and proceeded to Dublin the same day at 11 o'clock. His Excellency was received with marked respect. A procession escorted him to the Castle, the neighbourhood of which was thronged to excess by well dressed persons.—The noble earl took the oaths in the Council Chamber, and the ceremony of swearing in having been gone through, held an undress levee, when a great number of distinguished personages, noblemen and gentlemen, had the honor of being presented.

Donnybrook Fair.—On Thursday, Aug. 26th, the fair-day, the proprietors took measures to ascertain an average of the number of persons who entered the town of Donnybrook between the hours of nine, a. m. and six, p. m., the period specified by the police regulations. The result of this calculation was the almost incredible number of 74,792, an enormous proportion of the adult population of Dublin. The manner in which this was ascertained was as follows:—A person was stationed at the entrance of the town for one hour by a stop-watch, who counted accurately the number of individuals who passed him during that time; an average was then struck for the nine hours before mentioned; and the result was the number already given. The quantity of cows, heifers, sheep, pigs, &c., which entered the 'custom gap' was very considerable. The number of horses present was supposed to be upwards of 2,500. They were mostly adapted for the saddle or draught of the lighter description. This fair is one of the most ancient either in Great Britain or Ireland; having been instituted by King John, in the year 1205, when he empowered Myles Fitz Henry (then 'Justyce of Irelande') to institute 'one fair at John's Well, and the other at Donny Bourne.'"

UNITED STATES.

On the 25th of September President Tyler issued a proclamation, warning all persons against meeting together openly or in secret with fire arms, under the penalty of condign punishment; and giving notice that in case of any lawless incursion into Canada, by American Citizens, they will not be reclaimed, nor any interference made in their behalf.

Courtesies to the Prince de Joinville.—The Prince de Joinville landed at the Battery, New York, from his frigate, La Belle Poule, which is anchored in the North River stream, off Castle Garden, at half past 10 o'clock, Wednesday morning, accompanied by one of his officers. He visited Mr. de Bacourt, the French Ambassador, who had come from Washington in expectation of his arrival; and he also visited Mr. de Laforest, the Consul General. These visits being strictly private, were attended with no ceremony, and at 12 o'clock he returned on board his frigate.

At 12 o'clock on Thursday His Royal Highness received, on board La Belle Poule, the French Ambassador and the Consul General, who presented her Britannic Majesty's Consul Mr. Buchanan; Le Chevalier Martucelli, Consul General of Naples; Baron Lederer, Consul General of Austria, &c.

At one o'clock p. m. the Prince de Joinville despatched a steamboat, chartered for the purpose, to conduct the Committee of French citizens and residents deputed by the meeting at Delmonteo's on Tuesday evening, and such other of his countrymen as may be desirous of availing themselves of the opportunity to exchange their courtesies with him on his quarter deck.

His Royal Highness left this city for Washington, on a visit to the President of the United States, on Friday, accompanied by the French Ambassador, and is expected to return here in the course of next week, immediately after which he will proceed on his proposed tour through the Union.—*N. Y. Herald.*

Russian Steam Frigate Kamschatka.—This steam frigate *par excellence*, belonging to the Czar of Russia, is now ready for sea, and will sail probably early next week for Cronstadt.

Between two and three o'clock, Wednesday afternoon, the Prince de Joinville paid a strictly private visit to Capt. Von Schantz and the Russian steam frigate.—*Ib.*

Utica, Monday, September 27.

CASE OF M'LEOD.

The Circuit Court for the Fifth Circuit of this State, was to-day opened in the Court House—Justice Gridley presiding in the absence of Chief Justice Nelson, detained at home (Cooperstown) by protracted indisposition.

Three Judges of the County Courts appeared on the Bench with Judge Gridley. The Court House was crowded, in good part with the witnesses and persons strongly interested in the trial.

The usual formalities of opening a term of Court, sweeping in the Jurors empannelled, &c. having been completed, the first case called was that of *The People of New York* vs. *Alexander M'Leod*, indicted for the Wilful Murder of Amos Durfee, at Fort Schlosser, in the County of Niagara, in December, 1837.

Mr. *Willis Hall*, Attorney General, responded on behalf of the People. He handed to the Court a list of witnesses summoned on behalf of the People, which was called over by the crier. A portion only answered to their names.

The Court enquired when the case would be ready for trial. The Attorney General replied that the case on behalf of the people was ready *now*. He moved that the trial proceed.

Mr. J. A. Spencer, Counsel for the prisoner, submitted his reasons for opposing the motion. His associates (Judge Gardener, of Rochester, and Mr. Bradley, of Lockport,) were both still absent in Canada collecting testimony. The witnesses had since 1837 become scattered over all British North America, from Lake St. Clair to the Gulf of St. Lawrence.—Many of them had been found and their testimony taken, (of which three large packages were produced in Court,) but others whose evidence was important had not yet responded. He could not feel justified in going to trial in this state of the case, and he moved that the trial be put down for Monday next, (October 4th,) which was the earliest day that he could feel certain of being ready.

Judge Gridley reserved the question for the present, but with the right to the Attorney General to renew his motion on the latter day of this week should he think proper to do so. He then made a brief and appropriate address to the jurors empannelled, reminding them of the great responsibility resting on them, of their sworn duty to avoid all grounds of bias or prejudice on the question which a portion of them would be called on to decide, to repel all attempts to influence them by rumours and indirect approaches as well as otherwise. He directed them, should any attempt be made so to approach one or more of them, to give information to the Court, by whom the offence would be promptly dealt with.

The case then dropped, and the Court proceeded to the trial of civil causes.

CANADA.

Legislative Council Chamber,
Kingston, Saturday, 19th September, 1841.

This day at twelve o'clock, Major General Clitherow, Deputy Governor, proceeded in state to the Chamber of the Legislative Council, in the Parliament Buildings, and gave the Royal Sanction in the usual terms to several Bills, and closed the Session of the first Provincial Parliament with the following

SPEECH:

Honorable Gentlemen of the Legislative Council, and Gentlemen of the House of Assembly.

In consequence of the severe indisposition of the Governor General, I have been deputed by him to signify to you Her Majesty's pleasure on the several Bills which you have passed during this Session, and to relieve you from further attendance in Parliament. In performing this duty I beg to congratulate you on the many important measures which you have been enabled to perfect, and on the general harmony, which, notwithstanding the difficulties incident to the first meeting of the Legislature, has marked your proceedings.

Gentlemen of the House of Assembly;

I thank you in the name of Her Majesty for the readiness with which you have voted the Supplies necessary for the public service, and for maintaining the credit of the Province.

Honorable Gentlemen and Gentlemen;

I am confident that you will sympathize with me in the sorrow which I feel for the illness of the Governor General, in my hope that the sufferings with which it has pleased Almighty God to afflict him may be but temporary. In the mean time I would urge on you the propriety on your return to your homes of endeavoring to carry out the great improvements now in progress; and of inculcating on those by whom you will be surrounded as well an oblivion of past differences as a happy spirit of enterprize and contentment for the future. In so doing you will best promote the permanent interests of your Country, and entitle yourselves to the gratitude of your fellow subjects—and may that Providence which has heretofore so signally protected this land prosper your endeavours.

Until further instructions shall have been received from home, the administration of the Government devolves upon His Excellency Sir Richard D. Jackson, the commander of the Forces in this Province.

Kingston, Sept. 24, 1841.

THE FUNERAL OF THE LATE LORD SYDENHAM.

The last act of respect has been paid to the late Governor General of Canada, and his mortal remains now "slumber in the silent dust." At the suggestion of the town authorities, notified some time previous, the whole of this day has been made a "day of mourning," and observed with the solemnity of the Sabbath. The shops and places of business have been entirely closed, and all trading and mechanical operations were stopped—the flags of the vessels in the harbour drooped mournfully at half-mast, and the people of the town, every where, put on, along with the ornaments, the "spirit of heaviness." The funeral procession was appointed to leave Government House at eleven o'clock, A. M. The bells commenced tolling at nine o'clock, and continued to do so till one o'clock, when the ceremony was over. Soon after ten, all the troops in garrison arrived, consisting of the 14th Regiment, the left wing of the 93d, the Royal Artillery, (on foot) Kingston Volunteer Artillery, and the two troops of the King's Dragoon Guards and Major Magrath's Lancers. These lined both sides of Church street, at double distance, extending from St. George Church, a long way up the road by which the funeral was to pass. The only military features in the procession, besides the attendance of officers, were the band of the 14th Regiment, giving to the distinguished dead

"For his passage,
"The soldier's music,"

and the gun-carriage upon which the body was drawn by six black horses of the Artillery, in funeral housings, and their riders in mourning. At eleven the procession moved from Government House, its illustrious inmate, upon his last journey, the bells all the while "swinging slow with sullen roar," and minute guns firing when the body reached the limits of the town. The following was the order of the funeral:—

Escort of the King's Dragoon Guards and Lancers, with Band.
14th Regiment.
THE BODY,
On a gun-carriage, covered with black cloth, drawn by six
bery horses, also covered. The coffin covered
with black silk velvet.
PALL-BEARERS.