

The Arctic Expedition—Death of Captain Hall and Failure of the Undertaking.

About two years ago the Polar under command of Capt. C. F. Hall, left for the Arctic regions. The expedition has proved a failure.

On Monday of last week Captain H. C. Tyson, assistant navigator, and a party consisting of Frederick Meyer, the meteorologist of the expedition, eight of the crew, and nine Esquimaux arrived at St. Johns, N. F., who report that they had been landed from the Polar just before she was driven from her moorings by a gale, on the 15th of October, 1872, in latitude 73 deg. 35 min. The survivors were taken off from an iceberg by the British steamer Tigress, April 30, in latitude 53 deg. 30 min., after having spent the incredible space of 196 days on an iceberg.

Captain Tyson reports that Captain Hall died fifteen days after returning from the first expedition. He was paralyzed three days before his death, and gradually sank, dying at 3:35 a. m. Meyer says he never gave up hope of being rescued, but never wants to get into so tight a corner again. The party never could have reached here but for the Esquimaux.

The narratives of the survivors are full of interest. After passing the winter at Polaris Bay, on the 8th of June, 1872, they attempted to reach the North by two boats returning on the 8th of July. In August they were beset with ice in 80 deg., when they drifted down to 77 deg. On the night of the 15th they commenced landing provisions, &c., on the ice, the ship being reported as leaking very badly at times. This went on for several hours, when the ice began to crack, and the vessel broke from her moorings, and was soon lost to sight in the darkness and the storm. On the broken ice were most of the provisions, and, seeing nothing of the vessel, they attempted to reach shore in hopes of getting help from the natives, but were forced back again. But Captain Tyson ought to be let speak for himself. He says: "At this time I succeeded in saving fourteen cans of pemmican, eleven and a half bags of bread, ten dozen one and two pound cans of meat and soup, fourteen hams, one small bag of chocolate, weighing twenty pounds; some musk ox skins, a few blankets, a number of rifles and abundant ammunition. In the morning knowing that I had not provisions enough and other articles of food, clothing, compasses, &c., on the abatement of the gale I endeavored to shoot as many seals as possible, both for food, light, and fuel, but could only get three, owing to bad weather having set in. I supposed the wind to be about southwest. On its clearing up, I found myself within about eight miles of what I supposed to be the east coast, and about thirty or forty miles below the ship. The ice being weak, I could not transport boats and provisions to land until it grew stronger. While here I discovered my other boat, bread, &c., and saved all. The ice grew firm. I made another attempt to reach the shore, carrying everything in the boats and dragging them on their keel. The ice being exceedingly rough, we stove both boats. We succeeded on November 1st in getting about half way to shore. Night came on us and very stormy weather. In the morning the ice was broken, and we were drifting southward very fast. We saw no more land for many days, bad weather continuing all through the month of November. We built snow houses and made ourselves as comfortable as we could. We were ten white men, two Esquimaux, two women, and five children in all. We succeeded in killing a few seals, which furnished us with light and fuel with which to warm our scanty allowance of food through the darkness of the Arctic winter. In the latter part of February we lived principally upon birds, and in March commenced to catch seals. Through that month we supported ourselves on bears' and seals' flesh, wasting neither skin nor entrails. We collected enough food in this way to last us until the middle of May, had we not been driven to sea by a strong westerly gale in the latter part of March, our food being then reduced from five miles in circumference to about twenty yards in diameter. We left the place on 1st of April, and abandoned nearly all of our meat, a large amount of ammunition, clothing, skins, and other articles, taking a portion of the meat in the boat, which we were obliged to throw overboard on account of the boats being so deeply laden. I regained the outer edge of the pack of ice on the 2d of April, and succeeded in getting a little further in on the pack. On the 4th, a heavy northeast gale set in, a heavy sea running under the ice, which broke it in small pieces, so we could not put the boat out, neither could we find seals for food, and we were reduced almost to starvation.

Through brought thus almost to the gate of death, a rescuer was on the way. The steamer Tigress accidentally struck the ice floe on which the party were dying. She struck it accidentally in a fog; otherwise, they must all have perished. Captain Tyson says of this part of the adventure: "On the 21st of April we sighted a polar bear. Every person was ordered to lie down and imitate the seal, while the two Esquimaux secreted themselves behind a piece of ice, enticing the bear near enough to us to kill him. A few days after this we got our boat in the water and worked our way west and southwest, and continued to work every opportunity to the westward, in hopes of reaching the Labrador coast and getting temporary relief. We were picked up by the steamship Tigress, Capt. Bartlett, on the 30th of April, in latitude 53 deg 35 north, longitude 55 west, or near Wolf Island, and about forty miles from land."

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\$332,555 IN CASH, at LAING'S HALL, Leavenworth on the 25th day of June, 1873, for the benefit of the Library.

\$1,323 Cash Gifts, amounting to \$332,555. This enterprise is endorsed by the Governor, Secretary of State, Auditor of State, Superintendent of Public Instruction, Treasurer of State, Mayor and Common Council of Leavenworth, and all leading business men of the State, and the certainty of the distribution and payment of gifts, as advertised, is fully guaranteed.

Tickets \$2 Each, 3 for \$5. 6 for \$10. Memorandum of Cash Gifts to be distributed June 25th, 1873.

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ADMINISTRATOR'S NOTICE—Notice is hereby given, that Letters of Administration on the estate of Nancy A. Hornberger, late of Marysville, Perry county, Pa., deceased, have been granted to the undersigned, residing in Jope township, Perry county, Pa. All persons indebted to said estate are requested to make immediate payment, while those having claims will present them duly authenticated for settlement to

HENRY REILER, Administrator. April 8, 1873.

EXECUTOR'S NOTICE—Notice is hereby given, that Letters Testamentary on the last will and Testament of John Adams, late of Spring township, Perry county, Pa., deceased, have been granted to the subscriber residing in the same township. All persons indebted to said estate are requested to make immediate payment, and those having claims to present them duly authenticated for settlement to

JOHN REBER, Executor. March 18, 1873—6t

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RAILROADS.

READING RAIL-ROAD.

WINTER ARRANGEMENT. Monday, December 2, 1872.

Trains leave Harrisburg for New York, as follows: At 5.30 and 8.10 A. M., and 2.00 P. M., connecting with trains on the Pennsylvania Railroad, and arriving at New York at 12.35 P. M., and 9.45 P. M., respectively.

Returning: Leave New York at 9.00 A. M., 12.50 and 5.30 P. M., Philadelphia at 7.30, 8.40 A. M., and 3.30 P. M.

Leave Harrisburg for Reading, Pottsville, Tamques, Minersville, Ashland, Shamokin, Allentown and Philadelphia at 6.30 and 8.10 A. M., 2.00 and 4.05 P. M., stopping at Lebanon and principal way stations; the 4.05 P. M., train connecting for Philadelphia, Pottsville and Columbia only. For Pottsville, Schuylkill Haven and Ashland, via Schuylkill and Susquehanna Railroad leave Harrisburg at 3.40 P. M.

East Pennsylvania Railroad trains leave Reading for Allentown, Easton and New York at 7.30 A., 11.02 A. M., and 4.01 P. M., Returning, leave New York at 9.00 A. M., 12.50 and 5.30 P. M., and Allentown at 7.20 A. M., 12.25, 2.10, 4.35 and 8.55 P. M.

Way Passenger Train leaves Philadelphia at 7.30 A., connecting at Reading with train on East Penn'a. Railroad, returning leaves Pottsville at 4.35 P. M., stopping at all stations.

Leave Pottsville at 6.00, 8.05 and 9.10 A. M., and 2.30 P. M., Herndon at 10.00 A. M., Shamokin at 6.50 and 11.02 A. M., Ashland at 7.15 A. M., and 12.20 P. M., Malvern City at 7.35 A. M. and 12.34 P. M., Tamaqua at 8.35 A. M. and 2.10 P. M. for Philadelphia, New York, Reading, Harrisburg, &c.

Leave Pottsville via Schuylkill and Susquehanna Railroad at 8.05 A. M. for Harrisburg, and 11.45 A. M., for Pottsville and Trement.

Pottsville Accommodation Train leaves Pottsville at 6.00 A. M., passes Reading at 7.40 A. M., arriving at Philadelphia at 10.15 A. M., Returning leaves Philadelphia at 4.45 P. M., arriving at Pottsville at 7.15 P. M.; arriving at Pottsville at 9.00 P. M.

Pottstown Accommodation Train leaves Pottstown at 6.45 A. M., returning, leaves Philadelphia (North and Green) at 4.30 P. M.

Columbia Railroad Train leaves Reading at 7.30 A. M., and 6.15 P. M.; for Ephrata, Litz, Lancaster, Columbia, &c.; returning leave Lancaster at 8.30 A. M., and 3.30 P. M., and Columbia at 8.15 A. M., and 3.20 P. M.

Perkiomen Railroad trains leave Perkiomen Junction at 7.35 and 9.00 A. M., 2.55 and 5.40 P. M.; returning, leave Green Lane at 6.15 A. M., 12.35 and 4.20 P. M., connecting with trains on Reading Railroad.

Picketing Valley Railroad trains leave Phoenixville at 9.10 A. M., 8.10 and 5.20 P. M.; returning, leave Byers at 6.35 A. M., 12.45 and 4.20 P. M., connecting with trains on Reading Railroad.

On Sundays: leave New York at 5.30 P. M., Philadelphia at 9.40 A. M. and 12.35 P. M., returning, leave Mount Pleasant at 6.00, 8.00 and 11.25 A. M., and 3.00 P. M., connecting with trains on Reading Railroad.

Chester Valley Railroad trains leave Bridgeport at 8.30 A. M., 2.40 and 5.35 P. M., returning, leave Downingtown at 6.55 A. M., 12.30 and 5.40 P. M., connecting with trains on Reading Railroad.

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