



Newfoundlander.

No. 125.

THURSDAY, December 10, 1829.

Sixpence.

Notices.

**PROFILE MINIATURE LIKENESSES
NEATLY PAINTED.**

In Colours 2 Dollars each,
Bronze 1 Dollar,
Plain black, Shaded ½ Dollar.

William Eagar

RESPECTFULLY informs his Friends and the Public that he will attend at his Rooms, (at the Old London Tavern), from 11 until 2 o'clock, on MONDAYS, WEDNESDAYS, and FRIDAYS, to take the outline with a Machine constructed on the most unerring principles; and trusts to meet the approbation of those who may honour him with their commands

N. B.—Young Ladies and Gentlemen instructed in the rudiments of Landscape Painting.
October 8.

Desirable conveyance to and from Harbour-Grace.

THE Public are respectfully informed that the Packet Boat Express will ply regularly from this date between Harbour-Grace and Portugal Cove, leaving the former place every MONDAY, WEDNESDAY, and FRIDAY morning, at 9 o'clock, and Portugal Cove the succeeding days at noon.—The Letter Carrier leaving St. John's at 8 o'clock, Sundays and bad weather only excepted.

Cabin Passengers 10s.
Steerage ditto 5s.
Letters 6d.
Double ditto and parcels in proportion.

The Public are respectfully notified that no accounts will be kept for passage or postages, neither will the proprietors be accountable for any specie or other monies which may be put on board.

Letters left at the offices of the Subscribers will be regularly forwarded.

J. CLIFT, Agent, St. John's,
T. RIDLEY, Agent, Harbour-Grace.

Matthew Guswell

RESPECTFULLY informs the Public that he has just launched a safe and commodious PACKET BOAT, built expressly for the purpose of conveying Letters and Passengers to and from the following places in Conception Bay—Viz.:

To CARBONEAR on Monday, returning on Tuesday;

To CUBITS on Wednesday, returning on Thursday; and

To HARBOUR-GRACE on Friday, returning on Saturday; wind and weather permitting.

The Packet Boat will leave the Cove on the respective mornings, precisely at 11 o'clock; and will start from the places above-mentioned, on her return, exactly at 9.

TERMS:

Ladies and Gentlemen 10s. each
For all others 5s. ditto
Letters 6d. each
And Parcels in proportion to the size.—Not accountable for the conveyance of money.

Letters and parcels left at the Newfoundland Office, will be called for on the respective days.

DART PACKET BOAT.

JAMES DOYLE begs to inform the Public, generally, that he will continue to ply between Carbonear and Portugal Cove, until the end of the year, leaving the former place on Monday and Thursday, and St. John's on Tuesday evening and Saturday morning, in each week, (weather permitting.)

Terms of Conveyance:—Ladies and Gentlemen, 10s. each; Servants and Children, 5s.; Letters, 1s.; and Parcels in proportion, which DOYLE will deliver in person.

Letters left at the Newfoundland Office will be carefully forwarded.
November 26.

BLANK Custom-House Reports, Ships' Articles, Bills of Lading, Indentures, Shipping Papers, and other Blanks for Sale at the Office of this paper.

Notices.

THE Passengers who came to Newfoundland, last Spring, in the Brigs *Maria, Invulnerable, Eleanor, and Mary & Betsy*, are requested to pay the amount of their passages, as the unpaid Bail Notes will be sent to Ireland, by one of the vessels now preparing to sail.

PATRICK MORRIS.

November 12.

THE Subscriber takes this method of informing the Public, that he will not be accountable for any debts contracted in his name, by any person whatsoever, without a written order from himself.

MAURICE M'GRATH.

November 12.

NICHOLAS LATOUR

BEGS leave to inform his Friends and the Public that he intends to Re-open his DANCING SCHOOL, on FRIDAY, the 20th November.—As several Gentlemen have applied who wish to obtain a knowledge of the FRENCH LANGUAGE, he will also commence his French Classes in a few days.—Those who intend to learn the polite and elegant accomplishment of FENCING, are requested to make early application; as but a limited number of Pupils can be received.

November 12.

To be Let.

THAT neat COTTAGE, with Out-houses and Garden attached, now in the occupancy of Mr. DANIEL BREEN, opposite the Mall.—For particulars apply to

NEWMAN W. HOYLES.

October 1.

For such a term of years as may be agreed on, and immediate possession given—

TWO new Dwelling-houses, fit for the immediate reception of families, situate in Duckworth-street, two doors West of the Central School, each containing one large Shop and Kitchen on the first floor, one large Room and two Bed-rooms on the second floor, and a spacious Garret.—Application to be made to

JAMES HALLY.

October 8.

On Sale.
JUST IMPORTED,

In the Brigs *Isabella and Equestrian*, from London; *Abeona* from Teignmouth; *Mayflower* from Waterford; and on hand of former importations,

AND

FOR SALE,

BY

Brown, Hoyles & Co.

PRIME Irish Pork,
Ditto Beef,
Irish and Hamburg Butter,
Westphalia Hams,
Bread, Flour, Oatmeal,
Lexia Raisins in barrels,
Rum, Molasses,
Soap, Tobacco,
Cordage of all sizes,
Nails ditto,
Cod and Caplin Seines,
Mackerel and Herring Nets,
Lines, Twines, Oakum,
Pitch, Tar,
Flat and No. Canvass, of all descriptions,
Cognac-Brandy,
Cotton and red Shirts, in bales,
Flushings and Duffels, in ditto,
Tinware, Stationary,
London White-lead,
Bar Lead,
London Particular Madeira Wine,
Sicilian and Claret Wines,
Warren's Blacking,
Parlour and Cabin Stoves,
Patent Palls and wheels, for Windlasses,
Patent Ships' Winches,

With a general assortment of articles for the fishery.
May 28.

Extracts from late English and Irish Papers.

FUNERAL OF THE LATE RIGHT REV. DR. KELLY.—Saturday, a Pontifical High Mass and funeral obsequies were celebrated in the great Chapel of Waterford; the Right Rev. Dr. Kinsella, Catholic Bishop of Ossory, officiated as High Priest.—Towards the close of the service, and before the funeral began, when the Lord's Prayer was about to be recited, Dr. Kinsella pronounced a feeling address to the very numerous congregation, and embodied in it a handsome eulogy of the deceased Prelate. The body had been lying in state during that day and Friday, in the great Chapel.

The funeral was attended by a vast concourse of people, a large proportion of whom were attired with scarfs and hat-bands: Our Mayor, the Right Worshipful Michael Evelyn, walked, with his rod and chain, immediately after the chief mourners, and at the head of the laity. His attendance was universally received as particularly complimentary. The Trinitarian Orphans led the procession, and were followed by the Students of St. John's College, and then by the chief part of the Catholic Clergy in scarfs and hat-bands. The coffin came next, and was followed by the relatives, by several Clergymen, as mourners, by the Mayor, by the medical attendants, and then by such of the laity as wore scarfs and hat-bands. The carriages closed the procession. A great many gentlemen of various religious professions, mingled in the sorrowing crowd. The city constables attended, and rendered much service along the line of march, and at the gates of the Chapel. The arrangements were under the management and special superintendance of Mr. John Fitzpatrick.

Immediately after the interment a meeting was held in the great Chapel, Henry Winston Barron, Esq., in the chair, when it was resolved—that a subscription shall be forthwith entered into to defray the expense of erecting a monument in the Cathedral to the memory of the Right Rev. Dr. Kelly.—*Dublin Weekly Register, Oct. 17.*

We have letters from Bilbao to the 9th October, which are of considerable interest. It appears probable that Spain will, ere long, become a great agricultural country. Cultivation is said to have so much increased there, that instead of requiring corn from abroad, as was formerly the case, more is now grown than is sufficient for the consumption of the people, and therefore extensive exportations were expected, whenever the foreign markets offered a prospect of gain. For several years wheat has been sent through Bilbao to Cadiz, Barcelona, and other Spanish ports, but not in any considerable quantities; and it was not until last autumn and winter that the English and French markets began to be supplied with wheat from Spain; and between last autumn and the spring, about 120,000 quarters of wheat were exported. The corn trade being yet in its infancy in Spain, there are neither large warehouses or stocks kept at Bilbao; and speculators receiving orders from abroad, are compelled to send into the interior, and to have the grain sent on in carts, as there are no canals or water conveyance, which occasions considerable delay. There are many sorts of wheat cultivated in Spain, but the principal ones are soft white, soft red, and hard wheat, which vary in quality according to the districts. The wheat harvest in Spain had been good, and the crops abundant.—*Standard.*

Mr. Sheil has re-asserted his determination to stand for the representation of the county of Louth—and adds, "I have received an assurance of strenuous support from a quarter as locally powerful, and as influential in property, as any acreable interest by which the gentlemen, by whom I am opposed, can be upheld."—*Dublin Evening Post.*

A long and half-angry correspondence has taken place between the Bishop of Ferns and the Earl of Mountcashel respecting the allusions made by the Noble Earl at a meeting in Cork to the Irish clergy. The Right Rev. Prelate endeavours to shew that the clergy are not the laughter-and-good-living lovers which the Earl has described them to be, and the latter repeats the opinions which he had expressed at Cork.

Mr. Hume has given an unqualified contradiction to the statement of his intended retirement from public life.

Miss Fanny Kemble's admirable performance of *Juliet* has so increased in public attraction, that the receipts at Covent-garden Theatre for the three

nights this young lady acted during the last week, exceeded in amount the three nights in the week preceding, notwithstanding upwards of 550l. were taken at the doors on the evening of her first appearance.

St. Petersburg, October 7.—On the 4th there were solemn thanksgivings to the author of all good, for the series of brilliant successes of the Russian armies during the late war with the Porte, now happily terminated by a glorious peace. At ten in the morning 26 battalions of infantry, 29 squadrons of cavalry, and 32 pieces of cannon, were drawn up in columns in the Champ de Mars. General Dimidow (I) commanded all the troops. When the Emperor appeared on horseback, accompanied by his son and a numerous suite, and rode along the ranks, he was saluted by all the troops with loud acclamations, and the bands played the popular air "God bless the Emperor." The procession of the Cross, which, with the singers, had proceeded in solemn pomp from the Cusan Cathedral to the Church of the Transfiguration, in which the trophies of the last campaign are preserved; went from thence, after mass was performed, to the Champ de Mars, where divine service was performed in the presence of the Court, the Chief Officers of State, and the diplomatic body.—The trumpet gave the signal for prayer, and all the troops kneeled with bare heads. When the hymn "We thank thee, God" was performed, a salute was fired by the fortress and the eight yachts, which lay at anchor on both sides of the great bridge over the Neva, and had displayed all their colours.—In conclusion all the troops defiled before his Majesty. By an order of the day of the 4th, his Majesty has conferred additional honours on many of the Generals employed in the late campaign. Counts Diebitsch and Paskewitch are raised to the dignity of Field Marshals.

Murder will out.—On the 7th of May, 1780, a labouring man named Gummery, with his wife, and a daughter aged nine, and Thomas Sheen, the brother of Gummery's wife, were murdered in their beds at Berrow, in this county. These murders caused the greatest sensation at the moment, and some persons were apprehended on suspicion, but no evidence could be obtained sufficient to warrant the trial of any one on the dreadful charge; the general impression was, that the murders were committed from motives of revenge, arising out of transactions connected with the enclosure of Malvern Link. A circumstance has within these few days occurred at the Worcester Infirmary, which seems to throw some light on the dreadful affair.—On the 1st of August, a man named George Stokes, of Maddresfield, 75 years of age, was admitted into our Infirmary, having a complaint in one of his legs; a mortification took place, and on Sunday he died. In the near prospect of death, Stokes's mind appears to have been haunted by a terrible crime of his early years; in moments of delirium, he appeared frequently to revert to a murder in which he had been concerned; had this idea been confined in the temporary aberrations of intellect, perhaps little stress could have been laid upon the fact—but in a more collected moment he acknowledged to one of the medical officers that he was concerned in the murder of Gummery and his family—that he "nobbled" one of them with a bill-hook—and that the others who took part in the murder were now dead. The instrument alluded to by Stokes agrees very well with that which appears to have been used, for on turning to our *Journal* of May 18, 1780, we find it stated that the evidence before the Coroner led to the belief that the poor creatures were "murdered with a hatchet or some such like instrument." We think it, therefore, highly probable that Stokes's confession was true, and that all the actors in the dreadful tragedy have passed into that unseen world where they must render an account of the "deeds done in the body."—*Worcester Journal.*

A novel route to India is about to be undertaken by Mr. Waghorn, of the Bengal pilot service, a gentleman who has exerted himself with much zeal and perseverance, but hitherto without effect, in the establishment of a regular steam communication with our possessions in the east. He will proceed by Paris, Geneva, and Milan, to Trieste; thence embark for Alexandria; traverse the isthmus by way of Cairo to Suez, where he will meet the *Enterprise* steam vessel, belonging to the East India Company, and proceeded in her to Bombay. He expects to perform the journey in 60 days.

(From the latest papers.)

MR. O'CONNELL—LAW REFORM.

London, October 15.—Much interest has been excited here by the announcement of Mr. O'Connell's intention to move for a Reform in the Law. Some particulars have transpired on the subject.—Mr. O'Connell, will, it is said, recommend to the House of Commons the adoption of a plan proposed by Mr. Bentham;—the chief feature of which would be the institution of a new court, to be called "The Dispatch Court," with only one judge, for the trial of Chancery Causes in arrears, to be disposed of summarily as in a Court of Conscience, or before Justices of the Peace. This court to be as an experiment, and, if successful, the plan to be generally acted upon.—Some of the most eminent lawyers among those who are above the trickery of the profession, approve highly of the suggestion. In a few weeks a full account of the plan may probably appear.

We have seen a letter from Mr. O'Connell, dated on Saturday, from Derrinane, written in his usual strain of high spirits. We are glad to state that he has suffered no inconvenience whatever from the recent accident—and that Mr. James O'Connell has been considered so completely convalescent as to be enabled to return to Killarney, a distance of thirty-four miles, without inconvenience.

Mr. Henry Winston Barron, the candidate in the popular interest for the county of Waterford, is the head of the family of that name, who, although they belonged to the excluded creed during the Chancellorship of Lord Manners, had such extensive property in the county, that some of them were appointed to the commission of the peace. Mr. Henry Winston Barron is married to the only daughter and heiress of Sir Gregory Page Turner, Bart., with whom he received a very considerable marriage portion. He first became known to Miss Turner when making a tour on the Continent.—Globe.

Removal of the Flag Station from Cove.—It is rumoured that the Admiral's station is to be removed from Cove to Milford. The alleged cause of the change is, the greater facility in communicating with the Admiralty, and as the cruisers would equally command the Irish sea and St. George's channel.

The English government is making very menacing preparations for war at Corfu, where nearly 15,000 men are at this moment assembled. The Turks pretend that they shall receive from the Ionian islands all the ammunition they shall require, and that the English will land, if necessary, in Albania and Epirus.

London, October 27.—There is no foreign news. It seems the peace between Russia and Turkey is not yet ratified, owing to the time necessary to make the ornamental flourishes more oriental, in the penmanship.

The Morning Advertiser states, that the negotiation carried on by the Marquis of Hertford, between the Duke of Wellington and Mr. Huskisson, has been satisfactorily concluded, and that the latter gentleman joins the Cabinet.

It is announced in an authentic quarter that the Duke of Wellington intends to make a reduction of salaries and emoluments in all the government departments. This reduction is not intended to affect clerks and others who have only two or three hundred a-year, but to apply to those of a higher order, who in all former reductions have been left untouched.

Some curious disclosures are promised respecting a distinguished personage, closely allied to the highest individual in the realm, and who is regarded as the last hope of the Orange faction. It would seem that the violent advocacy of Orange principles has not been entirely unbought, and that the personage alluded to has paid largely, not from his own purse, it is said, but from another.—Probably we may have the full details of the business in the course of a few weeks.

Captain Dickenson's Expenses.—The Lords of the Admiralty have recently ordered the expenses of the whole of Capt. Dickenson's witnesses at the late Court Martial, to be paid by the Treasurer of the Navy.—Hampshire Telegraph.

Weavers.—We are happy to hear that Lady Morgan's canvass, on behalf of our neglected silk manufacture, is going on with success. Many of the highest and most distinguished personages have already answered her appeal by the desired pledge of supporting the trade in all its branches.—As soon as the list can be made out it will be published.—Dublin paper.

KING ROTHSCHILD.—The confidence of the children of Israel, in the words of the prophet, has not been in vain; the temple of Solomon will be restored in all its splendour. Baron Rothschild, who was accused of having gone to Rome to abjure the faith of his fathers, has merely passed through that city on his way to Constantinople, where he is about to negotiate a loan with the Porte. It is stated, on good authority, that Baron Rothschild has engaged to furnish to the Sultan the enormous sum of 350,000,000 piastres, at three instalments, without interest, on condition of the Sultan's engaging, for himself and his successors, to yield to Baron Rothschild for ever, the sovereignty of Jerusalem, and the territory of ancient Palestine, which was occupied by the twelve tribes. The Baron's intention is, to grant to the rich Israelites who are scattered about in different parts of the world, portions of that fine country, where he proposes to establish seigniorities, and to give them, as far as possible, their ancient and sacred laws. Thus the descendants of the Hebrews will at length have a country, and every friend of humanity must rejoice at the happy event. The

poor Jews will cease to be the victims of oppression and injustice. Glory to the great Baron Rothschild who makes so noble a use of his ingots! A little army being judged necessary for the restored kingdom, measures have been taken for recruiting it out of the wrecks of the Jewish battalion raised in Holland by Louis Buonaparte. All the Israelites who were employed in the various departments of the Dutch Administration, are to obtain superior posts under the Government of Jerusalem, and the expenses of their journey are to be paid them in advance.—Court Journal.

During the week his Majesty has continued his airings in the great Park, occasionally visiting the Castle, Virginia Water, &c. His Majesty's hours for enjoying his favourite drives are from two o'clock until five, in his pony phaeton, and his health, we are happy to state, remains unusually good. About the 20th November is the time talked of for his Majesty to take up his residence for the winter season at the Castle; all probability of his going to Brighton is consequently set aside.—Morning Post.

His Majesty has directed the sum of 5000*l.* to be placed at the disposal of the committee for the relief of the distressed manufacturers of Dublin.

It is understood that the benevolent regulation which originated with the late Duke of York, is now about to be acted upon, which isto allow the widows of pensioners, above sixty years of age, a moderate pension on the death of their husbands.

IRELAND.—We have been favoured with an interview by a gentleman just returned from Ireland, whose connexion with, and intimate knowledge of that country, joined to the facilities for obtaining correct information, which an official station places at his disposal, give to his opinions an authority, and invest them with a character of authenticity, to which we feel disposed to pay much deference. We shall state those opinions in his own words:—"Without shutting my eyes to the existence of much petty acrimony on the part of the two factions which have so long distracted Ireland, and acknowledging in its full extent the existence of certain inveterate abuses which it has hitherto been found impossible to reach, I am yet perfectly satisfied that the general condition of that country affords evidence of indisputable improvement, and may be fairly considered a subject for congratulation. Distress exists there (where does it not exist?), but the condition of the general population is one of decided amelioration. The revenue is slowly but steadily improving; the feuds are insensibly losing their character of ferocious bigotry; the tranquillity of districts recently disturbed is gradually increasing; the confidence in the fair administration of justice appears to gain ground; the excitement observable in some of the counties, where circumstances indicate the approach of contested elections, is of a character so nearly approaching to the legitimate and wholesome agitation which accompanies them in England; the good effects of recent reforms in the various public departments are so obvious and so universally admitted; the facilities for the due administration of the laws in districts hitherto scarcely entitled to the appellation of civilized, have been so much augmented by the appointment of intelligent and resolute stipendiary magistrates; offenders have been in so many late instances detected and secured to await the judgment of the proper tribunals; there appears a determination so general and so marked, to discourage the union of a secular politician and a religious instructor in the same individual; the rational and dispassionate men of all denominations appear so fully convinced of the fatal tendency of religious dissensions, and of their utter inefficiency in forwarding any one desirable object. All these considerations, combined with some well judged and popular measures on the part of those to whom the administration of Irish affairs is more especially entrusted, bear me fully out in my position, that the progress of events in the sister kingdom is a fair and legitimate subject for congratulation."—We shall not weaken the effect of this statement by a word of comment. We shall content ourselves with assuring our readers, that it comes directly from an individual having all those advantages for observation which, in the commencement of this article, we stated him to possess.—Morning Chronicle.

The practice of searching persons by the Custom-House Officers has been suppressed on the recommendation of Mr Secretary Peel: by law no officer has a right to touch any one, except under a warrant founded on an affidavit of a just cause of suspicion.

By advices from Madrid, it appears that a formal recognition of Miguel's government has taken place on the part of Spain; but it is fully understood that this is an isolated act, and not participated in by any other European government.

India.—Accounts from Bombay to the beginning of June, notice the death of his highness the Nizam, which event took place at Hyderabad on the 21st of May. His highness has been succeeded by his eldest son Nasir-od-Dowish, and the greatest tranquillity was said to prevail. The order from home, appointing the Judge Advocate, Mr. Dewar, to the senior judgeship over Sir J. P. Grant, had been received. The supreme court was still closed.

Persons connected with our eastern empire are in a state of extreme anxiety, on account of the known dissatisfaction of all ranks of officers in the company's service, with a recent measure determined on by the court of directors, and promulgated and about to be enforced by Lord Wm. Bentinck, for reducing a large portion of the military allowances throughout the three presidencies of India. According to letters which we have seen, all former troubles were mere flea bites compared with those now likely to burst forth, if the present obnoxious ordinance of the court of directors be insisted on by the governor-general in council. It is affirmed that both Lord

Hastings and Lord Amherst refused to execute the decree; and now it is plain that Lord Combermere deprecates the possibility of his signature being employed as an ostensible sanction to a proceeding, which his reason and inclinations have equally and decidedly condemned.—Times.

West India Colonies.—The West Indians have sometimes threatened to transfer their allegiance to America. If the Americans would take them on such terms, it would be policy for Great Britain to offer the Americans a million sterling a-year to consent to the arrangement, and she would be a great gainer by the bargain after all. A collection of paupers who should utter a threat that they would quit the parish, would not be half so welcome to put their threats in execution. The people of England are tired of the West Indians. They are tired, in the first place, of keeping them by public contribution; and they are tired of the insolence with which their misplaced charity has been returned.—Westminster Review.

Steam Navigation to Halifax.—The Quebec Mercury of Tuesday contains the following, in relation to the highly important subject:—"We learn with pleasure that at the meeting of merchants this day at the Quebec Exchange, a subscription was opened for the purpose of building a Steam Vessel to ply between this city and Halifax."

We understand that Lieut.-General Sir J. Lyon, at present in command at Barbadoes, succeeds Sir Peregrine Maitland, at Halifax.

The prosecutions against the London Press, by the Duke of Wellington, are said to have been given up.

The President of the United States of America has recognised Giovanni Battista Sartori, as Consul General of his Holiness the Pope, in the United States, to reside at Trenton, in the State of New Jersey.

The Newfoundlander.

ST. JOHN'S, (THURSDAY) December 10, 1829.

We have received from Capt. FERGUSON, of the brig Diana, at this port, from Naples, the following information respecting the Agnes, which vessel, it will be recollected, sailed from this late in October last, for King's Cove, and been previously fallen in with, abandoned, on the 7th November, by the Swift, Capt. NEWELL, bound to Trinity, in lat. 43, 37 north, long. 50, 30 west.—On the 26th November last, in lat. 41, 44 north, long. 42, 30 west, at 7h. 30m., A. M., Captain F. saw a vessel to leeward, apparently in distress, and immediately bore down and hailed her, but receiving no answer, luffed up close under her stern, and saw her name—"The Agnes, of St. John's." He then ordered out his jolly boat, and sent the chief mate and four hands on board, who found her to have been abandoned—her mainmast gone by the board—stanchions, bulwarks, companion, skylight, and capstan carried away, (the pintle of the latter very much bent, as if by the force of the sea)—covering board and paint streak on the starboard quarter torn up, but a piece of canvass nailed over the ho—hatches off, and the hold about half full of water—her foremast, fore-topmast, and top-gallant-mast, bowsprit and gib-boom, were standing—fore and fore-top-sail yards across—(her sails appeared to have been taken away)—both her chains on deck, one of them bent to the larboard anchor.—Upon going below, into the cabin and fore-castle, not a vestige of any article of clothing, provisions, cabin furniture, papers, &c., could be discovered, except about a quarter of a cwt. bread in one of the lockers;—and, judging from the state of the vessel, and the appearance of things on board, Capt. FERGUSON is fully of opinion, that the crew must have been taken off the wreck by some other vessel.—After the people had remained on board about half an hour, Capt. F. thought it most prudent to destroy the vessel, in order to guard against the accidents likely to occur from such a dangerous object floating about at the mercy of every wind, immediately in the track of vessels bound to the eastward;—he therefore gave directions to place some combustible matter in the cabin and fore-castle, and set her on fire; which was accordingly done—and before he had again made sail, the flames rose several feet above the deck.

We think that Capt. FERGUSON, for his conduct throughout on this occasion, but, particularly, for setting fire to so dangerous a wreck, is entitled to the best thanks of the shipping interest generally;—and we hope the Committee at Lloyd's will not suffer such praiseworthy acts to pass over unnoticed.

The Hon. Judge BRENTON, accompanied by Miss BRENTON, arrived in town, from Harbour-Grace, on Friday last.

The sittings of our Circuit Court, which were protracted by the Hon. Judge BRENTON in compliance with the wish expressed by the members of the Grand Jury, terminated on Wednesday evening, at 5 o'clock; when the whole of the business being concluded, the Court rose.

During this term, 193 writs in Civil Cases, and 30 Rules of Court have been disposed of; which more than doubles the number of Causes submitted for decision at any former period, since the establishment of these Courts, with the exception of the first term, when Judge Molloy presided, and gave Judgment in 166 cases. Three cases of very considerable importance, are, we understand, referred to the determination of the Central Circuit Court.—Conception-Bay Mercury, Dec. 4.

[As regards the three cases above alluded to, we find, upon inquiry, that the parties were not ready

for trial on the last day of the term at Harbour-Grace, and upon that account they were removed into the Central Circuit Court.]—Ed. Newfoundlander.

We understand permission has been received, by the November mail, to dispose of the old and erect a new Court-house and Jail at Harbour-Grace.

London letters to the 5th November, were received by the mail, via Halifax, on Tuesday last; and answers to letters forwarded hence to Cork, for London, on the 13th October last, came by the same opportunity.—These, we believe, are almost unprecedented instances of despatch in such a circuitous route.

During the early part of last week the weather was unusually mild for the season; but on Thursday the wind suddenly flew into the northward, accompanied with a smart frost, which continued increasing until Friday night, when, at one period, the thermometer stood at 8.—A little snow fell on Sunday morning, and brought the frosts to some of our fashionables into immediate requisition.—It has now again assumed a milder appearance.

We perceive by an official notice in Tuesday's Gazette, that the Collector and Comptroller of His Majesty's Customs in this port, have approved of the stone Warehouse belonging to Messrs. HUNTERS & Co., as a bonded Warehouse for the reception of goods, under the act of the 11th Geo. 4th, chap. 114.

Extract of a letter received here, per Prince Leopold, dated Liverpool, 31st October:—

"I have just time to inform you of the loss of the Christopher, Capt. Harvey, communicated by a letter from Mr. Vallance, dated Amsterdam, 26th instant. She was from Bristol bound to Hamburg. On the night of the 22d, she grounded on a sand-bank, on the coast of Holland; when the morning dawned they found the vessel about seven miles from the shore, surrounded with breakers on every side, the sea making a complete breach over the ship, their boats swamped along side, and the long-boat parted from them. As a last hope, they were about constructing a raft, when several boats from the shore attempted to go to their assistance without effect;—towards night the weather happily abated, and, at length, two boats, of about 10 tons each, got alongside, and saved their lives.—Ship and cargo a total loss."

A calamity of a serious, and of a fatal nature, befel two seamen belonging to the brig Surprise, on the night of Friday last, and which should operate as a serious warning to others.—It seems that about half-past twelve o'clock they went on board in a state of intoxication; and a fire having been kindled in an iron crock in the fore-castle during the evening, the embers of which had not been perfectly extinguished, and they having closed the hatch in the course of the night, the natural effects of intemperance, and the gaseous effluvia from the coal, conjointly, produced, as it is supposed, suffocation and death as regards one of them, and such a state of precarious existence as regards the other, as created doubtful expectations of his recovery. He was, however, taken to the hospital, where he has been in a great measure restored, but is yet unable, himself, to state any particulars.—Ledger.

On Monday last, a seaman named John Loftus, belonging to the brigantine Britannia, Capt. Shedden, while engaged in sending down the main-topmast, was unfortunately precipitated from the mast-head to the deck, and killed on the spot.—An inquest was immediately held on the body, by the Coroner, Wm. DICKSON, Esq., and a verdict of accidental death returned.

The brig James Hunter arrived late last evening from Demerara.—Passenger, Mr. James Finlay.

DEPARTURES.—In the Mary, for Demerara, Mr. D. Smith.—In the Britannia, for Waterford, John Moore, Esq., H. M. Customs.—In the Horatio, for Brazil, Mr. Thomas Job.

The following vessels have arrived from this port: At Cork, cutter Leopold, sailed 7th October; ditto, brig Agenorina, sailed 13th October; at London, Transfer, sailed 12th October.

Died, at his house, in Mecklenburg-square, London, on the 3d November last, MARMADUKE HART, Esq., of the firm of Hart & Robinson; who, for a period of time exceeding half a century, was extensively concerned in the Newfoundland trade, and first established the business of those firms of which he so long continued to be the prior at St. John's and in London. The integrity of his principles—his unremitted industry and punctuality, directed by his experienced judgment and discretion in all affairs of business—procured and secured to him, through life, the confidence of an extensive circle of respectable and valuable correspondents; and, amid the vicissitudes of a trade so fluctuating as one founded in the fisheries, these valuable qualities honourably raised him, from small beginnings, to wealth and independence.—Until within a very few months preceeding his decease, he pursued his daily avocations in business with his habitual vigour; when his health began to fail him, and his constitution rapidly sank, under the infirmities of age, in his 75th year. His death is deeply lamented by many relatives and select friends, to whom his virtues and amiable qualities had endeared him; and his loss is sincerely regretted by a numerous circle of acquaintance, who will long associate with respect for his memory the

THE NEWFOUNDLANDER.

kindness and hospitality he was ever ready to dispense to them.

The account of Mr. HART'S death was received here by the November mail, via Halifax, on Tuesday last; and upon its announcement, the strongest demonstrations of esteem and regard were evinced throughout the town, by the flags at most of the mercantile establishments, and on board several of the vessels in port, being displayed at half mast.

Died, at St. Vincent, on the 11th October last, aged 44 years, the Hon. JOHN DALZELL, Colonel of Militia, Senior Assistant Justice, Speaker of the House of Assembly, and an eminent merchant in that Island.

Shipping Intelligence.

CUSTOM-HOUSE, St. John's.

ENTERED.
DECEMBER 7.—Schooner Huskisson, Cosgrove, Limerick; 20,000 bricks, 153 bags bread, &c.
Brig Prince Leopold, Matterson, Liverpool; 100 bls. and 64 half-bl. pork, 100 bags rice, 15 bls. oatmeal, 31 tons coal, and sundry packages of merchandise
8.—Brig Guysborough, M'Harron, Halifax; 557 bls. flour, 11 puns rum, 24 hhds. porter, 15 kegs snuff, &c.
Brig Diana, Ferguson, Naples; salt.
9.—Brig Ardent, Brophy, St. Vincent; 70 puns rum.

CLEARED.
DECEMBER 4.—Brig Micmac, Spear, Brazil; 2800 qtls. fish, Schooner Prince Regent, Mortimer, Teignmouth; 2072 qtls. fish.
Schooner Mary, Wills, Plymouth; 551 qtls. fish, 202 qtls. core fish, and sundries.
Brig Aurora, White, Oporto; 3145 qtls. fish.
Brig Nymph, Long, Brazil; 1913 qtls. fish.
Schooner Lottery, Godet, Barbados; 1241 qtls. fish, 4 pipes brandy

5.—Schooner Swift, Hellyer, Figueira; 1600 qtls. fish.
Brig Rover, Ingham, Barbados; 1710 qtls. fish.
Brig Mary Russell, Newman, Cork; 3000 qtls. fish.
7.—Schooner Billow, Hutchings, Bilbao; 1900 qtls. fish.
Brig Hebe, Squires, Liverpool; 16,431 gallons oil, 14 tierces and 2 bls. salmon, 15 qtls. fish, &c.
Schooner Rachel & Ellen, Walker, Halifax; 1232 qtls. fish, 125 tierces, 1 hhd. and 19 bls. salmon, &c.
Brig Horatio, Gotham, Brazil; 2294 qtls. fish.
Brig Britannia, Sheddin, Waterford; 4725 gallons oil, 1375 qtls. fish.
8.—Schooner Ellen, Stephens, Torquay; 1811 qtls. fish.
Schooner L'Aurore, Poirier, Liverpool; 14960 gallons oil and dregs, 3 cow hides, &c. &c.

HARBOUR-GRACE.—ENTERED.
DECEMBER 1.—Brig Sisters, Smith, Hamburg; 1328 bags bread, 50 bls. pork, 100 bls. flour, 11,500 bricks.

CLEARED.
DECEMBER 1.—Schooner Lady Ann, Pittman, Liverpool; 70 1/2 tons oil, 2690 seal skins, 70 qtls. core-fish, caplin, &c.

CARBONAR.—ENTERED.
DECEMBER 1.—Brig Convivial, Hampton, Lisbon; 100 tons salt, 2 qr. casks wine, &c.

Sales at Auction.

THIS DAY,

At 10 o'clock,

By JAMES CLIFT,

4 Quarters BEEF,
16 Ditto MUTTON.

December 10.

THIS DAY,

At 11 o'clock,

BY

James Clift,

AT HIS AUCTION-ROOM,

THE FOLLOWING ARTICLES;

Being the property of a Gentleman who will shortly leave the Island, will be sold without reserve, VIZ.

- 1 HANDSOME SOFA, Hair Mattress and Bolsters,
 - 12 Ditto Chairs,
 - 1 Ditto Brussels Carpet,
 - 1 Feather,
 - 1 Hearth Rug,
 - 1 Chest Drawers,
 - 2 Tables,
 - 1 Liquor Case and Bottles,
 - 4 Handsome Plated Goblets,
 - 1 Ditto Set Castors,
 - Plated Candelsticks, 1 Stuffers and Stand,
 - 6 Ditto Plated on Steel,
 - Tumblers, Wine, Champagne, and Finger Glasses,
 - 1 Dressing Case,
 - Dinner Ware,
 - 1 Set Dish Covers,
 - 1 Fowling-piece,
 - 1 Blunderbuss,
 - 1 Light well-built Sulky,
 - And a variety of other Articles.
- Also,
- 2 Sleighs, 1 Set Harness,
 - 1 Handsome Set Dining Tables,
 - 2 Bedsteads and Curtains,
 - 1 Dressing Table,
 - And a quantity of elegant cut Glassware.
- Also,
- Belonging to the Estate of Oehlschlager & Co.
- 2 Clocks, and
 - A quantity of Wooden Toys.

December 10.

Notice.

I WILL NOT be accountable for any Debts contracted by the Crew of the Brig Southampton, under my command.

December 3. HENRY M. STOWE.

Notices.

NOTICE is hereby given, that Tenders will be received on THURSDAY, the 10th December, 1829, on or before 12 o'clock, for the supply of HAY and STRAW for the use of the horses of the Officers of Corps and Departments at this station, from the 25th February to the 2d December, 1830.

The Hay to be Housed Hay of the best quality, usually denominated Timothy Hay, not less than six months old. The Straw to be good clean Oaten Straw, and both to be subject to approval by a Board of Officers.

The Contractor will be required to have a supply in store, equal to the wants of the Garrison, for six weeks in advance. The deliveries to be made weekly to the Corps, and monthly to the Staff and Departments, upon checks to be issued by this Department.

The issues to be made in a convenient vicinity to the Garrison, and approved by the Officer commanding the troops.

The tender to be accompanied by a letter, signed by two responsible persons, engaging to become bound, with the party tendering, in the penal sum of One Hundred Pounds Sterling.

The tenders must specify the price in Sterling, (in figures, and in words at length) per 100 lbs. of Hay and Straw delivered agreeably to the above conditions.

Payment will be made monthly, at this Office, in dollars at 4s. 4d. sterling each.

JOHN LAIDLAY,
A. C. G.

Commissariat Office,
St. John's, Newfoundland,
November 5, 1829.

WE, the Undersigned Trustees to the Estate of JOHN BOYD, of St. John's, Merchant, Insolvent, having appointed Mr. BENJAMIN SCOTT our Agent, to realize the Effects of the said Estate, and to discover and collect the Debts due thereto, we request that all persons to whom the said Insolvent may be indebted will furnish their accounts, duly attested, without delay, to our said Agent; and all those indebted to the said Estate are required to make immediate payment to him.

J. M. HENDERSON,
By his Attorney,
J. B. BLAND,
JAMES STEWART,
By his Attorney,
KENNETH M'LEA,
SAMUEL BREMBIDGE,
By his Attorneys,
RENDELL & MORTIMER.

December 3.

In the Insolvency of Oehlschlager & Co. Of St. John's, Newfoundland, Merchants.

AT a Meeting of the Creditors of the said Insolvents, held in pursuance of due notice on the 16th day of this instant month October, at the Court-house, CHRISTIAN SCHWEIGER and G. H. FREEDTMANN are appointed Trustees of the Estate and Effects of the said Insolvents, and are hereby authorized, under such orders as the Honourable the Supreme Court shall from time to time make herein, to discover, collect, realize, and distribute the Estate, Debts, and Effects of the said Insolvents;—and all persons indebted to the said Insolvents, or holding any property or effects belonging to them, or either of them, are hereby notified to pay or deliver the same over to the said Trustees.

By order,
JAMES BLAIKIE,
Acting C. C. S. C.
Court-house, 21st October, 1829.

ALL Persons having Demands upon the Estate of OEHLSCHLAGER & Co., of St. John's, Merchants, Insolvent, are requested to present them, duly attested, to the Subscriber, without delay; and all those who may be indebted to the said Estate, are hereby required to make immediate payment to

THOMAS H. BROOKING,
Agent to the Trustees.

November 5.

For FIGUEIRA.

(Having a great part of her Cargo engaged)

The fine, first-class

Schooner UNION,

WM. COLLINGS, Master;

Will carry about 1600 quintals Fish.—For Freight or Passage, apply to

W. & H. THOMAS.

December 10.

For CORK and WATERFORD.

The substantial, well-built, well fitted and found



Schooner MARGARET,

(FLYNN, master)

Has room for about 20 tons of Freight Goods, and can accommodate a few Passengers, if early application be made to

JOHN DUNSCOMB & Co.

Nov. 19.

For WATERFORD:

(To Sail about the 25th of this month;)

The

Brig MARIA.

For Freight or Passage, apply to
December 10. PATRICK MORRIS.

For Bristol.

(Has a considerable part of her Cargo engaged, and will be despatched in all the present month)

THE GOOD

Brig ARIADNE,

JOHN BLACKALLER, master;

Has comfortable accommodations for Passengers.—For Freight or Passage, apply to the Master on board, or to

ROBINSON & BROOKING.

November 12.

For Charter.

To Brazil, Spain, Portugal, Mediterranean, or the West Indies,

The fine, first-class, coppered

Brig Shubenacadie,

RICHARD BARTLETT, Master;

Burthen per Register 178 tons; carries 2000 Drums of Fish, and is in every respect a most desirable vessel for a Fish Cargo.—Apply to

W. & H. THOMAS.

November 26.

On Sale.

Wm. & Henry Thomas

OFFER FOR SALE,

On very favourable terms,

The fine, fast-sailing Brigantine

GUYSBOROUGH,

Burthen per Register 100 tons;

Only two years old; she is remarkably well found, sharp built, full timbered, and is in every respect a most desirable vessel for a Sealer, or for the general trade of this Island.

December 10.

BY PRIVATE CONTRACT;

The good

Schooner HANNAH,

Burthen per Register 89 60-94ths Tons; 4 years old, copper-fastened and bolted, sails well, has two Chain Cables and Anchors, and could be sent to sea at a very trifling expense. She is well calculated for a Sealer or Coaster.

Her dimensions are as under—

Length.....61 feet 1 inch,

Breadth.....18 feet 9 inches,

Depth of hold.....9 feet 11 inches.

Inventory may be seen, and further particulars known, on application to

ROBINSON & BROOKING.

December 3.

BY PRIVATE CONTRACT,

THE

Schooner JAMES,

Burthen per Register 92 tons;

Launched last month; is full timbered; and in every respect well adapted for a Sealer or Coaster.—For particulars, apply to Mr. ORR on board, at the Wharf of Messrs. RENNIE, STEWART & Co.

November 26.

By private Contract,

THE

Brig CONCORD,

Burthen per register 106 tons; she carries a large cargo—sails well, and can be sent to sea at very little expense. For particulars of Sale and inventory of materials, apply to

October 8.

HUNTERS & Co.

Wm. & Henry Thomas

HAVE IMPORTED,

In the Brigs Guysborough, from Halifax, and James Hunter, from Demerara,

AND OFFER FOR SALE,

At reduced prices,

380 BARRELS Ship-stuff FLOUR, put up expressly for making Biscuit, and particularly recommended to the notice of Bakers.

30 Puncheons high-proof and fine-flavoured Demerara RUM,

20 Boxes CHOCOLATE,

15 Kegs Scotch, Maccabau, and Princes' Mixture

SNUFF, in lb. and half-lb. bottles.

December 10.

BY

HUNTERS & Co.

A Few pipes and hogsheads superior Catalonia WINE, received per Schooner William, from Gibraltar.

October 22.

On Sale.

NOW LANDING,

From the Brig Ardent, Capt. BROPHY, from St. Vincent,

AND FOR SALE BY

Robinson & Brooking,

70 Puncheons RUM.

They also offer for Sale, on moderate terms for Cash,

3 Hogsheads fine Barbadoes Sugar,

4 Tons pale Seal Oil,

AND

30 Westphalia HAMS.

December 10.

RICHMOND SUPERFINE FLOUR.

JUST imported from New-York via Halifax, per Guysborough, 100 barrels fresh superfine

FLOUR,

And for Sale by

JOHN DUNSCOMB & Co.

December 10.

BY

Benjamin J. Williams,

Per Schooners Wellington and Aurora, from Quebec,

258 Barrels Boston inspected prime

PORK.

December 10.

JUST RECEIVED,

By the Prince Leopold, from Liverpool,

AND FOR SALE BY

Robinson & Brooking,

100 BAGS Rice,

72 dozen best London Porter,

72 dozen fine Ale,

15 Barrels English Oatmeal,

3 Tierces Loaf Sugar (about 7 cwt. each),

2 Hhds. Cognac Brandy,

100 Boxes Soap,

40 Ditto Candles,

And 31 Tons Coals;

December 3.

LATELY IMPORTED,

Per Brig FUNCHAL, from Naples,

AND FOR SALE BY

HUNTERS & Co.

A few quarter. asks superior Lachryma Christi

WINE.

December 3.

Wm. & Henry Thomas

HAVE IMPORTED,

In the Schooner UNION, from New Brunswick, and ANNA, from Halifax,

AND

OFFER FOR SALE,

On a reasonable terms,

540 BARRELS States' Flour, superfine,

fine, and middlings,

65 Half-barrels ditto,

100 Barrels Indian Meal,

6 Puncheons Rum,

50 Barrels American Onions,

396 Bushels Indian Corn,

4 Barrels best Jamaica Coffee,

150 Sides dressed Upper Leather;

Also,

A few Barrels choice Newtown Pippins.

AND,

Of former Importations,

700 Barrels American Pork,

200 Firkins New Butter.

December 3.

BY

BENJAMIN J. WILLIAMS,

100 PUNS, strong-proof Demerara Rum,

200 Puns, fine-flavoured Molasses,

Also,

Pork, Beef, Butter, Flour, Coffee, &c.

Doubletons received at 3s. 17s. 6d.

November 12.

BY THE SUBSCRIBERS,

100 Barrels fresh Hamburgh FLOUR,

Imported per CHARLES.

Also,

300 Bags BREAD.

JOHN DUNSCOMB & Co.

November 5.

BLANK Custom-House Reports, Ships' Articles, Bills of Lading, Indentures, Shipping Papers, and other Blanks for Sale at the Office of this paper.



Poets' Corner.

UNRECORDED GRAVES.

(By a Lady.)

The tombs of princes, they are found
Amidst cathedral halls,
With gold and marble glistening round
The high and trophied walls;
And crowns and sceptre, imaged fair,
Proclaiming proudly who lies there.

They of the red right hand, whose fame
Hath filled the wondering world—
They, too, sepulchral honours claim,
And sleep with banners furled—
A glorious and triumphant band—
Among the great ones of the land.

And it is well—an empire's lord
Should fill a gorgeous grave;
They of the senate and the sword,
Let them due honours have;
Thrice holy, if a nation's love
Have ranked them with the just above.

But where are they, the nameless dead!
Who, since the birth of time,
Their life-blood generously have shed
In freedom's cause, sublime?
Ay, where are they?—no trophy waves
Above their unrecorded graves.

And where your martyrs, radiant truth!
Who on the flaming pyre,
In hoary age, in blooming youth,
Have stood baptised with fire?
Their death songs have gone up to heaven—
Where are their sacred ashes driven?

Ask ye the winds—the rushing blast
Hath borne them far and wide;
Some in the forest's depths are cast,
Some on the green hill's side.
Oh! that meet fruits might crown such seed,
That were a harvest rich indeed!

Your tombs, ye wanderers, who repose
'Naath Africa's burning sky,
Rejoicing even in life's drear close,
For Science' sake to die—
Say—who, to grace your exiled dust,
Hath reared funeral urn or bust?

Ye sleep amid the deserts, calm—
E'en where you gasping fell,
Beneath the obelisk's palm,
Or nigh the brackish well;
And but the camel's echoing tread
Furrows the light sand o'er your bed.

I gazed upon a field of death
Where kingdoms had been won,
What saw I? The green sod beneath—
Above, the golden sun;
While one proud chieftain bore away
The laurels of that blood-red day.

Rear, rear the cenotaph:—but no—
'Twere better thus to rest
Like gems whose hidden glories glow
Deep, deep, in nature's breast,
Than meet the cold and withering sneer
Of Envy asking—"Who lies here?"

SHOCKING ACCIDENT AT CHATHAM.

The *Dolphin* frigate, used as a hulk for the safe-keeping of convicts employed in Chatham Dock-yard, was moored close to the jetty, with a stage to the shore, for the purpose of their accommodation from the ship to the shore; and the length of the moorings that confined her to the shore were appropriated in length to the ordinary rise and fall of the tide. The vessel was also further secured by piles driven on the off side. The late spring tides, however, have been unusually high, and shortly after midnight on Thursday, Captain Lloyd was aroused from his sleep by the noise of the water rushing into the lower part of the vessel. Unable to account for such a circumstance, he went immediately upon deck, and gave such directions to the officers under him for the enlargement of the convicts, as, it is stated, prevented the dreadful loss of life which must otherwise have ensued. The cause of the occurrence was still a mystery, until the snapping of the moorings which confined the vessel to the quay at once explained the cause.

It appears that the unusual rise of the tide had so much tightened the moorings which held her to the shore as to prevent her rising above her usual level, and cause the water to force itself into her lower parts, and would no doubt, have swamped her, had not the moorings given way: the immediate consequence of which was, that she careened and fell over on the opposite side from the quay, and the cries of upwards of 200 persons who were on board of her at the time, and just roused from their sleep, were dreadfully appalling. Fortunately the orders previously given by Capt. Lloyd were so promptly obeyed, that most of the convicts gained the deck, and with the assistance that was immediately given from the dock-yard and the town only, three persons were drowned, who could not be got at, and one convict who unfortunately received a blow of an adze from one of the crew, while endeavouring to cut away a bulk-head to effect his liberation, from the effects of which he expired on Friday afternoon.

The four bodies were lying at the New Hospital for an inquest, which was held on them on Saturday last.

Mr. Capper, of the Home Department, who is superintendent of the hulks, arrived in town about nine o'clock on Friday night, having gone to Chatham for the purpose of ascertaining the extent of the unfortunate occurrence.

The following is the verdict of the Coroner's jury, delivered at a late hour on Monday:—"It is the un-

animous opinion of the jury on the inquest held on board his Majesty's ship the *Canada*, upon the bodies of John Fisher, James Coyle, and Samuel Parkes, that they were accidentally drowned on board the *Dolphin*, convict ship, on the morning of Friday the 16th of October instant. They are also of opinion, that the said convict ship, the *Dolphin*, is improperly constructed for that purpose, and they beg to recommend another ship, or that some other means be adopted to prevent similar accidents in future. The jury, at the same time, express their unanimous opinion of the steady and good conduct of the overseer of the said ship, Mr. George Lloyd; as it appears to us in evidence, that had it not been for his prompt exertions on the trying occasion, a greater number of lives must have been lost."

REPEAL OF THE UNION.—LORDS LORTON AND ROSSMORE.

A letter from Lord Lorton to Lord Rossmore, in reply to the circular recently published by the latter, on the subject of the "disfranchised Peers," appears in the *Star of Brunswick*. Lord Lorton expresses his concurrence in the remarks of Lord Rossmore, upon the situation in which the "disfranchised Peers" are placed; but says he is content to wait the realization of Mr. O'Connell's promise, to effect the repeal of the Act of Union—a measure which will effect the object sought to be accomplished by Lord Rossmore, and render the proposed step a work of supererogation. Lord Lorton adds, that he will congratulate the empire upon the repeal of the Act of Union, of which he was a decided opposer in 1800.—*Dublin Evening Packet*.

TRIAL OF LOCOMOTIVE CARRIAGES.

LIVERPOOL, OCT. 6.—The Directors of the Liverpool and Manchester Rail-road having offered, in the month of April last, a prize of 500*l.* for the best locomotive engine, the trial of the carriages which had been constructed to contend for the prize commenced to-day. The running ground was on the Manchester side of the Rainhill-bridge, at a place called Kenrick's-cross, about nine miles from Liverpool. At this place the rail-road runs on a dead level, and formed, of course, a fine spot for trying the comparative speed of the carriages. It is difficult to form an estimate of the number of individuals who had congregated to behold the experiment; but there could not, at a moderate calculation, be less than 10,000.

Never, perhaps, on any previous occasion, were so many scientific gentlemen and practical engineers collected together on one spot.—The interesting and important nature of the experiments to be tried, had drawn them from all parts of the kingdom to be present at this contest of locomotive carriages, as well as to witness the amazing utility of railways in expediting the communication between distant places.

Mr. Burstall, of Edinburgh, did not bring his carriage, in consequence of its having met with an accident on its road from Liverpool to the course. The damage, will, however, be repaired, and the machine will, it is expected, be ready by to-morrow.

Mr. Wynnan's machine, worked by two men, and carrying six passengers, was on the ground. It moved with no great velocity, compared with the locomotive steam carriages, but with considerable speed considering that it was put in motion by human power.

But the speed of all the other locomotive steam-carriages on the course was far exceeded by that of Messrs. Braithwaite and Co.'s beautiful engine from London. It was the lightest and most elegant carriage on that road yesterday, and the velocity with which it moved surprised and amazed every beholder. It shot along the line at the amazing rate of thirty miles in the hour! It seemed, indeed, to fly, presenting one of the most sublime spectacles of human ingenuity and human daring that the world ever beheld. It actually made one giddy to look at it, and filled thousands with lively fears for the safety of the individuals who were on it, and who seemed not to run along the earth, but to fly, as it were, on "the wings of wind." It was a most sublime sight—a sight indeed, which the individuals who beheld it will not soon forget.

Captain Ross's Northern Expedition.—Further accounts have just been received of Captain Ross, who, in the *Victory* steam ship, was, on the 25th of July, in lat. 57. N. The fair wind with which they sailed, left them the day after, and they carried away part of their foremast; but would not touch at any port to refit, lest it should give rise to unfavourable reports. After five days more they got again a favourable wind, which in a fortnight carried them to the harbour of Ilsteinberg, in Greenland, where they providentially found the *Rockwood*, of London, deserted by her crew, and from which, therefore, they replaced their mast, and supplied themselves with provisions and stores. In a few hours afterwards they sailed in a more complete state than when they left England. They were all in good health and spirits, and had received the most cheering account possible of the state of the ice, the inhabitants saying they had never seen so little ice; and if ever the north-west passage was to be made, it would be this year. The wind was fair, the weather extremely favourable, and the crew behaving in the most exemplary manner. It may not, perhaps, be known that Captain James Clark Ross, F.R.S., the Captain's nephew, who accompanied him and Capt. Parry in all the former voyages to the polar regions, has also gone out in the present expedition.

Female Convicts.—Among the complaints in our colonies of New South Wales, the want of females stands foremost. In Van Dieman's Land, in January last, this deficiency was largely supplied by an importation of 200 female convicts, who were taken out in the *Harmony*, Captain Ireland, all in excellent

health, after a most prosperous voyage, during which their conduct had been most exemplary, and their industry, under proper regulations, most creditable. Eight free women also went out to their husbands, who had been transported for smuggling; one of these had nine, and the other seven children. The ship arrived in the harbour with 214 living persons. Two children had died on the passage, and one was brought into life.

The Hon. E. Petre is again the successful winner this year of the great Doncaster St. Leger of 25 sovereigns each, 97 subscribers. Nineteen horses started, and Mr. Petre's Rowton won by a clear neck, Lord Cleveland's Voltaire coming in second, and Lord Longford's Sir Hercules third. The value of the stakes is 2425*l.*, and this is the third year successively Mr. Petre has won it. The settling has gone off well at the betting-room, and scarcely a defaulter. Mr. Petre's Laura has won the Two-Year Old Stakes of 100*l.* each, Mr. Haworth's Brenda the Corporation Plate of 50*l.*, and Mr. Petre's Rowton walked over the Foal Stakes of 100*l.* each. The course was infested with London-blacklegs and pick-pockets; they frequently set the police at defiance, and attempted to drag Lord Welton from his horse, but the Nobleman was fortunately rescued by Colonel Peel and Lord Worcester. Lord Cleveland's Voltaire won the gold cup, and walked over the course for the Gascogne stakes of 100*l.*

The Forty-second Highlanders.—The total number of men that belonged to this gallant regiment, from 1797 to 1816, was 13,127. In 1817, there were only three men living in the corps that fought against Buonaparte in Egypt.

The celebrated Washington Irving, the author of the "Sketch Book," &c., arrived at Southampton, on Friday, in his new character of Secretary to the American Legation.

POSTING IN IRELAND.—The following graphic description of posting in Ireland is given in a clever and amusing work called *Tales of Waterloo*, recently published by Mr. Colburn:—"I had no inducement, says the author, to remain longer in the town of Ballinastoe, and having luckily procured a carriage, I set off for Glantane. Here I arrived in safety, but had the mortification to find that no post-horses could be had. This was, indeed, a melancholy discovery.—What was to be done? I sallied into the yard, bribed the ostler, and implored him by every tender epithet to get me forward. Money works miracles. The ostler scratched his head—thought for a moment—There was a *shay* at home, but the horses and driver were off with a gentleman's carriage—Lanty White was all but well—and Bree-dein Ruta as fresh as a daisy;—but, bad luck to them for a pair, there was no *dependin* on *ather*; and Crith Corcoran was no match for two such *contrary bastes*. Sure, my honour could *thry*—Crith, the *cratur*, was handy enough. Once they started, there was no fear—that is of Crith could get them over the hill of Mullagh More, and across the bridge of Carnegat. I had no alternative, and consented to trust life and limb to Crith Corcoran. Accordingly, my luggage was tied on, and after a considerable delay, the horses were put to. Half a score of labourers were called from a potato-field by a warning whistle. I was duly deposited in the carriage, and an extraordinary looking cripple, with long legs and no body; grappled the reins with his fleshless fingers, clambered up by the forewheel, and perched himself upon the driving bar. These preparations being made, we started, or rather attempted to start. Then came the tug of war. Bree-dein lashed out like a fury, and Lanty White was obstinate in being stationary. In vain the cripple objurgated, 'rest, Biddy,' and encouraged Lanty White. In vain the ostler chattered and cursed alternately; the struggle was in favour of the cattle, till the boys, with sheer strength, spoke the wheels on. Bree-dein, finding her tail invaded, after discharging a succession of kicks at the cripple, which he most ingeniously avoided, dashed forward; and Lanty, furiously assailed on every side, by Crith, the ostler, and as many of the boys as could manage to get a blow at him, laid his shoulders to the collar, and away we went. A wild hurra from the potato diggers announced their victory; and the ostler shouted a 'God speed ye!' accompanied with 'Padreein avournein, for the sake of the blissful Mother, mind yourself at the hill of Mullagh More!' The road was level, and we got on gallantly. I concluded our danger was at an end, and so did Crith, for he sung merrily—

"O, h! I wish I was in Manchester,
And seted on my beech;
In my right hand a pint of beer!
(Whooop, Bree-dein!—G'long Lanty White!)
And at my side my weach."

"What a chapter of accidents is the story of a life! Mine, at least its most important event, was influenced by Crith Corcoran. Human foresight is a farce. Could I have suspected that my destiny lingered upon the driving of a dwarf—a thing no larger than a lepreghawn? The result will prove it. While the road continued level we got on gallantly; but we were now approaching the dangerous pass, and the bridge of Carnegat appeared in view. It was narrow and ruinous, the battlements having been swept away by a winter flood. A sudden hill met its extremity, and it required some skill and quiet nerves to effect a passage with tolerable security. I would have left the carriage, but Crith, elated with previous success, warranted me against any danger, and before I could enforce an order to stop, a whoop and a flourish of the thong rendered it impossible.—We passed the bridge, and ascended the hill for a few yards, when at once the infernal quadrupeds relaxed their efforts, stopped, backed, and the carriage began to descend. In vain I endeavoured to undo the fastening of the door—it resisted. Crith whip-

ped, chattered, shouted, cursed. I made a desperate effort—the door yielded, I sprang into the ditch, and next moment the carriage, horses, and driver, vanished over the broken battlement."

THE MORNING AFTER THE BATTLE OF WATERLOO.

(From Stories of Waterloo.)

When the next sun rose, the field of battle presented a tremendous spectacle of carnage. Humanity shuddered at the view, for mortal suffering in all its frightful variety was frightfully exhibited. The dead lay there in thousands—with them human pain and agony was over; but with them a multitude of maimed wretches were intermingled, mutilated by wounds, and tortured by thirst and hunger. A few short hours had elapsed, and those who but yesterday had careered upon the plain of Waterloo, in the full pride of life and manhood, were stretched upon the earth; and many who had led the way to victory, who with exulting hearts had cheered their colder comrades when they quailed, were laid upon the field of battle in helpless wretchedness.—Nor was war's misery confined to man. Thousands of wounded horses were strewn over this scene of slaughter.—Some lay quietly on the ground, cropping the grass within their reach; some with deep moaning expressed their sufferings; while others, maddened with pain,

"Yerk'd out their armed heels at their dead masters;
Killing them twice."

When day came, and it was possible to send relief to the wounded, many circumstances tended to retard the welcome succour. The great road to Brussels, from heavy rains and the incessant passage of artillery and war equipages, was so cut up as to materially retard the carriages employed to bring the wounded from the field. Dead horses and abandoned baggage choked the causeway, and rendered the efforts of Belgic humanity both slow and difficult. Up to the very gates of Brussels "war's worst results" were visible. The struggles of expiring nature had enabled some to reach the city. Many, however, had perished in the attempt; and, dying on the road side, covered the causeway with their bodies. Pits, rudely dug, and scarcely moulded over, received the corpses, which daily became more offensive from the heat; and the same sod, at the verge of the forest, covered "the horse and his rider."

When such evidence of destruction was apparent at a distance from the field, what a display of devastation the narrow theatre of yesterday's conflict must have presented! Fancy may conceive it; but description must necessarily be scanty and imperfect. On the surface of two square miles, it was ascertained that 50,000 men and horses were lying! The luxurious crop of ripe grain which had covered the field of battle was reduced to a litter, and beaten down into the earth; and the surface, trodden down by the cavalry, and furrowed deeply by cannon-wheels, was strewn with many a relic of the fight. Helmets and cuirasses, shattered fire-arms and broken swords; all the variety of military ornaments; lancer caps and Highland bonnets, uniforms of every colour, plume and pennon, musical instruments, the apparatus of artillery, drums, bugles; but good God! why dwell on the harrowing picture of a "foughten field"—each and every ruinous display bore a mute testimony to the misery of such a battle.

Could the melancholy appearance of a field of death be brightened, it would be by witnessing the researches of the living amidst its desolations for the objects of their love. Mothers, and wives, and children for days were occupied in that mournful duty; and the confusion of the corpses, friend and foe intermingled as they were, often rendered the attempt at recognising individuals difficult, and in some cases impossible.

In many places the dead lay four deep upon each other, marking the spot some British square had occupied, when exposed for hours to the murderous fire of a French battery. Outside, lancer and cuirassier were scattered thickly on the earth. Madly attempting to force the shrieked bayonets of the British, they had fallen in the bootless essay, by the musketry of the inner files. Farther on you traced the spot where the cavalry of France and England had encountered. Chasseur and hussar were intermingled; and the heavy Norman horses of the Imperial Guard were interspersed with the gray chargers which had carried Albyn's chivalry. Here the Highlander and the tirrailleour lay side by side together; and the heavy dragoon, with "green Erin's" badge upon his helmet, was grappled in death with the Polish lancer.

On the summits of the ridge, where the ground lay encumbered with dead, and trodden so deep in mud and gore, by the frequent rush of rival cavalry, the thick-strewn corpses of the Imperial Guard pointed out the spot where the last effort of Napoleon had been defeated. Here, in column, that favoured corps, on whom his last chance rested, had been annihilated. The advance and repulse of the guard was traceable by a mass of fallen Frenchmen. In the hollow below, the last struggle of France had been vainly made. The old guard, when the middle battalions had been forced back, attempted to meet the British, and afford time for their disorganized companions to rally. Here the British left, which had converged upon the French centre, had come up, and here the bayonet had closed the contest.