

# LIBERAL REPUBLICAN.

VOL. 4,

DALLAS, OREGON, SATURDAY, MAY 31, 1873.

NO. 10

The Liberal Republican

OFFICIAL PAPER FOR POLK COUNTY.

Is Issued Every Saturday Morning, at Dallas, Polk County, Oregon.

P. C. SULLIVAN PROPRIETOR.

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Attention called to description of property given in the WEEKLY STATE-MAN, Feb 18 73

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## THE NORTH POLE.

The Fate Of Captain Hall's Expedition.

New York, May 10—A dispatch from St. Johns, N. F., of May 9, says: The steamer Walrus arrived from the seal fishery at the port of St. Johns this morning, bringing the news that the steamer Tigress had come into Roberts' Bay 18 miles from here, having on board nineteen survivors of Fall's Arctic expedition. The following are the names of the RESCUED:

H. C. Tyson Assistant Navigator; Frederick Myer, Meteorologist; John Heron, Steward; W. C. Kruger, seaman; Fred Jamka, seaman; Wm. Nindeman, seaman; Fred Anting, seaman; Gustavus T. Linguist, seaman; Peter Johnson, seaman; W. Jackson, cook; Esquimaux Joe, interpreter, with Hannah and child, Esquimaux; Hans Christain, of Kane's expedition, and Hans Christain's wife and four children, the youngest only 8 months old.

This party, which had been landed from the ship Polaris, were driven from her by a gale, which burst her mowings on the 15th of October, 1872, in latitude 72 degrees 35 minutes. When they last saw the Polaris she was under steam and canvas, making for a harbor on the east side of Northumberland Island. She had no more boats left of six which she brought with her from the port of New York. Two were lost in the Northern expedition; two were landed on the ice with Captain Tyson's party; one was burnt as fire-wood to make water for the crew, and the other is on board the Tigress.

THE "POLARIS" was in command of Capt. Buddington, who had thirteen of the crew along with him, and a plentiful stock of provisions. Her bow was somewhat damaged, and it is the opinion of the survivors that they will be unable to get clear until July, and even then, if the ship is unseaworthy, they would have to make new boats to effect an escape.

### DEATH OF CAPT. HALL.

On the 8th of November, 1871, in latitude 81 degrees 38 minutes, longitude 71 degrees 44 minutes, Capt. Hall died of apoplexy, and was buried on shore, where they erected a wooden cross to mark his grave. He had recently returned from a northern sledge expedition, in which he had attained an altitude of 82 degrees and 16 minutes. He seemed in his usual health, and had called his crew into the cabin to encourage them to renewed exertion, when he was suddenly stricken down and expired, to the great grief of those around, to whom he had endeared himself by his kindness and devotion.

### IN WINTER QUARTERS.

In September, 1871, the Polaris entered winter quarters, and left them on August 12, 1872. The ice was very heavy, and set in a southern direction. She was forced south, and so continued drifting till Capt. Tyson and his party were driven from her.

A sledge party crossed Kane's Polar sea, which they pronounced to be a strait about fifteen miles wide. There was an appearance of open water to the north.

### PRIVATIONS AND SUFFERING.

The rescued party suffered very much during their dreary drift from hunger and cold. For the last two months they ate raw seal and polar bear as they could get it. When met by the Tigress they showed evident signs of their great sufferings, but during the nine days that they have been on board they have improved vastly, and are now in fair health.

The party is in charge of the United States Consul and will arrive in St. Johns on Monday next.

CAPT. TYSON'S NARRATIVE.

The following statement is furnished by Capt. Tyson: On the 24th of August, 1871, we left Tesinask and went through Smith's Sound. We succeeded in getting as far north as latitude 82 degrees 16 minutes, when we returned and wintered at Polaris Bay, latitude 81 degrees 38 minutes, longitude 61 degrees 44 minutes. We were frozen up until the 5th of September.

On the 10th of October Capt. Hall started on a sledge journey north, and returned on the 24th, when he was taken sick, and died on the 8th of November. He was buried on the 11th. The attack that carried him off was said to be apoplexy.

We passed the winter at Polaris Bay.

### BOUND FOR THE NORTH.

On the 8th of June, 1872, we attempted to go north with two boats. We hauled our other boat on shore, and returned overland on the 8th of July. We started for home on the 21st of August, and on the 15th we were beset with ice in latitude 80 degrees 2 minutes. We drifted from there down to latitude 77 degrees 35 minutes when we encountered a heavy south-west gale, the ship being under heavy pressure. On the night of the 15th we commenced landing provisions, etc., on the ice, the vessel being reported as leaking badly at times. We continued landing provisions for two or three hours, when the pressure ceased. I went on board the vessel and asked the sailing master if the vessel was making any more water than usual. He reported that she was not. I then went to the pumps and ascertained that she was not making any more water than in the summer. I went on the ice again, and shortly after it began to crack, and a few minutes afterward broke in many pieces. The vessel broke from her fastenings, and was soon lost to sight in the darkness and storm.

### ON THE ICE.

On the broken ice was most of our provisions to sustain the party through the winter, and, seeing nothing of the vessel, we attempted to reach the shore in hopes of finding natives to assist us in living through the winter. Getting about half way to shore with our heavily-laden boats our progress became hard by the drifting ice, and I was compelled to haul on the ice again. At this time I succeeded in saving fourteen cans of pemmican, eleven and a half bags of bread, ten dozen and one 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, etc., on an 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 the bad weather having set in. I supposed the wind to be about south-west.

### LOOKING FOR LAND.

On its clearing up I found myself within about eight miles of what I supposed to be the east coast, and thirty or forty miles below the ship. The ice being weak, I could not transport the boat and provisions to land until it grew stronger. While here, discovered my other boat, bread, etc., and saved all. The ice grew firm, and I made another attempt to reach the shore, carrying everything in boats and dragging them on their keels. The ice being exceedingly rough, we stove both boats. We succeeded on the 1st of November in getting about half way to the 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, the

bad weather continuing all through the month of November. We built a snow house, 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.

### SCANTY PROVISIONS.

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 until the middle of May, had we not been driven to sea by a strong westerly gale in the latter part of March, our floe-piece being then reduced from five miles in circumference to about twenty yards in diameter.

### ALMOST STARVED.

We left the place on the 1st of April, and abandoned nearly all our meat, a large amount of ammunition, clothing, skins, and other articles, taking a portion of the meat in a boat, which we were obliged to throw overboard, on account of the boat being so deeply laden. I regained the outer edge of the pack of ice on the 3d 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 that we had to live on a small scale, as we could not put our boat out, neither could we find seals for food, and were reduced almost to starvation.

On the 21st of April we sighted polar bear. Every person was ordered to lie down and imitate the seal while two Esquimaux secreted themselves behind a piece of ice enticing the bear near enough to kill him.

A few days after this we got our boat to the water and worked our way west and southwest, and continued to work every opportunity to the westward in the hope of reaching the Labrador coast and getting temporary relief.

### PICKED UP.

We were picked up by the steamship Tigress, Capt. Bartlett, on 30th of April, in latitude 53 degrees 35 minutes north, longitude 55 degrees west or near Wolf Island, and about forty miles from land.

The Polaris is now without boats, having lost two in trying to get north in the spring of 1872.

The Tigress fell in with the party in a dense fog, and providentially struck the very floe on which they were; otherwise they must have perished.

They all seem tolerably well. Captain Tyson complained of swelled legs and feet but nothing serious is the matter with him. When they left the Polaris all on board were in good health.

In reference to the way in which the Polaris got away from the party which was rescued off the ice, Capt. Tyson states that he felt little anxiety at first, thinking she would soon come to their relief.

### THE LAST VIEW OF THE POLARIS.

"I set my colors," he said, "as she teamed down along the shore, but the vessel was soon lost to sight in a bend of the land, and behind what I took to be Northumberland Island. The piece of ice I was on commenced drifting southward. As the wind hauled to the northeast, opening a little bay to the northeast of the Northumberland Islands, I saw a vessel in the harbor there. Her sails were furled. No smoke was issuing from her smokestack that I could see. I then attempted to bring my boats across the floe in an easterly direction, hoping to see water and reach the shore. I succeeded

in dragging one boat across, and took to the water and attempted to reach the shore some distance below the vessel. We were then drifting very fast, and the gale was blowing fresh, with great violence, from the northeast, and snowing very fast, and drifting. I was driven back on the ice gain, and compelled to haul my boat out. Night closed on me, and carried us to the southwest. In the morning we were about thirty miles southwest of where the ship went into harbor. A heavy sea was running, which broke up my floe-piece, separating us from six bags of bread and one boat. I saw a vessel under steam and canvas rounding the point to the northwest. Thinking she would come to our relief I gave myself no extra anxiety, but soon we were doomed to disappointment and from that time until the Tigress rescued us we never got a glimpse of the Polaris."

### CONDENSED LOG

WASHINGTON, May 10—The following dispatch has been received by the State Department:

ST. JOHNS N. F., May 9.—I have just returned from Bay Roberts. Capt. Tyson reports having reached north latitude 82 degrees 16 seconds, reached winter quarters in September 1871, in latitude 81 degrees 38 seconds; longitude 61 degrees 44 seconds. Capt. Hall died of apoplexy on the 8th of October, 1871. He was buried about half a mile southeast of the ship's winter quarters; crossed Kane's Polar Sea, said to be a strait about fourteen miles wide, with appearance of open water north; left winter quarters Aug. 13, 1872, got on beam-ends on the 15th of the same month, thence drove south to 77 degrees 35 seconds, in the ship, when owing to the heavy pressure of the ice; the vessel was thrown up, and while landing stores, etc., the vessel broke away from her moorings with part of the crew, and drifted away south. The vessel was last seen under steam and canvas, making for a harbor on the east side of Northumberland Islands. The Polaris is without boats. Of the two landed on the ice with Capt. Tyson, one was burned to make water for the crew, and the other is now in Bay Roberts. The crew lost the vessel on the 15th of October, 1872 and were picked up by the Tigress in latitude 53 degrees 30 minutes, having been 197 days on the ice. No lives were lost.

When last on board the Polaris, she made no more water than during the previous winter and fall, but she had received heavy injuries to her stern, causing her to leak badly.

The Polaris is in charge of Capt. Buddington. The crew have lived on a few ounces daily, and latterly on raw seals, eating the skins, entrails and all for the past two months, and are all in fairly good health. Capt. Tyson does not expect the Polaris will get clear before July, if she is in condition to come home. There were fourteen left on board with plenty of provisions. If the vessel be not fit to come home, they can easily construct boats for their safety. All are provided for in Bay Roberts, and will come here on Monday.

(Signed) T. N. MALLORY, United States Consul.

### ROSTER OF THE POLARIS.

NEW YORK, May 10.—The following is a correct list of the officers and crew of the ill-fated Polaris:

### OFFICERS.

C. F. Hall, Captain, Cincinnati; Hubbard C. Chester, First Mate, Nook, Conn.; Sidney O. Buddington, Sailing-Master, Groton, Conn.; William Morton Second Mate, New Jersey; Emil Schuman, Chief Engineer, Drave of Saxony, lived in Hoboken; Dr.

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