

THE MONTROSE DEMOCRAT,
IS PUBLISHED THURSDAYS BY
A. J. Gerritson,
OFFICE ON PUBLIC AVENUE,
THREE DOORS ABOVE SEARLE'S HOTEL.

MONTROSE DEMOCRAT.

We Join Ourselves to no Party that Does not Carry the Flag and Keep Step to the Music of the Whole Union.

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JOB PRINTING OF ALL KINDS,
BY
DEMOCRAT,
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The office of the Montrose Democrat has recently been supplied with a new and choice variety of type, and is prepared to execute in the best style, on short notice, Handbills, Posters, Programs, and other kinds of work to this line, done according to order. Business, Wedding, and Ball Cards, Tickets, etc., printed with neatness and dispatch. Justices and Constables' Blanks, Notes, Receipts, and all other blanks, on hand, or printed on order. (See Job work and blanks, to be paid for on delivery.)

It appears that from Mr. Sonntag's report, that the immediate cause of Mr. Sonntag's death was cold. Hans upon his return stated that they had traveled the first day to Sutherland Island, where they camped in a snow hut, and were there detained two days. Their next camp was at Sorfial, a deserted esquimaux station on the coast, fifteen miles below Cape Alexander where they built another snow hut. They set off next day directly for Northumberland Island.

The ice, although covered with light snow, appeared to be sufficiently strong. Mr. Sonntag walked in advance of the sledges, and when about five miles from the land he came upon thin ice and broke through. Hans assisted him out of the water, and they immediately put back for Sorfial, before that place was reached Mr. Sonntag was insensible, and he died soon afterward. His remains were subsequently brought to the vessel, and were interred near the observatory.

Hans succeeded in reaching the Esquimaux, but by over driving and injudicious management, five of the dogs were killed and the remaining four were permanently injured. I had no other means of transport. The Esquimaux came to the vessel some weeks later, and from them I obtained, by purchase, a sufficient number to make two teams of seven each.

It was not until late in March that the ice formed around Cape Ohlsen, and the land being too mountainous for sledging, I was not until that time, able to start northward. At the period I made a preliminary journey to Fog Harbor, and there established a provision depot. I availed myself of this opportunity to visit Lensescher Harbor, Dr. Kane's winter quarters. No vestige of the advance was discovered. She had probably drifted out to sea with the ice. During this journey the coldest temperatures of the cruise were recorded. On the day the thermometer sank to 60 degrees, and on another to 65 degrees below zero. We camped at night on this, as well as on all subsequent journeys, in the snow hut of the Esquimaux.

Active preparations had been making since January, for the Spring campaign, and we were ready for the final start on the 4th of April. The chief equipment consisted of a metallic life boat, twenty feet in length, mounted on runners, provisions for a boat's crew of six persons and fourteen dogs for six weeks, together with a careful allowance stock of fuel for the above named period. We started from the vessel on the above mentioned date, with our entire equipment and outfit, being drawn by the whole available force of twenty and fourteen dogs. Mr. Radcliff, with two men, was left in charge of the vessel.

Upon reaching Fog Harbor we made nearly a day's north coast, intending to reach the West coast and travel thence to the land ice. We soon encountered hummocked ice of extraordinary thickness, through which it was often necessary to break a passage with a heavy sledge. It finally became evident that the entire summer would be consumed in reaching the west land, even if the boat could be transported to it. Being well assured that nothing could be accomplished with the boat expedition, I sent the main party back on the 29th of April, and continued northward with three companions and two sledges.

The ice grew worse as we advanced, and we were fourteen days in reaching the West coast, a distance in a direct line of only forty miles. From this fact you can form some estimate of the character of the ice over which we travelled. The severity of the labor broke down the dogs and I was compelled to feed to them a double portion of the provisions rapidly. It finally became evident that the entire summer would be consumed in reaching the west land, even if the boat could be transported to it. Being well assured that nothing could be accomplished with the boat expedition, I sent the main party back on the 29th of April, and continued northward with three companions and two sledges.

The latitude attained upon that day was 81 deg 25 min., a degree of Northing which I believe not to have been exceeded or equaled by any explorer except Edward Parry. The land was taken possession of in name of the U. S., with the usual forms, and the flag which was used upon the occasion has covered the most Northern known land upon the globe.

Although this early in the season, the ice in Kennedy channel was everywhere much decayed, and unsafe, and in some places was entirely gone. In one extensive pool a flock of water fowl was discovered. I entertain no doubt that the ice of Kennedy channel was broken up and dissolved at a very early period of the summer. It was in this channel that Mr. Kane discovered an open sea at a period six weeks later, in the summer of 1854. Before reaching the vessel I lost all but seven of the remaining dogs, and the ice having broken up around Cape Ohlsen, further exploration to the northward was impossible during the present season.

The six weeks subsequent to my return to Port Foulke were occupied in preparing the vessels for sea, in completing some unfinished surveys, in making magnetic and other observations, in collecting specimens of natural history, in photographing the scenery, and in other duties of the vicinity. The schooner had been much damaged by the ice encounters of the previous summer, and it was found impossible to restore her original strength. Being without a carpenter, a large share of the labor of repairs fell upon Mr. McCormick, the sailing master of the expedition, of whose ready ingenuity and practical skill I cannot too warmly express my acknowledgments. The ice broke up and we went to sea on the 14th of July, and after much difficulty and two trials, we

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TAKE NOTICE!
ABEL TURRELL

The Battle at Ball's Bluff.

The first battalion of the California regiment was under the immediate command of Lieutenant-Colonel Wistar, and was composed of companies A, C, D, G, L, N, H, and P. The Battalion under Major Parrish comprise the other companies, viz—B, E, F, I, K, M, O, had been detached more than a week ago for picket duty, near Little Monocacy, protecting the front of the Brigade and much more ground. At two o'clock a. m., on Monday, the 21st, orders came from Gen. Stone, commanding the division, that the First Battalion should be at Conrad's Ferry, about seven miles distance, at day break, and commanding officers of companies were requested to take action, regarding an early breakfast for their men and procuring their day's rations.

THE BATTLE AT BALL'S BLUFF.

The firing began general here about half-past two p. m., and until four p. m. there was the most desperate contest. The Massachusetts regiments were not molested in crossing or for hours afterwards. Four companies of the Tammany regiment, of New York, crossed during the morning by order of General Stone. Col. Baker was placed in command of the whole advance from that point. The orders given by Colonel Wistar were, when heavy firing should be heard in front on the Virginia side, to cross over with his battalion at a point between Edward's and Conrad's Ferries, and about a mile below the latter, where the Massachusetts regiment had crossed before. Additional orders arrived to cross immediately, about 11 a. m.

THE BATTLE AT BALL'S BLUFF.

The passage of the river was commenced by the first battalion of the California regiment at Harrison's Island, on which are several farms and farm-houses. The Island is about two-thirds of the distance from the Maryland side, leaving two hundred yards of the Potomac flowing between it and the Virginia bank. The current is strong, and the river deep. Three miserable flat-boats were all the means of transportation between Maryland and the Island, and one equally bad flat-boat which had been left between the Island and Virginia, and the scow here would only hold about sixty-five or seventy, and one man was kept constantly bailing out the water with a shovel, and still at one side it flowed in so rapidly as to make a small cascade. The life boat would only hold seven. The inexperienced boatmen pushed the boats up nearly a quarter of a mile to get advantage of the current, and make a landing at a point which they often failed to do, and were entangled below, causing more delay. The last company of the California regiment did not get across until nearly four p. m. The Virginia bank of the Potomac at the crossing point is very high and precipitous.

THE BATTLE AT BALL'S BLUFF.

The battalion, as the first companies crossed, met its way up by a winding path to the left, in single file, by one hundred yards. Two companies were thrown out in the flanks as skirmishers, and afterwards acted as pickets. They then halted and stacked arms, and had remained but a few minutes. They were then ordered forward and marched to the right about four hundred yards to a point. On the right and left was a thick undergrowth of bushes and trees in front. There were some five or six acres of corn field, the ground occupied by the battalion being open and sloping.

THE BATTLE AT BALL'S BLUFF.

In the morning, about three o'clock, scouts crossed the river and could find no rebels. They returned and then the Massachusetts Fifteenth commenced to cross. About daylight three hundred and fifty of them started out towards Leesburg to surprise and capture a rebel camp which was supposed to be about two miles from the shore. None was found, and they then went on within a mile and a half of Leesburg, and where it would be plainly seen. Suddenly thirty rebels were reported to be quietly marching towards Leesburg, and a company started after them on double quick.

THE BATTLE AT BALL'S BLUFF.

They had gone but a short distance, when suddenly the rebels rose up out of a ravine and fired a volley. Twenty-three of the Massachusetts boys fell, and after firing at them they carried the wounded back to the woods. They then were reinforced by the balance of the three hundred and fifty, and gradually firing and falling back towards the river, they were reinforced by the Massachusetts Twenty-eighth and the balance of their regiment who had crossed.

THE BATTLE AT BALL'S BLUFF.

They could not find out how many rebels were against them, as they were kept concealed by fence, corn fields and woods. Their cavalry only showed themselves in small squads, and kept at a distance. They had fallen back quietly and orderly to within a few hundred yards of the river, when Gen. Baker came up and drew them all up in line of battle. He then said to Col. Devens, "What do you like the position Col. Devens?" "As well as you can arrange them General, but I fear we have not enough," replied Colonel Devens. "You will find me in the centre Col. if you want me," remarked the General, and he immediately left for the centre.