

PREMIUMS

Awarded at the Annual Fair of the Bradford County Agricultural Society, for 1855.

Table listing various agricultural categories and their respective winners and prize amounts, including sections for Stock Horses, Carriage Horses, Cattle, Sheep, and various farm implements.

Table listing agricultural categories and winners, including sections for Swine, Poultry, Field Crops, and various farm implements.

Table listing various mechanical, electrical, and domestic articles with their respective winners and prize amounts.

Articles Not in the List

Table listing articles not included in the main list, such as premiums for work boxes, straw wreath, and various domestic items.

The Executive Committee find it impossible in the hurry of getting the reports of awards ready for publication, to remark upon the exceeding fine display in every department of this exhibition. This duty will be deferred until a more full examination can be had of the reports of the Judging Committees.

Bradford Reporter

E. O. GOODRICH, EDITOR. Saturday Morning, October 20, 1855.

Terms: One Dollar per annum, in advance. Four weeks previous to the expiration of a subscription, notice will be given by a printed wrapper, and if not received, the paper will be sent in all cases by mail.

Advertisements: For a square of ten lines or less, One Dollar for three or less insertions, and twenty-five cents for each subsequent insertion.

To make room for the List of Premiums awarded at the late Fair of the Bradford County Agricultural Society, we are obliged to defer several articles prepared for this weeks paper.

Election Returns

We are yet without definite returns from the State. Enough, however, is known to determine that PLUMER is elected Canal Commissioner, and that the Legislature will be largely Democratic.

In Tioga County, the Republican ticket is elected by the following majorities: Against Plumer, 508; For Southern, (Senator), 539; For Baldwin, (Representative), 220; For Maters, (Sheriff), 820; For Blanchard, (Treasurer), 922; For Colver, (Commissioner), 461; For Watrous, (Auditor), 265.

In the Representative District, composed of Susquehanna, Wyoming and Sullivan, the vote stands as follows: Humped, Ingham, Lathrop, J. V. Smith, Wyoming, 2043 2061 1697 1626; Sullivan, 295 405 310 256; Lathrop, 2432 2690 2456 2465.

THOMAS J. INGHAM and Dr. J. V. SMITH of Wyoming, are consequently elected.

In Sullivan, Green, (Republican) is elected Treasurer, and the Democratic candidates for Commissioner and Auditor.

Glorious Triumph in Ohio

In Ohio where there were no collateral issues to divide the anti Administration vote, the Republicans have gloriously triumphed, electing CHASE by about 20,000 majority, and a large majority of the Legislature.

REV. J. M. PEEBLES, preached his farewell sermon at Athens and Sheshequin on Sunday last, says the Waverly Advocate.

An affecting Address was voted him by the society in Athens, referring in a beautiful manner to the relationship which had so long existed between them, and expressing the warmest solicitude for his future welfare. We understand Mr. Peebles intend going South.

SAMUEL N. BRONSON has been appointed Post-Master at Orwell, vice C. G. Gridley, removed.

MR. GRIDLEY'S offence, we believe, consisted in refusing to support Col. PLOLLET for the Legislature, that being with the National Administration, the test of Democratic orthodoxy.

FATAL RAILROAD ACCIDENT.—On Tuesday night, the night express train on the New York and Erie railroad, when near the Stockport station, ran off the track, owing to the neglect of a switch tender, whereby the baggage master, named Gardner, was so dreadfully injured that he died soon after, and several passengers were very badly hurt, some of whom, it is said cannot recover.

SNOW.—It is said that passengers from Cairo, Ill., who reached Chicago on Saturday last, state that snow fell to the depth of three inches at that place. Snow fell at Elgin and Chicago on the same day.

The latest intelligence from Norfolk and Portsmouth states that the fever had nearly disappeared in both those cities. Among the deaths reported is that of Rev. Francis Devlin, pastor of the Roman Catholic church at Portsmouth.

The flouring mill of Messrs. Hecker & Brothers, at Brooklyn, have been destroyed by fire. The loss is estimated at \$100,000, including 20,000 bushels of wheat.

Safety of Dr. Kane and Party.

Arrival of the Arctic Expedition.

The United States Arctic Expedition, composed of the bark Release and steam brig Arctic, H. J. Hartstene, Lieut. Commanding Expedition, left New York, May, 30, 1855; arrived in Lively, Isle of Disco, Greenland, July 5; coasted along the shores of Greenland, from Holsteinburg, to lat 78 38 N., touching at Lively, Hare Island, Upernavik, Hakluyt Island, Cape Hatherton and other places on the coast. They were twenty-eight days longer through the pack in Melville Bay, thence they crossed Davis Straits, went up Lancaster Sound as far as Admiralty Inlet where they were opposed by a solid pack which entirely stopped their progress. Thence they proceeded down the western coast, examining Possession and Pond's Bays, and were frozen in the great middle pack for several days, and to all appearance, for the winter. In lat. 69 39 N., lon. 63 30 W., spoke English whale ship Eclipse of Peterhead, bound to Cumberland Inlet.—They had taken three fish, were all well, and arrived at Lively on their return, having entirely circumnavigated the north waters as far as the ice would permit. Sept. 13.—At Lively they found Dr. Kane, (he having abandoned his vessel in the ice,) and with him his associates excepting three who had died from exposure, viz: Christian Olesen, carpenter, Pierre Schubert and Jefferson Baker. At Lively they also found the Danish brig Marianna, Capt. Amundson, loading for Copenhagen. Sailed from Lively Sept. 13; on the 19th boarded Danish brig Baidur, 37 days from Copenhagen, bound to Lively. On the 21th spoke English schooner Stella, from Sandwich Bay bound to Plymouth.

The vessels are in tolerable good condition, although they have been in collision with icebergs and severely nipped in the packs. DR. KANE'S PARTY IN THE RELEASE.—Dr. Kane, U. S. N.; John W. Wilson, Amos Bond, Dr. J. J. Hayes, Augustus Sontag, Henry Goodfellow, George Stephenson, William Morton, Thomas Hickey.

IN THE ARCTIC.—Henry Brooks, boatswain, U. S. N.; James McGarry, George Riley, William Godfrey, Charles Blake, George Whittle.

A BRIEF HISTORY OF THE KANE EXPEDITION.

The expedition left New-York May 31, 1853. The first port made was St. Johns, Newfoundland, where the expedition was shown every attention by the governor and inhabitants who afforded them facilities for obtaining articles required for the expedition. They obtained there eight Labrador dogs for use in sledging in the snow. They were visited there by the officers of the army and navy. They took aboard all the beef they could obtain and marked it.

After remaining two days they took their departure and about the 4th of July they arrived at Fishkenas, a settlement in the southern part of Greenland; Gov. Lassing at this point received them with great hospitality and afforded them every facility in the purchase of furs and eider-down, &c. They took on board at this point an Esquimaux man who was to hunt for them. They left Fishkenas and proceeded next to Sakertoppen, so called from the resemblance of a mountain in the vicinity to a sugar loaf. This place presents many beauties of Arctic scenery. They found there a few Danes, and obtained from them an abundant supply of reindeer furs and sealskin coats. They reached next a place called Proeven, a place sixty miles south of Upernavik. Here they received the aid of Christianson, who is well known in the annals of the Arctic. They obtained additional supplies there. While they remained there an Esquimaux ball was given in honor of the expedition, which was attended quite numerously.

Among those present were the governor and his wife and daughter. The ladies were dressed in pantaloons, presenting a novel appearance. The members of the expedition joined in the festivities of the occasion. They took on board there twenty Esquimaux dogs. After remaining two or three days they took their departure for Upernavik. On their way they were becalmed for some time within sight of Sanderson's Hoop, a prominent headland south of Upernavik. The cliff is about three thousand feet high, and can be seen at a distance of a hundred miles. This cliff is noted also for an extensive cornery which is on it. They arrived at Upernavik during the last of July, and obtained Mr. Peterson, who had been with Capt. Penny as interpreter, for the expedition, for the purpose of managing the sleighing by dogs. From Upernavik they pushed on to the north. They met with no ice until they had proceeded considerably north of the Devil's Thumb, which point is regarded by whalers as the point at which they anticipate difficulties in Melville Bay. They expected to encounter ice in the bay, but they had a very fortunate passage, they being detained therein only about two weeks. They did but little warping.—They then made the open water, and off Cape York they came to the north water, so called by sailors, and had a good run thence until the 6th of August, when they entered Smith's sound with no prospect of ice, and sailed on until they reached Littleton island in latitude 78 20, which is the highest point reached by an Arctic voyage.

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ASSASSINATIONS FOR 1856.—A notice of importance to Assessors for 1856, will be found in another column.

struck the vessel's quarter and stove in their bulwarks. They escaped further danger and again made for the north as fast as they could by means of warping, frequently close in shore. They were subjected to a heavy nip south of a point which corresponds in description to Stafford Head, but fortunately escaped any damage. About the first of September, found the expedition with bay ice forming about them pretty thick, in lat 78 37. Here they found a deep bay running between two headlands.— They found in this bay a good harbor, and moored their ships there. This formed their first Winter harbor in the Winter of '53 and '54. On the southwest side of the bay were three islands about a quarter of a mile from the shore. On the back ground was a terrace of sand. Of the two headlands, one is east of Stafford's Head, and the other corresponds to Theissou Point. The cliffs at these headlands are from seven to eight hundred feet in height, though the land back is lower. The vessel was moored to some granite islands.— The rocks in that region are composed of granite and limestone, with a small strata of another formation between the two. The formations — called by the Danes the ice-foot, which are caused by the repeated contributions of ice from Winter after Winter, occasioned by the rising and falling of the tide—were very common here. The ice-foot occasionally forms to the thickness of from twenty to thirty feet. After the vessel was moored, Dr. Kane started with a party to examine the ice north. They started with a boat, but left it about ten miles north of the ship, and proceeded on foot.— The party returned in about a week, having made a good many forced marches, when they commenced making active preparations to go into Winter quarters. A warm and comfortable house was built over the deck, extending from forward of the stern to the far end of the galley. Stoves were put up, and communications were made between the steerage and cabin, and the men were transferred from the forecabin to the hold, where comfortable quarters were made for them. The galley was put below. A party was sent forward to establish a cache about a hundred miles distant, which being done, they returned. Darkness gradually came upon them and with the exception of a few short jaourneys within a scope of thirty miles, the operations for the season closed, and soon entire darkness came upon them, preventing them from doing any work whatever.

The first Winter which this expedition experienced is remarkable for being one of the severest and longest in darkness ever experienced by civilized man. When the cold began to increase it was 10 degs. below zero early in September, and as the season began to advance, although it proved to be a much milder Winter than many described by the natives, 48, 50 and even 60 degs. below zero was recorded. Early in November, if not on the last of October, at a temperature of 49 deg below zero, old Monongahela whisky—so famous for its strength—was converted into ice.

A portion of the first Winter passed very smoothly. It was a period of rest and amusement; but as the light began to dawn and the Spring to draw nigh, preparations were made for sledging.

As early as the middle of March a party was sent out for the purpose of reaching the west shore. The cold was intense, and the great obstacle was the hammoicks that obstructed the progress of the travelers.

Later in the Spring, when the weather became warmer, another party started which was led on by Dr. Kane. They set out with dogs and sledges; crossed the sound and returned safely.

Early in the spring the New-Foundland dogs were exceedingly useful in carrying burdens; they were indeed invaluable for short excursions; six of them would draw a burden varying from five hundred to eight hundred pounds, at a dog trot of four miles an hour. They would travel thirty miles a day for several days in succession. These dogs, however, were not adapted for this climate, and the first Winter only two of them survived. Most of them died in convulsions, apparently suffering from lock-jaw.

During the first Winter a young man of great respectability, who had volunteered his services in the expedition, Jefferson T. Baker of Philadelphia, and another named Peter Schlabert, died. This was in the fore part of March, 1854. They were buried in a little island, and a cairn was erected over their remains. Letters were also buried with them to indicate their identity.

In July, as the prospect of getting out of the ice seemed to be very distant, Dr. Kane planned a party, of which he took the command, to Beechy Island to communicate with the English. He met the ice off Cape Party—evidently the Uperale and Wastenholms sound-pack—at Jones sound. It was impossible to penetrate that, and consequently nothing remained but to make preparations for passing the second Winter as comfortably as possible. The outfit of the expedition had contemplated a stay of only fifteen months, and the provisions remaining were not of a character suited to the climate. Starry prevailed considerably, but by the untiring assiduity of Dr. Kane, this was so far checked that no lives were lost by it, although several men were severely affected.

By this time the supply of coal was entirely exhausted. They were obliged to cut away the bulwarks, and all the spare parts of the ship; indeed, everything which could be cut away and still leave them in seaworthy condition, in order to keep up their small fire.

The Winter was an extremely cold one. Sixty degrees below zero was frequently recorded, and the monthly averages were 30 deg and 40 deg below zero. The ice showed a prospect of breaking up. Careful surveys were made as late as the 1st of May, when the water was at least seven or eight feet above the ship. It being beyond question that the ship must remain there, the boats were under weigh, and the greatest speed used in fitting them up. Valuable additions were made to them, suggested by the experience of their carpenter, Mr. Olesen, who, after having braved many dangers and the wear and tear of two Arctic Winters, was suddenly called away at the very instant of arriving at the west shore. His loss was greatly lamented by his comrades. He was buried on the island of Littleton.

The ship was left about the 20th of May and they were a month in traversing the ice. In one single day after leaving Littleton they made a splendid run of almost as much as they had during the previous. Passing Sutherland Island, they came within ten miles of Hacksley Island where they were obstructed by ice. This day, however, the ice opened with the wind, and they reached that island. Here they were compelled to stop for two or three days by ice.