



# Newfoundland

No. 150.

THURSDAY, June 3, 1830.

Sixpence.

## Parliamentary Intelligence.

HOUSE OF COMMONS, APRIL 3.

### SHIPPING INTEREST.

Mr. SYKES presented a petition from the shipowners and merchants of Hull, complaining of distress, and praying for inquiry. The hon. member said, the petitioners could look for relief only in two quarters. The one by the extension of foreign trade; the other, by the removal of every burden upon them which it was possible to remove. The petitioners would be grievously disappointed if, on the renewal of the East India Company's charter, British ships and seamen were not allowed to go to any part of India and China, to which the ships and seamen of other countries might go. He hoped, too, to see the trade extended by a closer commercial intercourse with south America. As regarded the diminution of their burthens, he considered they ought to be relieved from the light dues, from the great expense attending the rules of pilotage; from the claim of the greenwich chest to which all seamen of merchant vessels paid 6d. per month though they were excluded from the benefits of that establishment. The duties on hemp, marine insurances, and timber in solid blocks, which paid more than when in deals, though he could not see why, ought also to be reduced. He believed the distress was worse this year than it was last. The rates of freight had decreased, while the expense of provisions had increased during the last nine years.

Mr. ROBINSON said, that having been requested by the shipowners to support the prayer of the petition, he did so with great pleasure. When the subject was brought before the house in the session before last, it was said that the shipping interest was recovering. So far, however, was that from being the case, that the depression of that interest had been continually going on. The rate of freight had decreased, the rates of wages and provisions had decreased, and the employment of their ships was unattended by profit. Under these circumstances, they prayed that the house would institute an inquiry for the purpose of ascertaining if any means could be adopted of affording them relief. As his hon. friend, the member for Hull, had remarked, the petitioners did not point out any particular remedy. They abstained from doing so, because they thought that before inquiry it would be presumptuous. They thought it enough to lay their case before the house, and to leave it to them to investigate all the causes of the evil and the possibility of a remedy. He was the more induced to address the house on the present occasion, because last year the hon. member for Liverpool had stated that he did not believe the shipping interest was so depressed as it was represented to be, because they went on building ships at an increased rate. He (Mr. R.) thought at the time that the hon. gentleman's assertion was incorrect; and on a reference to the financial statements of 1827, '28, and '29, he found that a most alarming falling off had taken place in the number of ships built. He had that day seen a further financial statement, and he found that the building of ships had continued to fall off since last year to a degree which, considering the great importance of the shipping interest to the country, loudly demanded investigation. He hoped that the apathy which appeared to exist on this subject would be at an end, and that government would abandon their determination to let things go on as they were, day after day, and year after year, when he should have made the statement respecting the shipping interest which he was about to make. He found in the financial statement to which he had alluded, that in the year ending the 5th of January, 1827, there were built 1719 ships, having an admeasurement of 207,088 tons; that in the year ending the 5th January, 1828, there were built 1,440 ships, having an admeasurement of 163,946 tons; that in the year ending the 5th of January, 1829, there were built only 1,185 ships, having an admeasurement of 128,752 tons; and that in the year ending the 5th January, 1830, there were built only 1075 ships, having an admeasurement of 110,681 tons. By this statement it appeared, therefore, that in the course of three years there had been a diminution of nearly a half in the amount of tonnage of ships built. This diminution showed the state of the shipping interest. It was a much better criterion than the mere employment of ships. Every one who was acquainted with the subject was well aware that, while ships existed, unless they were employed they must be abandoned altogether as property. Were

they to be told that ships would not be employed unless a profit were derived from that employment? A shipowner did not know when he commenced a voyage whether any profit would result from it or not; it was only when the voyage was terminated, that that fact could be ascertained. Although the owners were disappointed of profit year after year, they still went on in the vain hope of an improved state of things. Instead of improvement, however, the trade was continually getting worse and worse. He would illustrate this by a statement of the trade to the Baltic. The hon. member for Hull had said that he differed from the petitioners on what was called the reciprocity system. He (Mr. Robinson) did not attribute all the evils which the petitioners were suffering to that system, but he contended that the reciprocity system had greatly increased their difficulties and distress; for how was it possible that ships built and navigated at an expense a third greater than that of foreign shipping, and subject to additional charges for policies of insurance and other matters, could compete with that of foreign shipping? He had examined the official returns of the shipping which had entered inwards, and cleared outwards, in the year 1829, in the various ports of the United Kingdom, from Sweden, Norway, Denmark, and Russia; and of the British shipping which had entered inwards, and cleared outwards, in the same period. From those returns it appeared that 1,946 foreign vessels, and only 1,164 British vessels, had entered inwards; that the tonnage of the former was 203,402 tons, and of the latter 187,852 tons; and that the former were navigated by 14,573 men, and the latter by 8,554. It also appeared that 18,482 foreign vessels, measuring 267,579 tons, and navigated by 13,425 men, had cleared outwards; while only 1023 British vessels, measuring 139,402 tons, and navigated by seven thousand six hundred and fifty men, had cleared outwards. These facts proved, that with respect to the north of Europe at least, the reciprocity system had occasioned a competition very injurious to our shipping interest. He certainly would not go into the principle of the reciprocity system in general, nor into the reciprocity treaty with Austria, which was laid on the table of the house by the right hon. gentleman only last night; but he must be allowed to say that he thought it strange that this country should throw open all her ports to Austria—a nation which had but three ports to open to us in return; and these three, Fiume, Trieste, and Venice, were free ports to the world already. The declension in ship building was general throughout the country; and this was not a time to be granting concessions to foreign states. It was stated in a petition on the table of the house, that in the port of Whitby alone, where there had been eight ship-building yards, besides slips, which employed one thousand men, there had been three of the docks given up, two were about to be abandoned; and that, in a short period, unless something were done, the whole of the docks would be abandoned. Not only was the shipping interest depressed, but every branch of the national wealth was passing away, and the general distress was increasing. The ship-building employed a very great number and variety of manufacturers, not only in the direct and immediate construction of the vessels, but in making those things which were used in relation to the equipment of vessels; and it occasioned the circulation of vast sums throughout the country. The subject was in every respect well worthy of the attention of ministers; and of every gentleman in that house; nor would government be doing their duty to the country if they neglected to establish the most thorough investigation into the case. He had often heard it asked, upon this and upon similar cases brought forward in that house, what good could inquiry do? He would answer the question by asking, what harm could inquiry do? If the parties were not relieved, they might be convinced by inquiry that their sufferings had been attended to, and that the evils were irremediable. If the other party were confident that inquiry would bear their opinions out, they would be ready to grant it; and their resisting all inquiry into the case would admit of but one inference. He did hope and trust that government would look into the case; and he hoped also that the reciprocity system would not be followed by other treaties, upon the reciprocity principle, until the effect of those already entered into, and which would soon expire, were known. It was very remarkable with respect to foreign nations, that these alone were disposed to go with us into reciprocity treaties that had all to gain by them and nothing to lose. Austria opened to us her three solitary ports, whilst

Great Britain, in return opened the numerous sea ports of her kingdom to the subjects of that power.

Mr. DUNCOMB and Mr. Alderman WAITHMAN supported the prayer of the petitioners.

Mr. HUME believed the condition of the petitioners would have been much worse, but for the reciprocity treaties. He would reduce the duties however.

Mr. HERRIES said the petitioners desired to get rid of the bonding system; such a motion was preposterous.—This fact alone proved clearly that the reciprocity system had not produced those evils that had been attributed to it. There had been an increase of upwards of two hundred thousand tons of ships inwards in the last four years, as compared with the average of four years ending in the year 1824. There had been a proportionate increase of tonnage and men in the shipping employed outwards. In foreign ships the increase, in comparison, had been so slight, as to show that the weight had been wholly in favour of British shipping. The other points in the petition would receive attention.

The petition was then ordered to be printed.

LONDON, APRIL 20.

A good deal of excitement prevails in consequence of the rumoured capture of two British vessels in an attempt to enter the harbour of Algiers. We believe the fact of the capture and detention of the two English vessels to be quite true; and we admit at once, that under existing circumstances, those measures on the part of the blockading squadron were perfectly justifiable. It does not require much research to come to the conclusion that vessels attempting to convey cargoes of any description, and more especially munitions of war, to a blockaded port, do so at the risk of certain capture by the blockaders, if they have an opportunity. According to the Toulon accounts, which we see no reason to doubt, the English ships were laden with artillery of various descriptions, with ammunition and warlike implements, and they attempted to elude the blockading squadron by entering the harbour of Algiers by night; in this attempt they were frustrated, and they are now under detention, awaiting the regular course of proceeding provided by the acknowledged laws of Belligerents for such cases of premeditated infraction. We confess that in all this we see nothing extraordinary, and nothing to be complained of. If the published accounts be correct, the Commander of the blockading squadron would not be justified to his Government in any deviation from the steps he has taken.—*Courier*.

Notwithstanding the length of the present adjournment, it is reported that when parliament meets the Chancellor of the Exchequer is to move an adjournment of the Commons for another fortnight, while the House of Lords proceeds with its arrears.

The *Globe* states that the pecuniary arrangements between Prince Leopold and the Sovereigns who are parties to the Treaty for the pacification of Greece have been completed; and that his Royal Highness is to receive from them about one million and a half of money divided into seven yearly payments. This information is pretty correct. Prince Leopold is, we believe, (but we do not state this officially,) to have about 200,000l. annually for seven years, to enable him to meet the various claims upon Greece, and to organize a government. No stipulation has been made respecting the loans already contracted, but we can state positively that the Allied Sovereigns, individually and collectively, are anxious to see justice done to all parties; and we have direct authority to add, that his Royal Highness will do nothing in this instance unworthy of the reputation which he deservedly enjoys for integrity.—*Intelligence*.

It is generally credited in the political circles of the metropolis, that Mr. Brougham will shortly take office in the Wellington administration. Nothing authentic has transpired as to the particular situation which the learned gentleman will be called upon to fill; but it is thought that it will be one in which he can exercise his influence in the Commons as a supporter of government, the want of talent and eloquence in behalf of the Ministry being never, perhaps, more severely felt there than at present. The Duke of Wellington, it is said, complains much of this.—*Carlisle Patriot*.

We are happy to communicate the following trait of munificence in the Lord Lieutenant of Ireland.—It will be recollected that a few weeks ago the elegant cottage of Mr. Crampton, the Surgeon-General of the Forces, which was situated at Loughbrea, was burnt to the ground. The Duke of Northumberland,

who had not long previously paid a visit to Mr. Crampton at this residence, no sooner heard of the loss than he delicately requested, in a way which could not be refused, to be allowed to rebuild the cottage at his own expense, on the ground, he said, of its having been a national ornament, which it became the head of the government to restore. The expense is estimated, we understand, at about 3000l.—*Intelligence*.

A Noble Earl, distinguished in the rank of opposition, and one of the most able and eloquent members of the House of Peers, is reported to have had a serious difference upon some leading points of national policy with a Noble Marquis, which has led to his remaining at his residence in the country.—*Morning Chronicle*.—Earl Grey is intended.—*Standard*.—[Our contemporary is in error; the allusion is to Earl Grosvenor, who, in anticipation of the Whigs scrambling into office, has had a brush with the Marquis of Lansdowne, as to succeeding to the Vice-Royalty of Ireland. The Noble Earl insists on a strawberry coronet, and a sham regality; and the Exchequer Chancellor of "the Talents" is equally obstinate. Might not both be appointed; sitting like the two Kings of Brentford, "smelling at the same nosegay," and share the Lieutenantcy between them? One of the aspirants is dreadfully distressed in his pecuniary means, not having more than three hundred thousand per annum.—*Editor of the Berks Chronicle*.

The East India Company have now to complain that it is only in the mother country that war is waged against their monopolies. At Calcutta a meeting of merchants has been held, and resolutions adopted in favour of free commerce between India and China, and advocating the policy of allowing British capital to be employed without restriction in the trade and agriculture of Hindostan. This, the Company will say, "is the unkindest cut of all." But, until their exclusive privileges are abolished, they cannot get too much of it. To their still praise, however, be it spoken, they have now, though late, positively taken measures for repressing the practice of the immolation of the Hindoo widows, by rendering those who abet the atrocious custom liable in severe penalties.

Alexandria, Feb. 28.—Since the arrival of the French agent, M. Hudor, French men of war are arriving and sailing continually. The principal port come from Toulon, for which place M. Hudor is lately left, being replaced by his countryman, J. Sandorf (they are both Swiss), who will continue the negotiations.

The steam-boats *Volunteer* and *Robert Fulton*, just arrived from Louisville, bring intelligence of the most dreadful steam-boat disaster that has ever occurred upon the western waters. The *Helen M. Gregor*, when about putting off from shore at or near Memphis, on the Mississippi (date unknown), with steam very high, one or more of her boilers burst, by which accident, in an instant, from sixty to eighty passengers were killed. Sixty-two is the lowest number reported as killed, but it is supposed to exceed that number considerably. This information is principally derived from an intelligent passenger on board the *Volunteer*, who had his information from passengers who had been on board the *Helen M. Gregor*.

At the York Assizes a curious case was tried, which cost the parties in law expenses 15,000l.—Mr. John Marsden, a person of imbecile mind; had made a will bequeathing his estate to two persons who lived with him, namely, Mrs. Cookson and Mr. George Wright. He was completely under their governance. In the course of the evidence, it was stated that he was afraid of pigs, dogs, the turkey-cock, and the sparrow-hawk,—that when he went a hunting he could not find his way out of the field without assistance, and that he was particularly fond of a checked apron, which he would carefully carry up into his lodging room,—and that so great was his attachment to this article of female dress, that upon one occasion, when he was following the hounds, and they were close upon the hare, he stopped to look at a checked apron which was hanging upon a hedge. A checked apron was usually placed upon the press that he might take it with him when he went to bed, and if this was omitted he would be very restless, and would not go to bed until it was put in the usual place. The case was decided against Admiral Tatham, the heir at law, who, of consequence, has lost.—[It is confidently said that Admiral Tatham intends to apply for a new trial in the late will cause.]—*Leeds Mercury*.

The Newfoundland.

ST. JOHN'S, (THURSDAY) June 3, 1830.

Death of the Right Rev. Dr. Scallan.

We have this week the painful duty to record the much-lamented death of our justly revered Prelate, the Right Reverend Dr. SCALLAN, O. S. F., Bishop of Drago, and Vicar Apostolic of Newfoundland, Labrador, &c., which melancholy event took place at the Episcopal residence, in this town, on Friday evening last.—His Lordship was born in Wexford, Ireland, in the year 1765, and was, consequently, in his 65th year.—After he had received a classical education in his native town, he went, in 1786, to the College of St. Isidore, at Rome, where having completed his course of Theology and Philosophy, he was appointed Professor of Philosophy. He, however, returned to Ireland in 1794, and remained attached to the Convent of his order, of which he was for some years Principal, until 1812, when, at the particular request of the Right Rev. Dr. LAMBERT, he accompanied that Prelate to this country. In consequence of Dr. LAMBERT'S declining health in 1815, he judged it prudent that his successor should be appointed; and Father SCALLAN having been postulated for, was approved of by POPE PIUS the 7th, and consecrated by the Most Rev. Dr. TROY, in the Convent of Wexford on the 1st May, 1816.—Dr. SCALLAN returned to this Island in the Autumn of the same year, to assume the Episcopal dignity, and remained stationary until 1823, when he was first attacked with the fatal disease which at length brought him to the grave. His Lordship since that period twice left his See for short intervals to endeavour to recruit his health, and, at each time, returned apparently with renewed strength and vigor;—it was, however, but illusive; death had struck his quarry—and his Lordship at last sunk under the infirmities produced by a protracted illness, having preserved his faculties to the last, and borne all his sufferings with the most inimitable patience, or without losing any of that cheerfulness and innocent pleasantry for which he was so remarkable.

His Lordship possessed literary and theological attainments of a superior order; his mind was stored with classical knowledge; he was gifted with great discretion and sound judgment; his manners were kind and unaffected; his understanding was powerful and vigorous; and though, from a natural impediment, his delivery was defective, his sermons were always considered specimens of chaste and persuasive eloquence;—and the paternal solicitude with which he watched over the spiritual welfare of those whom Providence had assigned to his care, greatly enhanced the impressiveness of his exhortations. He was, indeed, a model of virtue—whether we consider the purity of his life, his sincere piety, or his amiable spirit of liberality, to which all sects and denominations unite in bearing the warmest attestation. His charity was so unbounded and universal as to have become proverbial; his hand was ever extended to relieve distress, no matter who made the application. With his various accomplishments, he combined a lofty zeal for the advancement of religion, wholly free, however, from that bias to intolerance which is sometimes found in minds deeply imbued with religious feelings.—His Lordship was endeared to his own flock by the fondest, boldest ties; and the Divine Command of "Love one another," which he always inculcated by precept and example, won him the sincere respect and esteem of his Dissenting Brethren, many of whom ranked high in his confidence and regard.

We should have reason to regret the feebleness of the portrait we have endeavoured to draw of this truly Christian Catholic Prelate, did we not feel assured, that in this country at least, his virtues, his public worth, and his amiability in private life, need no colouring from the pen of the panegyrist.

The most marked and gratifying demonstrations of respect have been paid by the inhabitants, generally, since his Lordship's demise. Upon the melancholy event becoming known, all the shops were immediately closed, to continue so until after the interment—and the flags at the several mercantile establishments, with those of the vessels in port (at the present moment very numerous), were displayed at half mast.

The funeral obsequies will take place to-morrow (Friday), at 12 o'clock, from the Roman Catholic Chapel, where his Lordship's body has been lying in state since Monday last.

The brig *Grand Turk*, Capt. Simpson, on her voyage from Demerara to this port, was boarded by a pirate on the 30th April last, in long. 59 40, lat. 16 00.—The pirate was descried about 4 o'clock in the evening of that day, standing to the southward; but in half an hour afterwards, she tacked and stood towards the brig. Having come within hail, she luffed up, hoisted French colours, fired a shot, and desired the brig to heave to—then sent a boat and seven men on board, all foreigners, armed with long knives, who ordered Capt. Simpson into his cabin—and through one of their number, who spoke broken English, demanded all the money on board; but being told there was none, they commenced a strict examination of the Captain's clothes, lockers, cabin, hold, and fore-castle, without success—and after having remained on board about 20 minutes, they quitted the brig without taking a single article, or offering the slightest ill usage to any one on board; and soon afterwards the pirate stood away to the southward under easy sail. She was a long, low, black vessel, ketch rigged, between 70 and 80 tons, with a long brass 18-pounder amidships, four car-

nades on each side, and about seventy men of the most ferocious, ruffian-like appearance.

The seven men who boarded the *Grand Turk* appeared to be "half sea over," and, with the above exception, could not speak a word of English.—It says but little for the vigilance of the King's ships and cruisers built expressly at an enormous expense for the pirate service on the West India station, that such desperadoes should be found immediately in the track of merchant vessels.—We are not without a hope that this account may be the means of preventing others from falling into their clutches.

Died, at Harbour-Grace, the 21st ult., Mrs. A. W. M'DONALD, aged 27 years.

At same place, the 24th ult., aged 34 years, Mr. D'EWES COKE PATTINGTON ROWE, sometime partner in business with the late Dr. Warner of this town.

Shipping Intelligence. CUSTOM-HOUSE, St. John's.

ENTERED.  
MAY 26.—Brig Betsy Miller, Robertson, Liverpool; 10 tons coal, 10 boxes soap, 75 barrels States flour; 4 half tierces rice, 5 bags D. P. sugar, 150 bags bread, 50 barrels fish pork, 3000 bushels salt, 6 barrels oatmeal, and sundry merchandise.  
Schooner Aid, Stabb, Torquay; 45 tons salt, and sundry articles for the fishery.  
28.—Schooner Harriet, Lavaite, Bay Verte; 40 M. plank, 40 M. shingles, 3000 billets.  
Schooner Joseph, Lock, Liverpool; sundry supplies for the Labrador fishery.  
Schooner Messenger, Richards, Arichat; 25 M. board, 6 M. shingles.  
29.—Dart, Smith, Liverpool, (N. S.); 12 hhd. molasses, 15 M. board, 16 M. shingles, 29 punche rum.  
Schooner Hope, Boudrot, Bay Verte; 32 M. lumber, 15 M. shingles.  
Schooner Two Brothers, Fougere, Antigonish; 45 oxen, 25 sheep, 50 M. shingles.  
Schooner Felix, Mermaid, Quebec; 700 bbls pork.  
31.—Schooner Honora, Richardson, Quebec; 379 brls. flour, 50 kegs butter, 100 bags bread.  
Brig Dolphin, Wakeham, Lisbon; 450 hhd. salt.  
Schooner Nancy, Héaey, St. Peter's; 291 bbl. and 54 half bbl. flour, 84 bags and 38 brls. bread, 15 brls. pork; 38 firkins butter, &c.  
Brig Micmac, Spear, Liverpool; 237 tons coal.  
Brig Little Ann, Fritcham, Waterford; 63 passengers, 52 brls. pork; 50 tons coal.  
Schooner Catherine, Jurest, Quebec; 200 brls. pork, 178 bags bread, 45 casks beer, 3 M. staves.  
Schooner Theresa, Hubbard, Bay Verte; 35 M. lumber.  
Brig Thompson, Mann, Liverpool; 10,200 bushels salt, 140 boxes raisins, 10 bbl. flour, 6 firkins butter, 1 cask brandy, 1 brl. sugar, and sundry merchandise.  
Schooner Hunter, Fougere, Bay Verte; 45 M. feet board, 25 M. shingles.  
Brig Arno, Robinson, Waterford; 148 passengers, 2 casks spirits, 70 casks ale, 53 cwt. cordage, and sundry merchandise.  
Schooner Fly, Erg, Figueira; 330 hbl. salt.  
Schooner True Friend, M'Donald, P. E. Island; 300 bbl. potatoes, 600 bushels oats, 14 oxen, 12 sheep, 6 brls. pork.  
Schooner Isabella, Newcomb, Pictou; 12 chaldrons coal, 70 spars, 22 M. feet board, 3 M. staves.  
JUNE 1.—Brig Fanny, Dugdale, Malaga; 450 hhd. salt, 53 qr. & wine, 8 boxes raisins.  
2.—Schooner Liberty, Spear, Figueira; 300 hhd. salt, 41 casks wine, 3 bags wallnuts.  
Brig Frances Russell, T.N.I., Bermuda; 45 puns. rum, 55 puns. molasses, 7 bags coffee.

CLEARED.  
MAY 26.—Brig Scilla, Oporto; 3300 quintals fish.  
Brig Maria, Kennedy, Quebec; ballast.  
Schooner Actual, M'Donald, P. E. Island; 3 punche rum, and shop goods.  
Schooner Union, Collins, Tobago; 1208 qtls. fish, 40 boxes raisins, 40 drums fire.  
Brig St. Vincent, Hatchard, Barbados; 1026 qtls. fish, 7 brls. salmon, 128 gallons oil.  
Schooner Esperance, Ross, Sydney; 20 hhd. salt, 3 punche molasses, 5 punche rum.  
Schooner Rapid, Mermaid, Arichat; 100 hhd. salt.  
Schooner Rival, Davidson; 28,000 seal skins.  
Brig Cambrian, Grayson, Bucktush; ballast.  
Schooner Four Seas, M'Leod, Sydney; 1 hhd. wine, 1 punche molasses.  
Schooner Nancy, Harreau, Sydney; ballast.  
Schooner Catherine, Leacock, Sydney; 1 punche rum, 3 kegs tobacco, and sundry merchandise.  
Brig Pandora, Baldwin, Puzwash; ballast.  
Schooner Enterprise, Le Blanc, Sydney; ballast.  
Schooner Two Brothers, Fougere, Sydney; ballast.  
JUNE 1.—Schooner Brothers, Mitchell, London; 226 casks containing 10,845 gallons seal oil.  
Schooner Jessie, Murphy, Halifax; 4,273 seal skins.  
Schr. Mary, Mermaid, Bay Verte; 5 puns. rum, 7 bbl. sugar.  
Schr. Devonshire, Williams, Barbados; 792 qtls. fish.  
Schr. Warwick, Adams, Demerara; 940 qtls. fish.  
2.—Schr. Greyhound, Boudrot, Sydney; ballast.  
Schr. Charlotte, Fougere, Sydney; ballast.  
Brig Quebec Packet, Ditchburn, London; 497 casks containing 31082 gallons seal oil, 21,520 seal skins, 1 box furs.

HARBOUR-GRACE.—ENTERED.

MAY 21.—Snow Henry, Jeankinson, Liverpool; 45 tons coal, 12,240 bushels salt, 1 piece geneva, 50 brls. flour, 50 brls. pork, 1 cask coffee, 52 boxes soap and candles, &c.  
24.—Snow Maria, Hewitt, Liverpool; 190 firkins butter, 90 brls. pork, 204 tons salt, 160 boxes soap, 10 boxes candles, 4 pieces and 2 hhd. brandy and geneva, &c.  
Brigantine Judith and Esther, Vibert, Jersey; 328 bags biscuit, 54 brls. pork and beef, 62 brls. flour, 24 casks cider, 12 boxes soap and candles, 18 tons salt, &c.  
25.—Snow Elizabeth, Hamond, Bristol; 50 brls. pork, 30 firkins butter, 20 boxes soap and candles, 6 brls. tar, 1 hhd. tobacco, 2 hhd. loaf, &c.

CLEARED.

MAY 17.—Schooner Salvage, Willis, Bristol; 45 tons seal oil, 10 1/2 tons cod blubber, 1500 seal skins.  
Schooner Sophia, Kelly, Halifax; 1420 seal skins, 60 cow hides.  
22.—Schooner Lady Ann, Pittman, London; 80 1/2 tons seal oil, 7,775 seal skins.  
Schooner Courier, Giroix, Antigonish; 10 hhd. salt.

CARBONEAR.—ENTERED.

MAY 17.—Brig Elizabeth, Johns, Bilbao; 700 bags bread 400 bbl. flour.  
21.—Brigantine Hector, Davidson, Liverpool; 30 tons coals, 16,200 bushels salt, 46 boxes soap and candles, 50 firkins butter, 20 brls. pork, 236 bags bread, &c.  
22.—Brig Carbonear, Andrews, Poole; 30 brls. tar, 15 chests tea, 60 brls. pork, 20 boxes and 1 chest soap and candles.  
24.—Brig John and Isaac, Martin, Liverpool; 200 brls. pork, 1 hhd. brandy, 4560 bushels salt, 30 boxes soap, 10 tons coals, &c.

Brig Eliza, Field, Liverpool; 2 casks brandy, 60 brls. flour, 10 tons coals, 2200 bushels salt, 39 boxes soap and candles.

CLEARED.

MAY 12.—Brig Experiment, Taylor, Poole; 63 tuns seal oil, 6 tuns cod oil, 12,000 seal skins.  
29.—Schooner Fanny, Taylor, London; 51 tuns seal oil, 14,000 seal skins.

BRIGUS.—ENTERED.

MAY 15.—Schooner Jessie, Murphy, Halifax; 175 brls. flour, 10 half tierces rice, 2 hhd. and 18 kegs tobacco, 21 brls. tar, 40 brls. pork.  
CLEARED.  
MAY 15.—Barque John, Stephens, Portugal; 1900 qtls codfish, 11 1/2 tuns cod oil, 13 tuns seal oil.

The brigs *Friends*, —, and *Augustus*, Hayward, of Poole, were lately lost on Cape Negro, N. S.—crew saved. The captain, mate, and a boy belonging to the latter, arrived here yesterday in the *Queen* from Halifax.

Arrived, yesterday evening, the *Samuel*, Bond, from Hamburg.

The *Eliza*, Field, at Carbonear from Liverpool, on the 10th ult. lat. 47. 30, long. 31, passed Ship *Nelson*, of Hull, with loss of main and mizenmasts, about 7 feet water in her hold, and abandoned.—On Sunday the 16th, lat. 48. 20, long. 42, fell in with the Schooner *Caroline*, of St. John's, Newfoundland, totally dismantled, and abandoned.

The *Caroline* was subsequently fallen in with and set on fire by the *Arno*, Captain Robinson, at this port from Waterford.

The Liverpool *Chronicle* of the 1st May states, that on the 17th ult. the Brig *Ann*, Hollivell, of Workington, and the *Union*, Fisher, of Whitehaven, both from Liverpool, salt-laden for Newfoundland, came in contact with each other near Tory Island, when the *Union* foundered almost immediately, carrying with her the master and four of the crew—the remainder got on board the *Ann*, which put into Whitehaven, damaged.

Sales by Auction.

THIS DAY, At 11 o'clock, ON THE WHARF OF NICHOLAS GILL,

150 Barrels Superfine FLOUR, Imported in the Schooner *Honora*, from Quebec.

Also, WITHOUT RESERVE, 6 Barrels Quebec CARGO BEER.

June 3.

THIS DAY, At 11 o'clock, BY

Richard Perchard,

20 BLS. Superfine Flour, 10 Ditto Coarse ditto, 10 Kegs Crackers, 6 Barrels Sugar, 1 Barrel Pearl Barley, 7 Boxes Chocolate, 1 Keg Mustard, 1 Bag Pepper, 20 Bottles Snuff, 5 Kegs Nigroliead Tobacco, 1 Cask Leaf ditto, 30 Drums Figs, 10 Baskets Raisins, 26 Baskets Salt, 1 Keg Trip, 1 Ditto Sausages, 3 Pipes Cognac Brandy, 2 Ditto Geneva, 4 Casks Red Wine, 1 Tierce Porter, 3 Hogsheds Ale, 60 Boxes Window Glass, 30 Kegs green, red, and yellow Paint, 10 Boxes Pipes, 200 Bushels prime Oats, 9 Grapnels, 1 Fish Beam and Scales, 1 Plough, 3 Dozen Chairs, 2 Commodore, 5 Wash-hand Stands, 2 Fowling Pieces, 1 Pair Double-barreled Pistols.

Also,

Nets, Lines, Hooks, Canvass, Blanketings, Serges, Cloths, Fishing and Deck Boots, Men's, Boys', and Women's Shoes, Moleskins, Flushing, Covered Hats, And sundry other articles.

June 3.

Notice.

ASSOCIATION OF NEWFOUNDLAND Fishermen & Shoremen.

THE Members of the above Association are requested to meet at the Court-House, TOMORROW (Friday), at 11 o'clock, to make the necessary arrangements previous to moving in Procession at the Funeral of their late revered Vice-Patron the Right Rev. Doctor SCALLAN.

By Order, JOHN SHEA, Secretary.

June 3.

Notices.

THE Brigantine HANNAH Will Sail from ROSS for this Port, immediately after her return from Quebec.

Persons wishing to get out any of their friends from that part of Ireland, cannot possibly have a better opportunity. All those who have made passages in the above-named Vessel, can bear testimony that the Owner's object is to supply them with the best of provisions, and the Master's instructions to make them comfortable throughout.—Apply at the Office of JOHN HOWLEY.

Who offers for Sale, THE FOLLOWING ARTICLES, Now landing from the Brig PILOT, ON CONSIGNMENT.

The whole, or any part of which, will be disposed of for a small advance on invoice cost.

80 BOXES best Liverpool Soap (60 lbs. each), 20 Ditto Pipes (6 gross each), 5 Crates well-assorted Earthenware, 30 Barrels prime Mess Pork, 1 Piece old Cognac Brandy, warranted prime, 1 Ditto pale Hollands Geneva.

ALSO, 50 Tierces Howlett & Co.'s ROSS PORTER, 500 Bundles Trinity Bay HOOPS.

May 27.

TO MERCHANTS AND SHOPKEEPERS.

A YOUNG MAN, who writes a good and quick hand, and perfectly understands the business of this country, wishes to obtain a Situation in a Counting-house, Shop, or Store. He can produce satisfactory testimonials as to character, and would have no objection to go to an Out-harbour, if a situation offered. For particulars apply at the Newfoundland Office.

May 27.

To be Let.

For such number of years as may be agreed on, and immediate possession given, Commodious STORE, 28 feet long by 19 feet wide, with the use of a WHARF, adjoining the Premises of Messrs. John Dunsmuir & Co.

Apply to WILLIAM HOGAN.

For Liverpool.

The fine, coppered, and copper-fastened A. I. Schooner SAMUEL,

WM. BOND, Commander;

Has room for a few tons of OIL on FREIGHT.—Apply to

SAMUEL CODNER.

Also,

ON SALE, The Cargo of the above Vessel, Just arrived from Hamburg, CONSISTING OF

700 Bags Bread, 100 Barrels Flour, 70 Ditto Pork, 20 Ditto Beef, 10 Ditto Oatmeal, 8 Ditto Pease, 20 Kegs Barley, 4 Barrels Pitch, 5 Cwt. Oakum, 4000 Bricks, Which will be Sold on moderate terms for Fish, Oil, or Cash.

June 3.

For WATERFORD.

To Sail about the 12th instant, The

Brig Invulnerable, M. PHELAN, Master;

She has room for a few tons on FREIGHT, and has excellent accommodations for PASSENGERS.

The above vessel, with the *Maria* and the new first-class *Brigantine*, will sail as early as possible the ensuing Summer from the ports of CORK and WATERFORD; and every facility will be afforded to persons wishing to secure Passages for their friends from Ireland by

June 3. PATRICK MORRIS.

For QUEBEC.

To Sail on the 4th June next, (Wind and Weather permitting)

THE FINE, FAST-SAILING SCHOONER WELLINGTON,

Garret Hartery, Master; Has room for a few tons of Freight, and excellent accommodations for Passengers.—Apply to NICHOLAS GILL.

May 20.

# THE NEWFOUNDLANDER.

## For Freight or Charter.

To such port as may be agreed on, The very superior, new, first-class, coppered, and copper-fastened

**Schr. Three Sisters,**  
144 tons Register,  
SAMUEL GRANDY, master.  
The above is a most desirable Vessel for a Fish or Cargo, and will be ready to commence loading immediately.—Apply to the Master on board, or to JOHN KENT, May 20.

To HIRE for the present Season, Or for SALE,

**THE BRIG CONCORD.**  
The above Vessel has lately undergone a thorough repair, is well found, and in every respect most desirable for the Coasting trade of this country.—For further particulars apply to JOHN HOWLEY, May 27.

## On Sale.

**Wm. & Henry Thomas**  
OFFER FOR SALE,  
The remarkably fine fast-sailing Schooner **Isabella,**  
Burthen per Register 96 tons,  
Only three years old,  
She is full timbered, and very sharp built, and is in every respect a most desirable Vessel for a Sealer, or for the general trade of this Island,  
Also,  
The CARGO of the said Schooner, from Pictou, and the *Dart* from Liverpool, N. S.

CONSISTING OF  
76 SPRUCE SPARS,  
12 Chaldrons Coals,  
4500 Feet 1 1/2 inch Spruce Flooring Boards,  
30 M. feet Pine Board,  
4000 Ash Hhd. and Drum Stave Billets,  
20 M. Shingles,  
29 Puncheons Rum,  
12 Do. Molasses.  
June 3.

Now lying at the Wharf of  
**THE SUBSCRIBERS,**  
AND FOR SALE,  
By private Contract,

The good  
**Schr. Marie Catherine,**  
(Just arrived from Quebec)  
Burthen per Register 64 7/8 tons; 4 1/2 years old; will carry 1000 qts. fish in bulk; is well found in every respect, and is a desirable vessel for a Sealer, or for the general purposes of the trade.—The terms and mode of payment will be made accommodating to purchasers, on approved security.—Apply to June 2. ROBINSON & BROOKING.

## The Subscribers

HAVE JUST IMPORTED,  
Per *Junius, Bustler, Mars, Albion, Sylph, & Hebe,*  
And which, with their former stock, they offer at very moderate rates,

**150 BARRELS** Irish Pork,  
60 Firkins Ditto Butter,  
6 Hogsheads Cognac Brandy,  
12 Casks West-country Shoes, assorted,  
Hawser-laid cordage from 1 1/2 to 3 inch,  
2 Cases Fish Hooks,  
A quantity assorted Nails,  
Caplin and Cod Seines,  
Mackerel and Herring Nets,  
No. and Flat Canvass,  
Lines and Twines,  
And a variety of other useful articles.  
DANIEL CODNER & Co.

Also,

The good  
**Schooner AMAZON,**  
Of the Burthen of 35 tons, as she came from a Sealing voyage.  
June 3.

BY  
**Garland C. Gaden,**  
**8 Boxes PIPES,**  
Containing six gross each.  
May 27.

## To be Sold,

THE Right, Title, Estate, and Interest to and in an Undivided Moiety, or Half-part, of all that and those, the LANDS belonging to the Estate of the late RICHARD KEANE and THOMAS KEANE, situate at Harbour-Grace.—Apply to Mr. RICHARD ANDERSON, At Harbour-Grace, St. John's, 13th May.

## On Sale.

**NOW LANDING**  
From the Schooners *Felix and Marie Catherine,* from Quebec,  
AND FOR SALE BY  
**Robinson & Brooking,**  
900 Barrels prime PORK,  
178 Bags good BISCUIT,  
3,120 Pieces STAVES.  
June 3.

The well-known old brand  
**"I. A. G."**

TWO Pipes of Gordon's choice old LONDON PARTICULAR, shipped at Madeira, per *June & Sarah,* last October, and just landed, having had the benefit of a voyage to the West Indies, for Sale by the Subscribers.

WHO ARE LANDING,  
For Sale,

From the *ABEONA, LARK, and ALBION,*  
16 Casks assorted Men's, Women's, and Children's Shoes and Boots,  
Fishing Boots,  
76 Boxes Candles,  
Shore, Seal, and Peter's Lines,  
Hooks and Twines,  
Assorted Cordage,  
Cod Bunts, Caplin Seines, &c. &c.  
May 27. JOHN DUNSCOMB & Co.

JUST IMPORTED,

AND FOR SALE,  
BY

**John Eales, Jun.**

AT THE STORES OF  
**Mr. NICHOLAS GILL,**  
On moderate terms,

**PORK**, Butter, Earthenware,  
Patent Cordage,  
Pitch, Oakum, Tar,  
No. and Flat Canvass,  
Lines, Twines, Hooks,  
Fishing Leads, Bar Lead,  
Nails—assorted sizes,  
Caplin Seines,  
Herring, Mackerel, and Cast Nets,  
Soap, Candles,  
Swanskins, Flannels, Serges, Blankets,  
Tinware,  
Yarn Hose,  
And an assortment of Shop Goods,  
A few small packages of assorted Leatherware,  
Hide and Butt Leather,  
A few Ladies Bonnets and Dress Caps,  
English Lime,  
Devonshire Ale, of an excellent quality,  
And a variety of other articles.  
May 27. — 6 †

JUST IMPORTED,

Per *Frances Mary* from Waterford, and *Janus* from Liverpool,

AND FOR SALE BY

**Doyle and Lawler,**

**PRIME** Mess PORK, in barrels and half-bls. made up for family use,  
English HAMS, of most delicious flavour,  
Cured by Hamilton, Raeburn & Co.  
May 27.

**William Hart Gaden**

HAS RECEIVED,

HIS SPRING SUPPLY OF

**Manufactured Goods,**

WHICH HE OFFERS FOR SALE,

On moderate terms to wholesale purchasers.  
May 27.

**SAMUEL CODNER**

OFFERS FOR SALE,

By the *SELINA,* from Hamburg,

**1000 BAGS** Bread,  
200 Barrels Flour,  
100 Firkins Butter,  
130 Barrels Pork,  
30 Ditto prime fat Beef,  
20 Ditto Oatmeal,  
4 Barrels Pitch,  
2 Tons Oakum.

Also,

Of former importations,  
**1000 Hogsheads SALT,**  
WITH A GENERAL ASSORTMENT OF STORE AND SHOP GOODS.

A few Hogsheads new Devonshire

**ALE, PORTER, AND CIDER**

Remaining,

Received per *COMMODORE,* from Teignmouth.  
May 20.

## On Sale.

BY  
**Rendell & Mortimer,**

IMPORTED THIS SPRING,

**HAMBURG** Pork, Butter,  
Lancashire and Westphalia Hams,  
Devonshire Ale and Cider,  
Irish Porter, in tierces and half-tierces,  
Port Wine, in barrels of three dozen each,  
Cognac Brandy, Sicilian and Fayal Wine,  
New Hemp Cordage, of all sizes,  
Oakum, Pitch, and Stockholm Tar,  
Varnish, Paints, Linseed Oil, and Spirits Turpentine,  
Cod and Caplin Seines, of various dimensions,  
Mackerel and Herring Nets,  
No. and Flat Canvass,  
Lines and Twines, of different sorts,  
Earthenware in crates,  
Soap, Candles, Nails,  
Hide and Butt Leather, Calf Skins, Bazils, Crops, and Kid Leather,  
Several Casks well-assorted Shoes,  
Hake, Bank, Large and Middle-quarter, and Squid Hooks,  
Flushings, Blanketings, Swanskins, Serges,  
Broad and Narrow Cloths,  
Carpeting, Blankets, and Cotton Goods,  
Tin Wares, Window Glass,  
Anchors and Grappels,  
And a variety of other articles.

Also,

Lisbon and Liverpool SALT.

June 3.

RECENTLY IMPORTED,

AND FOR SALE  
BY

**Robinson & Brooking,**

**HAMBURG** Bread,  
Superfine States' and Hamburg fine Flour,  
Irish, Copenhagen, and American Pork,  
Irish and Hamburg Butter,  
Lard, Beef,  
Rum, Molasses, Treacle,  
Sugar, in hogsheads, tierces, and barrels,  
Siam Sugar in bags,  
Jamaica and Java Coffee,  
Liverpool and Foreign Salt,  
Earthenware in crates, well assorted for retailers,  
Bloom, Muscatel, Valencia, Lexia, Denia, and Sul-tana Raisins, in boxes, half-boxes, frails, and kegs,  
Broad Figs, Prunes, Imperial Plums, Currants,  
Hazel Nuts in bags,  
Brandy in pipes and hogsheads,  
Geneva, Sicilian Red Wine,  
Port Wine, in pipes, hogsheads, thirds, qr.-casks, 3, 2, and 1 almudes, and in cases of 1, 2, and 3 dozen each,  
Madeira, Teneriffe, and Fayal Wines, in pipes, hhd., and qr.-casks,  
Bottled Porter and Ale,  
Halifax Porter in hogsheads,  
Fine Westphalia and Cumberland Hams,  
Pease in half-barrels,  
Oatmeal, Rice, Olive Oil,  
New and twice-laid Cordage, Oakum,  
Pitch, Tar, Rosin,  
Iron, Anchors of all sizes,  
Nails, Tin in boxes,  
Chain Cables, assorted sizes, with apparatus,  
No. and Flat Canvass, Lines, Twines,  
Hooks, Lead in bars,  
Cod and Caplin Seines, Cod Bags,  
Herring, Mackerel, and Cast Nets,  
Gunpowder in 25lb. kegs,  
B. B. and S. S. G. Shot,  
Window Glass in crates, and boxes of all sizes,  
Hyson, Twankey, Souchong, and Congo Teas,  
Canton Cape Dresses, Shawls, and Scarfs,  
Bandanoes, India Nanken,  
Printed Cottons of the newest patterns,  
Superfine and fine Broad and Half Cloths,  
Swanskins, Flannels, Flushings,  
Serges, Blankets,  
And a general assortment of Shop Goods,  
Irish Linen at remarkably low prices,  
Brown Holland,  
Soap, London and Liverpool mould and  
Bottle Corks, Bottles,  
White Lead, Linseed Oil, and Spirits Turpentine,  
And a variety of other

BY  
**Henderson, Bland & Co.**

**SUPERFINE**, fine, and middlings Flour,  
Indian Meal,  
Caroline Rice in tierces,  
25 Puncheons Rum in bond,  
Negrohead Tobacco in kegs and half-kegs,  
Soap, Candles,  
Salmon Nets; 50 fathoms long, 42 meshes deep, 6 1/2 inch mesh,  
Cordage, Hausline, Marline, Hambro' Line,  
Oakum, Flat and No. Canvass,  
Pitch, Tar, Rosin, Ochre, Blue Paint,  
Sheathing Paper, Lead,  
An Iron Octagon Grating, for a Ship's Skylight,  
A Ship's Long Boat and Four-oared Gig,  
290 Very choice Yorkshire Hams,  
150 Dozen Men's, Women's, and Children's strong Shoes, of Scotch manufacture, which will be sold low to wholesale purchasers.  
May 27.

## On Sale.

**Brown, Hoyles & Co.**  
HAVE JUST RECEIVED,

By sundry Vessels,  
AND OFFER FOR SALE,  
SICILIAN and Catalonia Red Wines, in hhd.,  
Raisins in boxes,  
Cognac Brandy in hogsheads,  
Soap in boxes,  
Blankets, Swanskin, Serges, &c., by the piece or bale,  
A general assortment of Cordage, Seines, Nets,  
Lines, Twines, Canvass, &c.  
Warren's Backing, in assorted-size bottles.  
May 27.—3 †

For Disposal,

AT VERY REDUCED RATES,  
The Remainder of the  
**STOCK IN TRADE**

OR  
**Mr. William Codner,**  
(Who withdraws from Business in this Island)

CONSISTING OF  
**2 WESTERN** Boats and Craft,  
4 Fishing Boats and ditto,  
2 Rowing Boats,  
500 Hogsheads Salt,  
A quantity of Room Stuff, Provisions, Cordage,  
Shop Goods, and other necessary articles for the fishery.

AND THE  
**HOUSEHOLD FURNITURE,**

Consisting of  
A Set of Mahogany Tables,  
12 Cane-bottomed Chairs,  
Bedsteads, Kitchen Utensils, &c. &c.

TO BE LET,

For one or more years as may be agreed on,  
PART or the whole of those desirable Premises of Mr. W. CODNER, at the South-side of this harbour, on which stands two good Stores, a commodious Dwelling-house, Stages, extensive Flakes, Out-houses, &c. &c., all in excellent repair.  
Apply to  
DANIEL CODNER & Co.  
May 27.

The Subscriber

HAS JUST RECEIVED,

In addition to other late importations,  
Per *Brig Grand Turk, Schooners June & Sarah* and *Warwick* and Sloop *Devonshire* from Demerara, Trinidad, St. Vincent, and Bermuda,

AND FOR SALE,

ON MODERATE TERMS,  
**229 PUNS** MOLASSES,  
92 Ditto RUM,  
16 Hogsheads } SUGARS,  
80 Barrels }  
BENJAMIN I. WILLIAMS.  
May 27.

**Robinson & Brooking**

HAVE IMPORTED,

By the Brigs *Oberon* from Hamburg, a *Dis-*  
*mond* from St. Vincent,

AND OFFER FOR SALE,

**860 BAGS** Bread,  
450 Barrels Flour,  
50 Firkins prime Butter,  
50 Westphalia Hams,  
20 Half-barrels Pease,  
40 Barrels Oatmeal,  
4 Pipes Geneva,  
14 Hhd. and Tierces } Excellent Su  
42 Barrels }  
70 Puncheons Rum,  
34 Ditto Molasses.

BY  
**Whiteway, Mudge & Co.**  
(SOUTH SIDE)

**IRISH** Pork,  
Ditto Butter, 1st., 2d., and 3d. quality  
Devonshire Sweet Cider,  
Ditto Potatoes,  
Canvass, double and single, bleached and  
bleached.

Lines, twines, Mac. Reef Nets,  
Lance Bunt Leaves, 33 feet deep.

Also,  
**Hamburg BREAD,**

**800 Hogsheads SALT.**

AT THE STORES OF

**Bulley, Job & Co.**

**HIGHLY** approved PORT WINE in pipes,  
hhd., qr.-casks, and kegs.

They have also imported

Caplin Seines,  
Lines,  
Chain Cables,  
Sheathing Iron, Nails,  
Boots and Shoes,  
The whole of which they offer low for Cash.  
April 22.



Poets' Corner.

LINES.

The amiable and accomplished Mrs. Henry Siddons, on taking her final leave of the stage on the 29th March last, at Edinburgh, delivered the following address to the audience, written by Sir Walter Scott:—

"The curtain drops—the mimic scene is past—  
One word remains—the saddest and the last:  
A word which oft in careless mood we say,  
When parting friends have pass'd a social day;  
As oft pronounced in agony of heart,  
When friends must sever, or when lovers part;  
Or, o'er the dying couch, in whispers spoken,  
When the frail thread of life is all but broken—  
When all that ear can list, or tongue can tell,  
Are the last mournful accents, Fare ye well!  
Such is the spell the actress must divide  
From duties long her pleasure and her pride;  
So brief the syllables that must bid adieu  
To public life, to Scotland, and to you;  
To hopes, to doubts, to efforts, and to fears,  
And all the business of my scenic years,  
Yet, ere we part—and even now a tear  
Bedims my eye to think our parting near—  
Fain would I speak how deeply in my breast  
Will the remembrance of your kindness rest;  
Fain would I tell, but words are cold and weak—  
It is the heart; the heart alone can speak.  
The wanderer may rejoice to view once more  
The smiling aspect of her native shore;  
Yet oft in mingled dreams of joy and pain  
She'll think she sees this beauteous land again;  
And then, as now will fond affection trace  
The kindness that endear'd her dwelling place,  
Now then it must be said—though from my heart  
The mournful accents scarcely will depart.  
Lingering, as if they feared to break some spell—  
It must be uttered—friends, kind friends, farewell!  
One suit remains—you will not soon to hear:  
The last our lips shall utter on your ear—  
When I am far, my thoughts, oh! be kind  
To the dear relative I leave behind;  
He is your own—and, like yourselves, may claim  
A Scottish origin—a Scottish name:  
His ripened talents—let the truth be told—  
A sister in a brother's cause his bold  
Shall cater for your eye of leisure still  
With equal ardour and improving skill;  
And though too oft the poor performers' lot  
Is but to bloom, to fade, and be forgot,  
Whene'er the mimic sceptre they resign,  
A gentler destiny I feel is mine;  
For as the brother moves before your eyes  
Some memory of the sister must arise;  
And in your hearts a kind remembrance dwell  
Of her, who once again sighs forth—Farewell!"

**Melancholy and Fatal Shipwreck.**—It is with the greatest regret that we have to communicate the particulars of one of the most fatal shipwrecks that has occurred on the coast of this country for several years. On Friday night last, the *Newry*, Captain Crosby, from the port of Newry, bound for Quebec, with about 400 passengers on board, ran on the rocks at Portinclineon, near Bardsley, in Caernarvon Bay, and was dashed to pieces in a few hours: 200 of the passengers perished in the wreck. The particulars which we have been able to collect of this dreadful event are the following:—The ship left Newry on Wednesday, and in beating down the Channel, the weather being very foggy, she got too far into Caernarvon Bay, and was driven on the rocks about nine o'clock on Friday night. A considerable part of the passengers, who were principally Irish emigrants, were below when the ship struck, and such was the violence of the shock, that the ladders between decks were knocked away, and the ship filling with water, every soul below perished! The Captain, with the crew, and about half the passengers, succeeded in reaching the shore, though in what manner we have not learnt. They were all in the most wretched condition, many of them having lost every thing that they possessed in the world. The greatest part of them are at Caernarvon, where they have been treated with great kindness by the inhabitants. A passenger arrived from Portinclineon, at Caernarvon, a short time before the last accounts were sent away, who stated that the ship had gone to pieces, and that the shore was covered with dead bodies. Among those who have perished are said to be several respectable families. Captain Crosby, with the crew, and about 20 of the passengers, were expected to arrive in Liverpool on Wednesday by the *Abbey* steam-boat. *Greenock Advertiser, April 23.*

**THE ANTARCTIC EXPEDITION.**—The brig *Annawan* has sailed from New York on a three years' voyage. This vessel belongs to a company, and has been fitted out for scientific and commercial purposes. She is destined for the frozen regions of the Antarctic Pole, and her construction is admirably calculated to encounter the perils of those seas. The *Annawan* is commanded by Captain Palmer, a skilful navigator, known by the discovery of a continent, or group of considerable islands, near the Antarctic Pole. He has for a partner in his enterprise Captain Pendleton, commanding the *Seraph*, a vessel of equal size. The crew of the two vessels, amounting to 50 men, is composed of stout young fellows, sons of Connecticut farmers; of several of them it is the first voyage. Among the remarkable particulars of the equipment are the means, as simple as ingenious, by which the ships' boats can be in a moment transformed into sledges for crossing the ice.

The trial of the important and interesting case of the Dandonnell estate is, we understand, fixed to come on before the Jury Court at Edinburgh, on the 10th of May.

On Sale.

JAMES FERGUS

Has Imported,

By the Schooner CERES from Halifax, and SARAH & JANE from Madeira,

- 50 BARRELS middlings Flour,
- 50 Ditto Trinidad Sugar,
- 40 Half-boxes Chocolate,
- 36 Tubs Cumberland Butter,
- 22 Puncheons Molasses,
- 10 Hogsheds Porter,
- 30 Barrels Wilmington Tar,
- 4 Half-barrels Barley,
- 20 M. Shingles,
- 2 Pipes very superior old Madeira Wine,
- 1 Qr.-cask Malmsay ditto.

ALSO, FOR SALE,

Deliverable at an Out-port,  
30 Tuns Pale SEAL OIL.

May 27.

Daniel Codner & Co.

Received by sundry vessels this Spring,  
And of former Importations,

- BREAD, Flour, Hamburg and Irish Pork,
  - Butter, Hams, Oats,
  - 125 Boxes and Half-boxes Muscatel Raisins,
  - Devonshire Sweet Cider and Halifax Fresh Ale in Hogsheds,
  - Rum, Molasses, Sugar, Brandy,
  - Burgundy Wine in Bottles,
  - 100 Boxes Soap, Candles,
  - A large assortment of new Cordage, various sizes,
  - Spun yarn, Oakum,
  - Number and Flat Canvass, in great variety,
  - Bridport Manufactures, in large supply, consisting of Cod and Caplin Seines, Bags, Salmon, Mackerel, Herring and Cast Nets, variety of dimensions,
  - All kinds of Lines, Twines, and Hooks, in quantity,
  - Flat, Square, Bolt, and Rod Iron,
  - Fishing Leads, Bar and Sheet Lead,
  - Iron and Copper Nails,
  - Paints, Linseed Oil and Spirits Turpentine,
  - Stockholm Pitch and Tar,
  - Coals, Bricks, Lime, Corkwood,
  - Tinware and Earthenware,
  - Boots, Shoes, Barvels and Sole Leather,
  - 12 Pieces Broad-cloth,
  - 50 Ditto Blanketing,
  - 130 Ditto Serge,
  - 10 Ditto Flushing,
- And a general assortment of other Store and-Shop Goods—all of which are offered at very reasonable prices.

Very low by the Piece,

May 13.

JUST IMPORTED,

By the Three Sisters and Frances Mary, and daily expected by the *Arno*, from Waterford,

AND FOR SALE

BY THE SUBSCRIBER,

- PRIME new Mess Pork, in barrels of 50 pieces, 4 lbs. each,
  - Half-barrels ditto, 25 pieces, 4 lbs. each,
  - New Mess ditto in barrels,
  - Half-barrels Pigs' Under Jaws, with tongues,
  - Prime Hams, recently smoked and cured,
  - A lot of Davis and Strangman's superior Porter, particularly ordered for bottling,
  - Ditto Cherry's ditto,
  - Assorted Glasware in hogsheds, which will be sold at a moderate percentage on Invoice Cost.
- ☞ Fish, Oil, or Cash taken in payment.

May 20,

ROBERT ROACH.

BY

Brown, Hoyles & Co.

- SALT, Butter,
- Cognac Brandy in pipes and hogsheds,
- Sherry Wine in pipes and hogsheds,
- Sicilian and Figueira Red Wine in ditto,
- Prime old London Particular Madeira in hogsheds and quarter-casks,
- Figueira White Wine in pipes,
- Sauterne in hogsheds,
- Number and flat Canvass,
- Duck and Shirting,
- Assorted Cordage (new and twice-laid),
- Cod and Caplin Seines (second hand),
- Cod Bags (ditto),
- Salmon, Mackerel, and Herring Nets,
- Lines, Twines, Hooks, &c.
- Serges, Duffles, Fearnought, and Flushings,
- Paints, Spirits Turpentine, Nails,
- Vinegar in hogsheds,
- Stationary,
- Slops, viz.—Jackets, Trousers, Shirts, Cotton and Baize, and a variety of Shop Goods,
- Lead in bars,
- Stockholm Tar, Tobacco,
- Warren's Blacking (assorted-sized jars in casks),
- Parlour Grates, Kitchen Ranges,
- Winches, Palls, &c.
- Cambouses and Cabin Stoves,
- Wine Bottles in crates or by the gross.

ALSO, THE

Brigantine EMILY,

Burthen per Register 100 tons; completely fitted for the ice this spring. A liberal credit will be given on approved security.

Lots of GROUND on Building Leases.

April 29.

☞ Apply as above.

On Sale.

Garland C. Gaden

HAS JUST RECEIVED

His Spring supply of useful and fashionable

GOODS,

WHICH HE OFFERS FOR SALE,

On advantageous terms,

VIZ.

- CANTON Crape Shawls and Handkerchiefs,
- Silk and Gauze Handkerchiefs,
- Coloured Muslins, Ladies' black Veils,
- Ladies' and Gentlemen's black and white Silk Hose,
- Men's and Children's cotton, lambs'-wool, and worsted Hose,
- Morino, Bombazetts,
- Silk, serge, cotton, and cloth Shawls,
- Foundation, jaconet, cambric, medium, and book Muslins,
- Cottons, Calicoes, Derry,
- Figured Nets, Linens,
- Diapers, Jean, red and white Flannels,
- Serges, green Baize,
- Blanketing, Bed Tick,
- Bowls, Fustians, Molekin,
- Check, Gingham, Tartans,
- Cotton Shirts, Guernsey Frocks,
- Counterpanes, Quilts, Tapers,
- Bobbins, Threads,
- Gentlemen's superfine beaver, plated, silk, and glazed Hats,
- Ladies' Leghorn and straw Bonnets,
- Pasteboard, wadding and wrapping Papers, &c. &c.

Also,

- 3 Hhds. double-refined Loaf Sugar,
- 3 Dozen orange Nectar Draught, (particularly recommended for summer use.)
- A well-selected assortment of Hardware, &c. &c.

MUSICAL INSTRUMENTS—VIZ.

- Kent Bugles, Guitars,
- Eolian Harps, &c.

May 6.

Patrick Morris

HAS JUST RECEIVED,

Per Ship *Frances Mary*, from Waterford,

A quantity of Strangman's

PORTER.

It is of superior quality, and will be sold low for Cash.

May 20.

William & Henry Thomas

HAVE JUST RECEIVED,

Per Courier from Antigonish, and Acadia from Sydney,

- 20 M. Pine BOARD and PLANK,
- 50 M. best Pine SHINGLES,
- 20 Kegs new Sydney BUTTER, put up for Family use.

May 13.

Benjamin I. Williams,

JUST RECEIVED,

Per Brigs *B. K. Kece* and *Rover* from Demerara,

- 230 Puns, strong-proof Rum,
- 63 Ditto Molasses.

April 22.

BY

Patrick Morris,

- 1200 H HDS. Liverpool SALT,
- A few Hhds. and Quarter-Casks Cheap WHITE WINE,
- Irish PORTER, in Tierces,

April 15.

BY

Benjamin I. Williams,

- 18 H HDS. 27 Tierces, and 16 Barrels SUGAR, of good quality; just received, per Brigantine *Improvement*, from Bermuda.

May 6.

Robinson & Brooking

OFFER FOR SALE,

The Cargo of the Brig *Atlantic*, William Bell, Master, from Demerary,

CONSISTING OF

- 199 PUNS, and High-proof Demerary RUM,
- 26 Hhds. 33 Puncheons MOLASSES.

They have also for Sale,

A QUANTITY OF

1 inch, 1½ inch, and 3 inch

HARDWOOD PLANK.

April 1.

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

Notices.

Martin and Malone, TAILORS, PELISSE AND HABIT MAKERS,

BEG leave, most respectfully, to intimate to their Friends and the Public in general, that they have commenced business in the above line, in part of the Shop occupied by Mr. STEPHEN MALONE, Boot and Shoemaker, and nearly opposite the premises of Messrs. WILLIAM & HENRY THOMAS, and hope, by assiduity and strict attention, to obtain a share of patronage and support.—They have on hand, a neat assortment of CLOTHS, WAIST COAT PATTERNS, &c.

☞ Naval and Military Uniforms, and Ladies' Fancy Work, executed in a style not to be excelled in the Island.

May 20.

JAMES H. PUTLOCK,

Professor of Music,

WILL teach the Piano Forte, Flute, Single and Double Flagelets, French Horn, and Kent Bugle.

☞ PIANO FORTES Tuned and Repaired on reasonable terms.

Apply to Mr. STENTAFORD, Water-street.

May 6.

DESIRABLE CONVEYANCE

To and from Harbour-Grace

THE Public are respectfully informed that the Packet-boat *Express*, having undergone a thorough and complete repair, has just commenced her usual trips 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, Sundays excepted, and weather permitting.

Cabin Passengers ..... 10s.  
Storage ditto ..... 5s.  
Single Letters ..... 6d.  
Double ditto ..... 1s.

Parcels (not containing Letters) in proportion to their weight.

The Public are also respectfully notified that no accounts can be kept for Passages or Postages; nor 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 transmitted.

AGENTS: HENRY WINTON, St. John's.

ROBERT OKE, Harbour-Grace.

April 22.

DART PACKET BOAT.

JAMES DOYLE begs to inform the Public generally, that he has recommenced plying between Carbonear and Portugal Cove, 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.

April 29.

DESIRABLE CONVEYANCE

TO AND FROM

Port-de-Grave, Brigus, and Bay Roberts.

THE Arrow Packet Boat THOMAS BUTLER, Master, will ply between PORT-DE-GRAVE and PORTUGAL COVE, weekly, throughout this season.

She will be at Cubits at 8 o'clock every WEDNESDAY morning, to receive on board Passengers, Letters and Parcels from Brigus. She will then call at Port-de-Grave, and there wait half an hour to receive Passengers, &c. from that place and Bay Roberts, and from thence proceed to Portugal Cove direct.

The Letter Carrier will deliver the Letters and Parcels in St. John's, immediately on his arrival there, and call on the following morning (Thursday) at 7 o'clock precisely, at the Office of the Public Ledger, for Letters and Parcels directed to the aforesaid places.

The Arrow will leave Portugal Cove (on her return) at 11 o'clock every THURSDAY morning, weather permitting. She will land Passengers, Letters, and Parcels for Port-de-Grave and Bay Roberts at Port-de-Grave, and then proceed immediately to Cubits.

TERMS OF CONVEYANCE:

Ladies and Gentlemen ..... 10s.  
Servants and Children ..... 5s.  
Single Letters ..... 6d.

Double ditto and Parcels in proportion.

☞ Printed and Published every THURSDAY, by the Proprietor, JOHN SHEA, at his Office opposite the CUSTOM-HOUSE, Water-Street, where Advertisements, &c. will be thankfully received and carefully attended to. Orders will also be transmitted by Mr. THOMAS FOLEY, Merchant, Harbour-Grace.—ONE GUINEA per annum.