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DURHAM STANDARD

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VOLUME I. DURHAM, COUNTY OF GREY, C. W., FRIDAY, OCTOBER 21, 1859. NEW SERIES, NO. 46.

BUSINESS DIRECTORY.
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MOUNT FOREST.
DR. WOOD,
CORNER,
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PHYSIC, SURGERY AND MIDWIFERY,
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Conveyancer, Commissioner in Queen's Bench and Commission General Agent.
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The Canada Landed Credit Company,
BENTINCK POST OFFICE,
DURHAM, COUNTY OF GREY
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Commissioner in Court of Queen's Bench
AND
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Glenelg, Jan. 12, 1859. 7
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Mount Forest, July 21, 1859. 33
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M. R. C. S., Esq.,
PHYSICIAN, SURGEON,
Accoucheur, &c. &c.,
Metuit Forest, C. W.
August, 2 1859. 35—1y
CANADA WESTERN ASSURANCE COMPANY
OF TORONTO, C. W.
Capital - - - - - \$100,000.
INCORPORATED, 1851.
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ON EXCEEDINGLY EASY TERMS.
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BOOK & JOB PRINTING
Executed with neatness and despatch,
AT THE
DURHAM STANDARD OFFICE.

POETRY.
Father's Growing Old, John!
BY J. Q. A. WOOD.
Our father's growing old, John!
His eyes are growing dim,
And years are on his shoulders laid,
A heavy weight for him.
And you and I are young and hale,
And each a stalwart man,
And we must make his load as light
And easy as we can.
He used to take the brunt, John!
At cradle and the plow,
And earned our porridge by the sweat
That trickled down his brow;
Yet never heard we him complain,
Whatever his toil might be,
Nor wanted ever a welcome seat,
Upon his solid knee.
And when our boy-strength came, John
And tarry grew each limb,
He brought us to the yellow field,
To share the toil with him;
But the west wind from the swath,
Tossing aside the grain,
Just like the plough that heaves the soil,
Or ships that bear the main.
Now we must lead the van, John!
Through weather foul and fair,
And let the old man read and doze,
And till his easy chair;
And he'll not mind it, John, you know,
At eve to tell us o'er,
Those brave old days of British times,
Our Grandfathers and the war.
I heard you speak of Ma'am, John!
This gospel what you say,
That caring for the like of us,
Has turned her head so grey!
Yes, John, I do remember well
When neighbors called her vain,
And when her hair was long and like
A gleaming sheaf of grain.
Her lips were cherry red, John!
Her cheeks were round and fair,
And like a ripened peach they swelled
Against her wavy hair;
Her step fell lightly as the leaf
From off the summer tree,
And all day busy at the wheel
She sang to you and me.
She had a buxom arm, John!
That wielded well the rod,
Whene'er with willful step our feet
The path forbidden trod;
But to the heaven of her eye
We never looked in vain,
And ever more our pining cry
Brought down her jelling hair.
But this is long ago, John!
And we are what we are,
And little heed we give, John,
Her fading cheek and hair,
And when beneath her faithful breast
The tides no longer stir,
'Tis then, John, we the most shall feel
We had no friend like her!
Sure there can be no harm, John!
Thus speaking softly o'er,
The blessed names of those, ere long
Shall welcome us no more.
Nay! I hide it not, for why shouldst thou
An honest tear disown?
Thy heart one day will lighter be
Remembering it has flown.
Yes, father's growing old, John!
His eyes are getting dim,
And together they cling softly down
The dewy descent with him.
But you and I are young and hale,
And each a stalwart man,
And we must make his paths as smooth
And level as we can.

Miscellaneous Reading
Fate of Sir John Franklin's Expedition.
RETURN OF CAPT. McCLINTOCK, R.N.
The Fox screw discovery vessel (Captain McClintock), which was sent to the Arctic regions at the expense of Lady Franklin, to discover traces of the missing expedition, arrived off the Isle Wight on Wednesday. On landing Captain McClintock at once came by train for London, bringing with him two boxes containing relics of the long-missing expedition of Sir John Franklin. The following from the Admiralty was forwarded to the Times for publication:
"Sept. 22, 10.30 a.m.
"The Secretary of the Admiralty presents his compliments to the Editor of the Evening Mail, and forwards the accompanying letter for insertion."
YACHT FOX, R.Y.S.
"Sir,—I beg will inform the Lords Commissioners of the Admiralty of the safe return to this country of Lady Franklin's Final Searching Expedition, which I have had the honor to conduct.
Their Lordships will rejoice to hear that our endeavors to ascertain the fate of the Franklin Expedition have met with complete success.
At Point Victory, upon the north-west coast King William's Island a record has been found dated the 25th of April, 1848, and signed by Captains Crozier and Fitzjames. By it we were informed that Her Majesty's ships Erebus and Terror were abandoned on the 22nd of April, 1848, and that the survivors of the Great Fish River, Sir John Franklin had died on the 11th of June, 1847.
Many deeply interesting relics of our lost countrymen have been picked up upon the

western side of King William's Island, and others obtained from the Esquimaux, by whom we were informed that subsequent to their abandonment one ship was crushed and sunk by the ice, and the other forced on shore, where she has ever since been affording them an almost inexhaustible mine of wealth.
Being unable to penetrate beyond Bellot Strait, the Fox departed in Brentford Bay and the search—including the estuary of the Great Fish River and the discovery of 800 miles of coast line by which we have united the exploration of the former searching expeditions to the north and west of our position with those of Sir James Ross, Dease, Simpson, and Rae to the south—has been performed by sled-journeys this spring conducted by Lieutenant Hobson, R.N., Captain Allen Young, and myself.
As a somewhat detailed report of our proceedings will doubtless be interesting to their Lordships, I herewith enclose, together with a collection of our discoveries and explorations, at the earliest opportunity I will present myself at the Admiralty to afford further information, and lay before their Lordships a record found at Port Victory.
I have the honor to be, &c.,
F. L. McCLINTOCK,
Captain, R.N.
Treasurer of the Admiralty."
PROCEEDING OF THE YACHT FOX, CONTINUED FROM MAY, 1858.
It is remembered that the Fox effected her departure from the main pack in Davis's Strait, on the 25th of April, 1859, after a winter's ice drift of 1,194 geographical miles.
The small settlement of Holsteinburgh was reached on the 28th, and such very scanty supplies obtained as the place afforded.
On the 30th of May our voyage was recommenced; and on the 31st of June, and crossed the ice by the 26th, have come to the mouth of the Fox River, where our natives communicated with them immediately recognized Mr. Peterson, our interpreter, formerly known to them in the Grinnell expedition under Dr. Kane. In reply to our inquiries for the Esquimaux dog driver "Hans," left behind from the Advance in 1855, they told us that he was residing at Whale Sound. Had he been there I would most gladly have embarked him, as his longing to return to South Greenland continues unabated.
On the 12th of July communicated with the Cape Warrander natives, near Cape Horsburgh; they had not seen any ships since the visit of the Phoenix in 1854, nor have any wrecks ever drifted upon their shores.
It was not until the 27th of July that we reached Pond's Inlet, owing to a most unusual prevalence of ice in the northern portion of Baffin's Bay, and which rendered our progress since leaving Holsteinburgh one of increasing struggle. Without steam power we could have done nothing. Here only one old woman and a boy were found, but they served to pilot us up the inlet for 25 miles, when we arrived at their village. For about a week we were in constant and most interesting communication with these friendly people. Briefly, the information obtained from them, was that nothing whatever respecting the Franklin expedition had come to their knowledge, nor had any wrecked ships within the last 20 or 30 years reached their shores.
The remains of three wrecked ships are known to them; two of these seem to have been the whalers Dexterity and Aurora, wrecked in August, 1821, some 70 or 80 miles southward of Pond's Inlet. The third vessel, now almost buried in the sand, lies a few miles east of Cape Hay. This people communicate overland every winter with the tribes at Igloolik; they all knew of Perry's ships having wintered there in 1822-3, and had heard of late years of Dr. Rae's visit to Repulse Bay describing his boats as similar to our whale boat, and his party as living in tents, within snow-houses, smoking pipes, shooting render, &c. None died.—They remained there only one winter.
No rumor of the lost expedition has reached them. Within Pond's Inlet the natives told us the ice decays away every year, but so long as any remains whales abound. Several large whales were seen by us, and we found among the natives a considerable quantity of walrus bone, cutting to a most useful article, and many parwhals' horns, which they were anxious to barter for knives, files, saws, rifles and wool. They drew some rude charts of the inlet, showing that it expands into an extensive channel looking westward into Prince Regent's Inlet.
Leaving Pond's Inlet on the 6th of August, we reached Beechy Island on the 14th, and landed a handsome marble tablet, sent on board for this purpose by Lady Franklin, bearing an appropriate inscription to the memory of our lost countrymen in the Erebus and Terror.
The provisions and stores seemed in perfect order, but a small boat was much damaged from having been turned over and rolled along the beach by a storm. The roof of the house received some necessary repairs.—Having embarked some coals and stores to be used in case of need, we left the vessel on the 16th, we sailed down Peel Strait for 25 miles on the 17th but finding the remainder of the channel covered with unbroken ice, I determined to make for Bellot Strait on the 19th of August, examined into supplies remaining at Port Leopold, and left there a whaleboat which we brought away from Cape Hotham for the purpose, so as to aid us in our retreat should we be obliged eventually to abandon the Fox. The steam launch had been forced higher up on the beach and somewhat damaged by the ice. Prince Regent's Inlet was unusually free from ice, but very little was seen during our run down to Beechey Bay, which we reached on the 20th of August. Bellot Strait, which communicates with the western sea, averages one mile in width by 17 or 18 miles in length. At this time it was filled with drift ice, but as the season advanced became perfectly clear. Its shores are in many places faced with lofty granite cliffs, and some of the adjacent hills rise to 1,600 feet; the tides are very strong, running six or seven knots at the springs. On the 6th of September we passed through Bellot Strait without obstruction and secured the ships to fixed ice across its western outlet. From here, until the 27th when I deemed it necessary to retreat into winter quarters, we constantly watched the movements of the ice in the western sea or channel. In mid-channel it was broken, up and drifting about; gradually the proportion of water increased, until at length the ice which intervened was reduced to three or four miles in width. But this was firmly held fast by numerous islets, and withstood the violence of the autumn gales. It was tantalizing to view the free water which we could not reach, and which washed the rocky shores a few miles to the southward of us.
During the autumn attempts were made to carry out depots of provisions towards the magneti pole, but these almost entirely failed in consequence of the disruption of the ice to the southward. Lieutenant Hobson returned with his sledge parties in November, after much suffering from severe weather and imminent peril on one occasion, when the ice upon which they were encamped became detached from the shore, and drifted off to leeward with them.
Our wintering position was at the east entrance to Bellot Strait, in a snug harbor, which I named Port Kennedy, after my predecessor in these waters, the commander of one of Lady Franklin's former searching expeditions. Although vegetation was tolerably abundant, and our two Esquimaux hunters, Mr. Peterson, and several sportsmen, constantly supplied the alert, yet the resources of the country during 11 months only yielded us eight reindeer, two bears, eighteen seals, and a few waterfowl and ptarmigan.
The winter was unusually cold and stormy. Arrangements were completed during the winter for carrying out our intended plan of search. I felt it to be my duty personally to visit Marshall Island, and in so doing proposed to complete the circuit to King William's Island.
Early spring journeys were commenced on the 17th of February, 1859, by Captain Young and myself, Captain Young carrying his depot across to Prince of Wales Land, while I went southward, towards the magneti pole, in the hope of communicating with the Esquimaux, and obtaining such information as might lead us at once to the object of our search.
I was accompanied by Mr. Peterson, our interpreter, and Alexander Thompson, quartermaster. We had with us two sledges drawn by dogs. On the 28th of February, when near Cape Victoria, we had the good fortune to meet a small party of natives and were subsequently visited by about 45 individuals.
For four days we remained in communication with them, obtaining many relics, and the information that several years ago a ship was crushed by the ice off the north shore of King William's Island, but that all her people landed safely, and went away to the Great Fish River, where they died. This tribe was well supplied with wood, obtained, they said, from a boat left by the white men on the Great River.
We reached our vessel after 25 days' absence, in good health, but somewhat reduced by sharp marching and the unusually severe weather to which we had been exposed. For several days after starting the mercury continued frozen.
On the 2nd of April our long projected spring journeys were commenced; Lieutenant Hobson accompanied me as far as Cape Victoria, each of us had a sledge drawn by four men, and an auxiliary sledge drawn by six dogs. This was all the force we could muster.
Before separating we saw two Esquimaux families living out upon the ice in snow huts; from them we learned that a second ship had been seen off King William's Island and that she drifted ashore in the fall of the same year. From the same ship they had obtained a vast deal of wood and iron.
I now gave Lieut. Hobson directions to search for the wreck, and to follow up any traces he might find upon King William's Island.
Accompanied by own party and Mr. Peterson, I marched along the east shore of King William's Island, occasionally passing deserted snow huts, but without meeting natives. On the 6th of May, when off Cape Norton we arrived at a snow village containing about 30 inhabitants. They gathered about us without the slightest appearance of fear or shyness, although none had ever seen living white people before. They were most willing to communicate all their knowledge and barter all their goods, but would have stolen everything had they not been closely watched. Many more relics of our countrymen were obtained; we could not carry away all we might have purchased. They pointed to the inlet we had crossed the day before, and told us that one day's march up it, and thence four days overland, brought them to the wreck.
None of these people had been there since 1857-8, at which time they said but little remained, their countrymen having carried away almost everything.
Most of our information was received from an intelligent old woman; she said it was on the fall of the year that the ship was forced ashore; many of the white men dropped by the way as they went towards the Great River; but this was only known to them in the winter following, when their bodies were discovered.
They all assured us that we would find natives upon the south shore, at the Great River, and some few at the wreck; but unfortunately this was not the case. Only one family was met with off Point Booth and none at Point Ogle, Montreal Island, or any place subsequently visited.

Point Ogle, Montreal Island, and Barrow Island were searched without finding anything except a few scraps of copper and iron in an Esquimaux hiding-place.
Recessing the Strait of King William's Island, we continued the examination of its southern shore without success until the 24th of May, when about ten miles eastward of Cape Herschell a bleached skeleton was found, around which lay fragments of European clothing. Upon carefully removing the snow a small pocket-book was found, containing a few letters. These although much decayed, may yet be deciphered. Judging from the remains of his dress, this unfortunate young man was a steward or officer's servant, and his position exactly verified the Esquimaux's assertion, that they dropped as they walked along.
On reaching Cape Herschell next day, he examined Simpson's cairn, or rather what remains of it, which is only four feet high, and the central stones have been removed, as if by men seeking something in it. My impression at the time, and which I will retain, is that records were deposited by the retreating crews, and subsequently removed by the natives.
After parting from me at Cape Victoria on the 28th of April Lieutenant Hobson made for Cape Felix. At a short distance westward of it he found a very large cairn, and close to it three small tents; with blankets, old clothes, and other relics of a shooting or a magnetic station; but although the cairn was dug under, and a trench dug all around it a distance of 10 feet, no record was discovered. A piece of blank paper folded up was found in the cairn, and two broken bottles, lay besides it among some stones which had fallen from off the top. The most interesting of the articles discovered here, including a boat's ensign, were brought away by Mr. Hobson. About two miles further to the north-west a small cairn was found, but neither records nor relics obtained. About three miles north of Point Victory a second small cairn was examined, but only a broken pickaxe and empty canister found.
On the 6th of May, Lieutenant Hobson pitched his tent beside a large cairn upon which had fallen from the top of this cairn was found a small tin case containing a record, the substance of which is briefly as follows:—"This cairn was built by the Franklin expedition, upon the west side of Sir James Ross' pillar, which had been found. The Erebus and Terror spent their first winter at Beechy Island, after having ascended Wellington Channel to lat. 77 deg. N., and returned by the west side of Cornwallis Island. On the 12th of September, 1846, they were beset in lat. 70 deg. N., and long. 98 deg. W. Sir J. Franklin died on the 11th of June, 1847. On the 22nd of April, 1848, the ships were abandoned five leagues to N. N. W. of Point Victory, and the survivors, 105 in number, landed here under the command of Captain Crozier." This paper was dated April 25, 1848, and upon the following day they intended to start for the Great Fish River. The total loss by deaths in the expedition up to this date was nine officers and fifteen men. A vast quantity of clothing and stores of all sorts lay strewn about, as if every article was thrown away which could possibly be dispensed with; pickaxes, shovels, boats, cooking utensils, ironwork, rope, blocks, canvas, dip circle, a sextant engraved "Frederic Hornby, R.N., a small medicine-chest, &c., &c."
A few miles southward, across Back Bay, a second record was found, having been deposited by Lieutenant Gore and M. des Vaux in May, 1847. It afforded no additional information.
Lieutenant Hobson continued his search until within a few days' march of Cape Herschell, without finding any trace of the wreck or of natives. He left full information of his important discoveries for me; therefore, when returning northward by the left shore of King William's Island I had the advantage of knowing what had already been found.
Soon after leaving Cape Herschell the traces of natives became less numerous and less recent, and after scanning the west point of the island they ceased altogether. This shore is extremely low, and utterly destitute of vegetation. Numerous banks of shingle and low islets lie off it, and beyond these Victoria Strait is covered with heavy and impenetrable packed ice.
When in lat. 69 deg. 09 N. and long. 99 deg. 28 W., we came to a large boat, discovered by Lieutenant Hobson a few days previously, as his notice informed me. It appears that this boat had been intended for the ascent of the Fish River, but was abandoned apparently upon a return journey to the ships, the sledge upon which she was mounted being pointed in that direction. She measured 23 feet in length, by 7 1/2 feet wide, was most carefully fitted, and made as light as possible, but the sledge was of solid oak, and almost as heavy as the boat.
A large quantity of clothing was found within her, also two human skeletons. One of these lay in the after part of the boat, under a pile of clothing; the other which was much more disturbed, probably by animals, was found in the bow. Five pocket watches, a quantity of silver spoons and forks, and a few religious books were also found, but no journals, pocket-books, or even names upon any articles of clothing. Two double-barreled guns stood upright against the boat's side, precisely as they had been placed 11 years before. One barrel in each was loaded and cocked; there was ammunition in abundance, also 30 or 40 lbs of chocolate, some tea and tobacco. Fuel was not wanting; a drift tree lay within 100 yards of the boat.
Many very interesting relics were brought away by Lieutenant Hobson, and some few by myself. On the 6th of June I reached Point Victory without having found anything further. The clothing, &c., was again examined for documents, note-books, &c., without success, a record placed in the cairn and