



# Newfoundlander.

No. 172.

THURSDAY, November 4, 1830.

Sixpence.

## OPENING OF THE LIVERPOOL AND MANCHESTER RAILWAY.

(From the Chester Chronicle, September 17.)

The interest which this event excited, not only in the two great towns at the extremities of the line, but also in all the adjacent districts, and even in remote parts of the kingdom, was extremely powerful; and the concourse of spectators assembled was greater than has been witnessed in this part of the country on any previous occasion.

As early as Monday crowds of persons flocked into Liverpool, and continued to arrive until Wednesday morning. In addition to the immense population of Liverpool and Manchester which were distributed through the line, hundreds of thousands of people flocked in from Bury, Bolton, Preston, Wigan, and the other populous towns of Lancashire; from all parts of Cheshire, Shropshire, Derbyshire, and North Wales; and even from Scotland and Ireland. It was computed that not less than 500,000 persons were assembled throughout the whole line.

Every vehicle in this city was in requisition, and in the course of Monday and Tuesday no less than 524 passengers were forwarded to Liverpool from the Feather's coach office, and 202 from the White Lion. Besides the additional interest arising from the presence of the Duke of Wellington, the event of the opening of the Railway was of itself sufficient to justify the curiosity which was felt. As a work of art it has seldom been equalled in magnitude and importance; the tunnel, the rock excavations at Olive Mount, the embankment of Broad Green, the Newton Viaduct, the cutting of Kenyon, and the firm and beautiful road across the swamps of Chat Moss, are all great and admirable triumphs of science, industry, and enterprise; indeed, whether taken as a whole, or examined in detail, the Railway may fairly be ranked as one of the noblest and most useful works that this or any other country has ever possessed. At Liverpool and Manchester the intense and anxious interest was most natural. The amount of property invested in the Railway is nearly a million sterling, and this was the commencement of a series of trials and experiments which will decide the value of that property.

The company assembled at the Crown-street Station, Edge Vale, about half-past nine o'clock. The carriage containing the Duke of Wellington and the distinguished visitors, was truly magnificent. The floor is 52 feet long by 8 wide, and is supported by eight large iron wheels. The sides are beautifully ornamented, superb Grecian scrolls and balustrades, superbly gilt, supporting a massy hand-rail all round the carriage, along the whole centre of which an ottoman was the seat of the company. A grand canopy, 24 feet long, is placed on iron pillars, and is so contrived as to be lowered for passing through the Tunnel. The drapery is of rich crimson cloth, and the whole is surmounted by the duke's coronet. There were three other ornamented carriages for the directors and their friends. The following noblemen and gentlemen were among the company in the carriages:—The Duke of Wellington, the Earl of Wiltton, Lord Hill, Lord Seaford, Lord Stanley, Lord and Lady Elizabeth Belgrave, Lord F. E. Gower, Sir Robert Peel, Sir Thomas Stanley and family, Lord Combermere, Lord Hill, Lord Bayning, Lord Brecknock, Lord Mervill, Sir Philip Grey Egerton, Bart., M. P., Sir John Lubbock, Major Hilton, Colonel Cawthorn, M. P., George Wainman, Esq., Thomas Lech, M. P., General Yates, Le Comte de Demidoff, Le Prince-Sourmoff, Hon. Mr. Neville, M. P., Lord Wharfedale, Sir Samuel and Lady Scott, and family, Count Stanislaus Potocki, St. Petersburgh, Sir H. M. Mainwaring, Bart., Sir S. Mordaunt, Sir H. W. Martin, the Right Hon. G. Canning, Wilbraham Egerton, Esq., M. P., Col. Cawthorne, M. P., John Wood, Esq., M. P., W. Woolrych Whitmore, Esq., M. P., John Bennett, Esq., M. P., Colonel Jordan, Peter Hesketh, Esq., of Rossall Hall, and Lady, &c. &c.—Prince Esterhazy, the Duchess of St. Albans, and the Countess of Wiltton, were also among the distinguished individuals present.

On the south or right-hand line of the Railway, was placed a single engine, the *Northumbrian*, to which were attached three carriages, the first containing the band, the second the Duke of Wellington, and a number of other persons of distinction, and the third the directors, and their friends. Seven other engines, drawing twenty-nine carriages, filled with proprietors and their friends, were placed on the north line of the railway. The two first, namely, the *Phoenix* and the *North Star*, five carriages,

the *Rocket*, three, and the *Dart*, *Comet*, *Arrow*, and *Meteor*, each four. These engines were built by Messrs. Stephenson. The arrangement of placing the Duke's carriage on a different line from that on which the main procession moved was to give his Grace and his party an opportunity of passing and re-passing the other carriages, which was done several times during the journey, to allow of accelerating or retarding the velocity of his progress, and to show him the power of the engines, without dragging the rest of the procession at a rate which might be inconvenient, and perhaps dangerous. By this means too the persons composing the main procession had more frequent opportunities of seeing the distinguished visitors than if the whole were placed on one line. The carriages contained only 772 persons, to the bitter disappointment of nearly as many more that expected to enjoy the same gratification. It was at one time expected that the directors would have been enabled to convey about one thousand persons to Manchester on this occasion; but their means of transport were curtailed by some very mortifying disappointments. The engines of Messrs. Braithwaite and Ericson, the *Adelaide* and *King William IV.*, from which so much was expected, (and which certainly evinced a degree of ingenuity highly creditable to the inventors) have not, it is said, hitherto answered the expectations entertained respecting them; at all events they were not in "working order" on Wednesday. In addition to this disappointment, an engine constructed by Mr. Stephenson, and sent off from his works, near Newcastle, was detained on its way by an accident to a steam-boat at Carlisle, and could not reach its destination in time for the ceremony.

The cortege started at 20 minutes before 11, amid the most deafening shouts of the assembled multitude, accompanied with the waving of hats and handkerchiefs. The pace at starting was not particularly rapid, being only about sixteen miles an hour, and did not exceed 24 miles an hour on any part of the line. At the Sankey Viaduct, the procession halted for a few minutes, and the Duke, the Russian Charge d'Affaires, and some officers of the party alighted to inspect this admirable piece of masonry, upon which they bestowed unqualified admiration. The Viaduct and embankment particularly obtained the Duke's attention, and "magnificent!" "stupendous!" were heard frequently to issue from his lips. The Viaduct was rapidly passed, and the engines entered on the Kenyon embankment, and at Parkside, seventeen miles from Liverpool, stopped to renew the feeders and take in a fresh supply of fuel.

## FATAL ACCIDENT TO MR. HUSKISSON.

We have hitherto spoken exultingly of the day's proceedings, and at the period alluded to, looked forward with the most sanguine hopes to a gratifying close to so propitious a beginning. With most anxious feelings we have to announce the contrary, and to detail the particulars of a melancholy event which will excite the most general sorrow throughout the empire, and make the 15th of September be regarded with long and general regret.

Before starting from Liverpool, the company were particularly requested not to leave the carriages, and the same caution was repeated in the printed directions describing the order of procession. Notwithstanding this regulation, however, it appears that Mr. Huskisson, Mr. William Holmes, M. P., and other gentlemen alighted while the procession halted at Park-field, (a little on the Manchester side of Newton,) and walked about on the road. At this time three of the engines on the north rail, the *Phoenix*, the *North Star*, and the *Rocket*, had passed on towards Manchester, and the other four, the *Dart*, *Comet*, *Arrow*, and *Meteor*, were rapidly approaching. As the gentlemen who had alighted were preparing to re-enter the carriages attached to the *Northumbrian*, on the south line, Mr. Huskisson approached that part at which Mrs. Huskisson was sitting, when he caught the eye of the Duke of Wellington. A recognition immediately followed, the Duke extended his hand, which Mr. Huskisson advanced to take. While in the act of shaking hands, heralds' sounds announced the approach of the *Dart* engine, on the opposite rail; a cry of danger was instantly raised, and Prince Esterhazy was helped into the carriage by Mr. Littleton, the Member for Staffordshire. Mr. Huskisson remained outside, and several voices exclaimed "come in," "take care Mr. Huskisson." He was at this time standing in the road between the two lines of railway, and had he remained in that situation no accident would have

occurred, the two lines being about four feet distant from each other. Unluckily, however, Mr. Huskisson imagined that there was not room for a person to stand between the lines while the other engines were passing; and, under that impression, he made an attempt to get into the carriage of the Duke, before the *Dart* came up. The unfortunate gentleman became flurried, and hastily caught hold of the door, but unhappily in endeavouring to ascend, he missed his footing, and either fell, or was thrown, down by the door, and lay across the other line, the moment before the *Dart* came up! The conductor of that engine immediately stopped it, but before this was completely effected, both wheels of the engine, and one of those of the first carriage attached to it, passed over the right leg of the unfortunate gentleman, which was placed across the rail, his head and body being under the engine. The right leg was frightfully shattered below the knee, and the thigh also suffered a compound fracture. The entire was the work of a moment. An instant previous he was in the full possession of health and spirits; he now lay bleeding and mangled before his friends! To portray the scene that followed would be impossible; Mrs. Huskisson uttered a scream of horror, and sunk under her appalling affliction.

The Earl of Wiltton, Mr. Holmes, and Mr. Parkes, solicitor of Birmingham (the author of a work of some celebrity on the Court of Chancery) raised Mr. Huskisson from the ground. The only words he uttered at that time were to this effect:—"I have met my death—God forgive me." The first thing that was done was to twist a handkerchief (in the manner of a tourniquet) tightly round the wounded parts of the limb, for the purpose of stopping the effusion of blood; and the *Northumbrian*, being detached from the carriages, was sent forward with the greatest possible speed to Eccles with Mr. Huskisson, the Earl of Wiltton, Mr. Stephenson, and two medical gentlemen (Dr. Hunter of Edinburgh, and Mr. Broadbent of Liverpool), who happened to be present, but had no surgical instruments with them. On their arrival at Eccles, Mr. Huskisson was conveyed to the house of the Rev. Mr. Blackburne, Vicar of Eccles, which adjoins the road, and the engine proceeded to Manchester, with Lord Wiltton and Mr. Stephenson, to procure further medical assistance. Fortunately on the arrival of the *Northumbrian* at Manchester, Mr. Ransome, Mr. Wharton, and Mr. Garside, all eminent surgeons, were among the company on that part of the road, and they immediately returned with Lord Wiltton and Mr. Stephenson to Eccles. At first amputation was proposed, but the intention was subsequently abandoned, it being feared that the operation would cause the immediate death of the patient. Towards evening he became more calm, and, we understand, had sufficient strength to make some additions to his will, and was also sufficiently composed to receive the Sacrament; and at twenty minutes past nine o'clock he calmly and resignedly breathed his last!

Return we now to the scene of the accident, and to resume the detail of the remainder of the proceedings of this eventful day. A consultation was next held by the party at Newton as to the course best to be adopted under these melancholy circumstances.—The Duke of Wellington and Sir Robert Peel were strongly desirous that the procession should be stopped, and return to Liverpool. After some consultation, however, this proposal was relinquished, and it was finally agreed to proceed with the ceremony of opening the railway, to which, in some degree, the alarm and disappointment which must otherwise have been occasioned to the vast multitudes at the Manchester end of the line. The carriages of the Duke and the Directors were consequently attached to those which accompanied the *Phoenix* engine, and in this manner the whole proceeded at a slow pace towards Eccles, where a stoppage took place, while the Duke and his friends made inquiry respecting the condition of Mr. Huskisson. As they proceeded towards Manchester no display was permitted, and the bugles ceased their sound. The crowds that cheered on every side met no kindred response, and no doubt felt much surprised at the apparent want of courtesy in those they were anxious to compliment.

The *Northumbrian*, with the Duke and directors, &c., arrived in front of the company's warehouses, about a quarter before three, but the other engines and carriages did not arrive for some time afterwards. The Duke was received at his entrance with military honours by the 50th regiment, which was drawn up for the purpose. Crowds collected round his carriage, and he was principally employed till his return in warmly shaking their hands. On their arrival, the

company proceed to the upper rooms in the warehouses, and partook of a splendid *dejeuner a la fourchette*, provided by Mr. Lynn, of the Waterloo Hotel, Liverpool. The Duke of Wellington, however, declined, in consequence of the accident to Mr. Huskisson, to enter the rooms, and remained in the carriage, where some slight refreshments were handed to him. He was here fully occupied during the space of an hour and a half that the rest of the company spent at breakfast, conversing with his friends, and shaking hands with the hundreds who thronged around him for that purpose.

During this interval the different engines had gone to Eccles for a supply of water, and on their return they were attached to the carriages to which they respectively belonged. The Duke took his departure about ten minutes past four. He quitted six miles from Liverpool for Childwall hall, the seat of the Marquis of Salisbury: the procession to which he belonged arrived at the tunnel at seven o'clock. The other carriages, twenty-one in number, did not leave Manchester owing to the departure of their engines occasioned by some misdirection of order till half-past 5 o'clock. They were conveyed in a line by the 3 remaining engines, and proceeded but slowly; they were met at the Kenyon Embankment by the others, and did not arrive at Liverpool till ten o'clock.

## FUNERAL OF THE LATE MR. HUSKISSON.

(From the Liverpool Mercury, Sept. 24.)

This day the remains of the Right Hon. William Huskisson were committed to the grave, to which they were attended by thousands of his sorrowing countrymen, anxious to pay the last sad tribute of respect to the memory of a man, whose sterling abilities as a Statesman, ever honestly and strenuously exerted for the good of his country and mankind, and whose public and private virtues as a man, have so endeared him to the nation at large, that the feeling which pervaded the breasts of thousands who took part of the funeral procession, or were assembled in the streets to witness it, or congregated in the New Cemetery and its vicinity to see his earthly remains committed to the dust, may, with truth, be said to have animated the community of Great Britain at large, and even to have found a responsive echo in foreign lands.—If any thing can soothe or alleviate this general sense of loss entertained by the public and by the private friends and relatives of the illustrious deceased, the universal grief of the public for the deplorable accident which, in the midst of festivity and rejoicing, cut short the days of the departed Statesman, and sent him before the tribunal of his God, and the becoming and respectful manner in which his mortal part was attended to the grave, must produce that effect in some degree; and whilst our own feelings dictate to us how inadequate these must be, we still regard the mark of public respect, gratitude, and sorrow, which has been paid this day, as alike honourable to the living and the dead.—This conviction is lightened by the facts, that by all whose means would allow of their conforming to the necessary condition, viz., being dressed in mourning, or having some mark of mourning on their persons, without distinction of sect or party, a universal anxiety to attend the funeral was manifested, and that the public subscription for a monument over the illustrious dead already amounts to upwards of £2000. Still, when we contemplate the loss sustained by the nation in general, and by Liverpool in particular, we are compelled to acknowledge the vanity of all human consolation, whilst we submit to the decrees of that all-wise Providence which orders all things for the best, and knows how to produce good out of that which to His finite and short-sighted creatures appears to be evil unadvised. With these feelings we shall proceed to give such an account as our limits will permit of the melancholy ceremony, which will be for ever celebrated in the annals of Liverpool as a just and well-earned tribute to public and private worth, and a mark of deep sympathy and regret for the deplorable accident which rendered it necessary.

For some days past the exertions of the gentlemen forming this Committee, to give due effect to the ceremony and preserve order, have been most active and unremitting, and the regulations adopted have been well-calculated to produce the desired effect.—The principal of these was the erection of a strong railing on each side of the streets, forming the line of procession from the Town-hall to the place of interment, a distance of nearly a mile. The streets thus railed off were part of Castle-street, Lord-street,

Church-street, Bold-street, Slater-street, and Duke-street, up to the cemetery. The railings were composed of three-inch spars, from 18 to 20 feet long, supported every 10 or 12 feet by strong uprights. As each side of the streets was railed, they formed a line of nearly two miles in length, and had a very singular appearance. Their erection was, of course, attended with considerable expense, but they completely answered the purpose intended, in protecting the procession from the pressure of the crowd, and at the same time rendered unnecessary any great increase in the number of the police and special constables, several of whom, however, were placed on the line, and at the cemetery, to preserve order. We are glad that, in such a credit to our townsmen, their office was nearly a sinecure, as a spirit of the utmost decency and decorum was displayed by the thousands assembled to witness the procession. On Wednesday and Thursday tickets were distributed by the committee to the persons anxious to enter the precincts of the cemetery, and to have a closer view of the funeral ceremony.

The children of the Blue School, and other charity schools, were assembled in St. Peter's church-yard to witness the procession, and every place where a view could be obtained was crowded with spectators. In Great George's-place, where the crowd was most dense, there were several carts filled with people.

Early this morning the weather was lowering in the extreme, and there were several heavy showers before the procession started, particularly one which occurred about half-past 8, which was one of the heaviest we have seen, and which was intermixed with hail. It had the effect of dispersing the crowds who were assembled on the line even at that early hour, though the time fixed for the starting of the procession, in the notice given to the public, was 10 o'clock. Numbers of people, however, who had assembled in the vicinity of the cemetery, kept their ground in despite of the rain. In the neighbourhood of the Town-hall, the people began to assemble at an early hour, but many of them dispersed on account of the unfavourable state of the weather.

About 9 o'clock the individuals, carriages, &c., intending to join in the procession, began to assemble in the area of the Exchange, Water-street, and Dale-street; and the gentlemen of the committee, and Mr. Wilson and his assistants, to whose activity, industry, and taste, every praise is due, were actively engaged from an early hour in the morning, in the Town-hall, where the body was deposited, in expediting the preliminary arrangements. We have already stated, that in consequence of the declared wish of Mrs. Huskisson to that effect, the body was not laid in state, and the public were not admitted to gaze upon the melancholy scene. In consequence of the delay, arising from the unfavourable state of the weather, the procession did not move till about a quarter past 10 o'clock. The weather cleared up about the time fixed for starting, and remained fine until the conclusion of the ceremony.

The number of carriages was limited, as it was wished by the committee to render the procession one of pedestrians, otherwise there is no doubt that there would have been two or three hundred carriages, besides horsemen, of whom there were none. There were in all twenty-two carriages and pair, and four mourning coaches with four horses in each.

OPENING OF THE AMERICAN PORTS TO COLONIAL VESSELS.

(From the Halifax Journal, October 18.)

IMPORTANT FROM WASHINGTON. The Washington Telegraph received last evening contains the following Proclamation of the President Jackson, in relation to the opening of the British West India Ports: By the President of the United States of America, A PROCLAMATION.

WHEREAS, by an act of the Congress of the United States, passed on the 20th day of May, one thousand eight hundred and thirty, it is provided, that whenever the President of the United States shall receive satisfactory evidence that the Government of Great Britain will open the ports in its Colonial possessions in the West Indies, on the Continent of South America, the Bahama Islands, the Caicos, and the Bermuda or Somer Islands, to the vessels of the United States, for an indefinite or for a limited term that the vessels of the United States, and their cargoes, on entering the Colonial ports aforesaid, shall not be subject to other or higher duties of tonnage or impost, or charges of any other description than would be imposed on British vessels, or their cargoes, arriving in the said Colonial possessions from the United States; and that the vessels of the United States may import into the said Colonial Possessions, from the United States; and that the vessels of the United States may export from the British Colonies aforesaid to any country whatever, other than the dominions or possessions of Great Britain, any article or articles that can be exported, therefrom in a British vessel, to any country other than the British dominions or possessions aforesaid; leaving the commercial intercourse between the United States with all other parts of the British dominions or possessions on a footing not less favourable to the United States than it now is; that then and in such case, the President of the United States shall be authorized, at any time before the next session of Congress, to issue his Proclamation, declaring that he has received such evidence; and that, thereupon, and from the date of such Proclamation, the ports of the United States, shall be opened, indefinitely, or for a term fixed, as the case may be, to British vessels coming from the said British Colonial possessions, and their cargoes, subject to no other or higher duty of tonnage or impost, or charge of any description whatever, than would be levied on

the vessels of the United States, or their cargoes, arriving from the said British possessions; and that it shall be lawful for the said British vessels to import into the United States, and to export therefrom, any article or articles which may be imported or exported in vessels of the United States; and that the act, entitled "An act concerning Navigation," passed on the eighteenth day of April, one thousand eight hundred and eighteen, an act supplementary thereto, passed the fifteenth day of May, one thousand eight hundred and twenty, and an act, entitled "An act to regulate the commercial intercourse between the United States and certain British Ports," passed on the first day of March, one thousand eight hundred and twenty-three, shall, in such case, be suspended, or absolutely repealed, as the case may require.

And whereas, by the said act, it is further provided, that, whenever the ports of the United States shall have been opened under the authority thereby given, British vessels and their cargoes shall be admitted to an entry in the ports of the United States, from the Islands, Provinces, or Colonies of Great Britain, on or near the North American continent, and North or East of the United States:

And whereas, satisfactory evidence has been received by the President of the United States; that, whenever he shall give effect to the provisions of the act aforesaid, the Government of Great Britain will open, for an indefinite period, the ports in its colonial possessions in the West Indies, on the Continent of South America, the Bahama Islands, the Caicos, and the Bermuda or Somer Islands, to the vessels of the United States and their cargoes, upon the terms, and according to the requisitions, of the aforesaid act of Congress.

Now, therefore, I, Andrew Jackson, President, of the United States of America, do hereby declare and proclaim that such evidence has been received by me; and that, by operation of the act of Congress passed on the twenty-ninth day of May, one thousand eight hundred and thirty, the ports of the United States are, from the date of this Proclamation, open to British vessels coming from the said British possessions, and their cargoes, upon the terms set forth in the said act; and the act entitled "An act concerning Navigation," passed on the eighteenth day of April, one thousand eight hundred and eighteen, the act supplementary thereto, passed the fifteenth day of May, one thousand eight hundred and twenty, and the act, entitled "An act to regulate the commercial intercourse between the United States and certain British Ports," passed the first day of March, one thousand eight hundred and twenty-three, are absolutely repealed; and British vessels and their cargoes are admitted to an entry in the ports of the United States, from the Islands, Provinces, and Colonies, of Great Britain, on or near the North American continent, and North or East of the United States.

GIVEN under my hand, at the City of Washington, the fifth day of October, in the year of our Lord one thousand eight hundred and thirty, and the fifty-fifth of the Independence of the United States.

ANDREW JACKSON.

By the President, M. VAN BUREN, Secretary of State.

The Newfoundland.

ST. JOHN'S, (THURSDAY) November 4, 1830.

Died, on Friday morning last, after a severe illness, Mr. HENRY SHEA, merchant, of this town, aged 63 years—of which forty-six were passed in Newfoundland. His remains were conveyed to the tomb, on Monday last, attended by the Right Rev. Dr. Fleming and his clergy—the Medical attendants; most of the Civil and Military authorities, the Gentlemen of the Bar, the resident Merchants, the Members of the Benevolent Irish Society, in procession, amidst a concourse of the Inhabitants of all classes—amongst whom the most consolatory manifestations of respect and esteem were evinced for the memory of the deceased; for several days previous to, and on the occasion of, the interment.—We most thankfully avail ourselves of the following tributes, from the columns of our contemporaries:—

(From the Public Ledger of Tuesday.)

It may safely be affirmed, that no member of the community has at any time left behind him a character more generally respected and esteemed than the late Mr. HENRY SHEA. He was one of the founders of the Benevolent Irish Society, in the year 1806, and held the office of Secretary for several years afterwards, until he was required to fill that of Vice-president. During the greater part of the time he held the latter office, he had the management of the Society, in the absence of Mr. M'Braire, and on his retiring from active duty a few years since, he was complimented with the distinction of an Honorary Vice-president for life.—Of the opinion entertained by his brother members of his character and past services in the Society, the following sketch, delivered by the President, Stephen Lawler, Esq., to the members of the Society, at the Orphan Asylum School-house, on their return from the funeral yesterday, may serve as a faint specimen:—

"Although we assembled here to-day in accordance with one of the rules of our Society, to pay a mark of respect to the memory of a deceased brother member, yet I feel fully assured that if no regulation of the Society required such a compliment, there would not be a single member found amongst us who would not voluntarily have offered his services to pay this last sad tribute of respectful attention to the memory of one of the most zealous, useful, and efficient members and officers that this Society has ever enrolled amongst them.—The late Mr. SHEA possessed qualities that peculiarly fitted him for upholding the respectability, and promoting

the prosperity, of a charitable institution. His disposition was kind, open, magly, and generous—a stranger to guile, as well as to selfishness. His heart was, in the strongest sense of the phrase, truly Irish; and the respectability, welfare, and usefulness of the Benevolent Irish Society were so closely interwoven with his national affections, that if any circumstance had occurred that would have placed the interests of his family in opposition to the interests of that Society, he would, without hesitation, have sided with the latter.—He was, as may well be supposed, a man of strict integrity, and, being happily possessed of the most social and obliging disposition, he could not fail of acquiring and holding the respect and esteem of all classes of the community; so that his character and influence out of the Society was as conducive to its prosperity, as his able and zealous conduct as an officer of the institution was to the promotion and advancement of its internal resources. His demeanour as an officer of the Society was calculated, in an eminent degree, to preserve harmony and brotherly feeling amongst the members, without compromising the dignity of an officer, or sacrificing the interests or respectability of the institution. It is, therefore, impossible that the members of the Benevolent Irish Society can ever call back the memory of their departed brother member, to whose memory we have now paid the last token of respect, without dwelling with secret satisfaction on the many virtues and good qualities which he possessed, and which were, on all possible occasions, called forth to uphold the respectability, and promote the charitable intentions, of the Benevolent Irish Society."

(From the Royal Gazette.)

We have seldom heard such universal regret expressed for any person's death as for Mr. SHEA's; his kind and pleasing manners made him deservedly a favourite with all classes of the community, by whom he will be long remembered as a most valuable member of society, and pleasing acquaintance.—His remains were yesterday attended to the grave by the Benevolent Irish Society (of which body he was formerly Vice President), and by a very large and respectable part of the inhabitants.

Died, on Saturday evening last, Mrs. ALICE M'KINNON, aged 25 years. Her funeral took place yesterday.

ARRIVALS.—In the Argo, from Waterford, Mr. John Ryan. In the Margaret, from St. Vincent's, Mr. Edward Duascomb.

[For the Newfoundland.]

LOVE'S DREAM.

A stranger loves a lady of the land.—BYRON.

'Twas summer's eve, and from the bay The sun withdrew his parting ray, While on the distant sea-girl's tale His settling grandeur seemed to smile. There was a blush upon the sky, Like loveliest flowers ere they die: And ocean's mirror bright scenes gave, Beneath the slumbers of her wave Such was my dream, while in the vale Was heard the song of plaintive tale— And many a note of warbling love Held strains responsive to the dove; Nor did the melody roll Re-echo sounds more harsh or shrill, Nor dying wave along the land Fall heavier on the lonely strand.

Who has not loitered in such hour To gaze on nature's wildest power; And who could not a smile bestow On all around, above, below? If such there be, his heart is cold, Unhonoured, and of hideous mould. There are, perchance, to whom belong The gift of sad, though lofty, song—Mortals, who midnight vigils keep, And ponder on the starry deep; Whose soul to bold communion high With myriads of the boundless sky, And striking from the light of day, Hold converse with the milky way— But those are few, and of a train That mingle not in earthly strain.

I wandered where a gentle hill Arose beside the sea; And I beheld \*\*\*\*\* there, With holiest ecstasy;— For, oh! I loved her with such zeal, As minds of loftiest love can feel, And found when far from her apart, A desert spreading round my heart. But now 'twas bliss, 'twas heaven below— We met—no more could fate bestow. I gazed upon her, and her mein Seemed lovelier than it e'er had been— For thus we met with those we love, As angels long have done above; And absence, when the heart is pure, Can only with such thoughts endure.

Oh, sweet \*\*\*\*\*! (thus I sung) Thou art the gem of all my joy— I knew thou wouldst not stay among Those scenes where others might decoy. And thou art now again restored In such a sympathizing spot, That if I else of earth adored, 'T would, henceforth ever be forgot.

No more, no more, we part again— The dawn of new existence smiles I knew, and 'twas a pleasing pain That in our hearts we were exiles.

But whither now—where wilt thou way— And wilt thou not my passion own— Art thou too beautiful to stay— And must thou leave me thus alone?

Methought I saw her melt in air, Like vision of prophetic spell; And then a scream of wild despair Burst from an echo in the dell. Aton, were mountains overcast With clouds that gathered in the blast; And ocean's roar and seaman's scream Partook of this contrasted dream.

St. John's, 20th October, 1830.

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

OCTOBER 28.—Brig Eliz., Ward, Newport; 200 tons coals. Schooner Gleaver, Harris, Lisbon; 350 hds. salt, 5 qts. corkwood, 3 qr.-casks wine. 21.—Schooner Liana, Straug, Vienna; 50 tons salt. Schooner Fury, Coady, Greenock; 50 tons coals, 48 iron pots, and sundry merchandise.

Schooner Hannah, Haly, Yarmouth, N. S.; 700 bushels potatoes, 15 M. feet plank, 10 firkins butter, 1000 chertons, 100 pair mats. Schooner Three Sisters, Coffin, P. E. Island; 2100 bushels potatoes, 119 bushels oats, 17 bushels turnips. Schooner Maria, Girroir, Sydney; 1000 bushels potatoes, 200 bushels oats, 10 head oxen and cows, 8 sheep. Schooner Rainbow, Coffin, P. E. Island; 2800 bushels potatoes, 300 bushels oats, 4 bls. flour. Brigantine Diamond, Stanley, St. Vincent; 10 puns rum, 20 puns molasses, 20 hds. 111 bls. sugar. Schooner Young Edward, Cheverie, Margaree; 22 head oxen and cows, 50 sheep, 50 tubs butter. 30.—Brig Providence, Fox, Bristol; 152 cwt. calico, 20 cwt. cheese, 112 tons coals, and sundry merchandise. Brig Billhead, Clapp, Newport; 157 tons coals. Brig Leander, M'Ausland, Greenock; 25 pipes red wine, 60 tons coals, 20 tons potatoes, 10 bls. tur, 2 trunks merchandise. Brig Perseverance, Mardon, Figuera; 400 hds. salt, 20 casks wine, 10 boxes grapes. Brig Minerva, Goss, Guernsey and Exeter; 627 bags bread, 44 bls. flour, 26 coils cordage, and sundry merchandise.

NOVEMBER 1.—Brig Argo, Robinson, Bristol and Waterford; 7 hds. white and red wine, 473 half bls. 183 bls. pork, 134 boxes soap and candles, 322 firkins butter, 3 casks Irish spirits, 60 tons coals, and sundry merchandise. Brig Caedonia, Kelsa, Lisbon; 130 tons salt, 12 jars grapes, 1 hhd. wine. Brig Selina, Odessa, Oporto; 500 hds. salt, 24 boxes oranges, 20 boxes grapes, 30 cwt. calico, 10 boxes candles, 4 frills figs, 2 bags coals, 12 casks wine. Brigantine Huskisson, Cosgrove, Halifax; 9 hds. 50 bales tob. acc, 50 1/2 apples, 4 tierces coffee, 3 chests tea, 18 bls. porter, 6000 seal skins. Brig Carboner, Andrews, Newcastle; 150 chaldrons coals. 2.—Brig Commerce, Whiteway, Liverpool; 50 tons coals, 200 bls. pork, 10 pipes 31 hds. wine, 2 pieces Geneva, 1 piece brandy, and sundry merchandise. Schooner Thomas Haliburton, Webber, Annapolis; 454 bls. apples, 36 bls. and 14 half bls. beef, 5 M. feet board, 2 firkins butter, 13 cwt. cheese, 24 bushels oats, 1000 bushels potatoes. Brig Cottage, Harvey, Bilbao; 1150 bags bread, and 30 tons coals. Brig Exchange, Dupre, Jersey; 84 tons potatoes, 22 tons salt, 435 cwt. biscuit, and merchandise. Brig Margaret, Harvey, St. Vincent's; ballast. 3.—Brig Duke of Clarence, Fenwick, Hamburg; 3008 bags bread, 64 bls. pork, 292 firkins butter, 50 bls. flour, 70 bls. and 10 half bls. oatmeal, 30 bls. peas, and sundries. Schooner Swift, Johnston, Figuera; 50 tons salt, 10 cwt. onions, 2 hds. red wine. Brig Joanna, Henley, Oporto; 50 tons salt, 16 boxes grapes, 18 boxes oranges, 1 ton onions, 1 pipe 6 hds. 7 qr. casks, 15 almude casks and 56 casks port wine.

CLEARED.

OCTOBER 28.—Schooner Eliza, Chint, Postmedway; 50 qtls. fish, 10 tons salmon, 25 boxes raisins. Brig William, Whiteway, Waterford; 214 casks, containing 12,436 gallons oil, 276 qtls. fish, 139 firkins sounds and tongues, 100 ox hides. Schooner Commodore, Bond, Bristol; 239 casks, containing 16,157 gallons cod and seal oil, 2 tierces salmon, 7 kegs sounds. Brig Fame, Grace, Madeira; 1208 qtls. fish, in casks. Brigantine President, Coulson, Brazil; 1322 quintals fish, in casks. Brig Bermuda, M'Curry, Halifax; 3000 quintals 6-h. Schooner Courier, Girroir, Archet; ballast. NOVEMBER 1.—Brig Charity, Cludley, London; 2100 gallons seal and cod oil, 43 tierces and 16 bls. salmon, 62 seal skins, and sundries. 2.—Brig Mexican, Blackstone, Brazil; 3070 barrels, containing 3563 qtls. fish. Schooner Happy Return, Power, Halifax; 56 tierces and 12 barrels salmon.

Conception-Bay.

HARBOUR-GRACE.—ENTERED.

OCTOBER 16.—Schooner Salvage, Willis, Lisbon; 45 tons salt, 1 cwt. cork, 1 qr.-cask wine, 24 jars grapes. Brig Emily, Churchward, Bristol; 55 bags bread, 60 tons coals, 100 bags shot, 2000 bricks, 56 dozen blots and hoops, 30 chairs, &c. &c.

CARBONAR.—ENTERED.

OCTOBER 15.—Brig Swallow, Carder, Hamburg; 1258 bags bread, 6 puns. oats, 40 hams, 6050 bricks, &c. &c. 16.—Brig Carnival, Hampton, Copenhagen; 620 bls. 100 half-bl. pork, 20 bls. beef, 100 bls. flour, 588 firkins half-firkins butter, 286 bags bread.

CLEARED.

OCTOBER 14.—Brig John & Isaac, Martin, Naples; 327 qtls. fish. 18.—Schooner Arichat, Boudrot, Halifax; 200 qtls. fish.

Sales by Auction.

THIS DAY,

At 11 o'clock,

ON THE WHARF OF

JOHN KENT,

100, 30 SHEEP. 30 Firkins prime Butter, 50 Barrels Superfine Flour, 10 Boxes Dipt Candles, And a few Pieces best Irish Linen. November 4.

TO-MORROW,

At 11 o'clock,

ON THE WHARF OF

Patrick Morris,

250 BAGS Good BREAD, 50 Brls. and 50 Half-Brls. Irish Pork, 100 Barrels superfine Flour, 50 Boxes Soap, 50 Ditto Candles—mould and dipped, 10 Pipes good Sicilian Red Wine, 10 Hds. ditto ditto, 5 Boxes Button Blue.

The above being to close Sales, will be sold without reserve.

November 4.

Sales by Auction.

**THIS DAY,**

At 11 o'clock,  
ON THE SPOT,

ALL that Piece of GARDEN GROUND, with the CABBAGES thereon, situate on the King's Road, between the Premises respectively occupied by Mrs. GARLAND and Mr. JOSEPH WOODS, and now in the occupancy of JOHN WEDD.

November 4.

**TO-MORROW,**

(FRIDAY) At 11 o'clock,  
On the Wharf of the late

**Mr. HENRY SHEA,**

The Cargo of the *Thomas Haliburton*, just arrived from Annapolis - VIZ.

**60 BARRELS** prime APPLES,  
3 Bbls. and 15 Half-bls. CORNED BEEF,  
13 Cwt. Cheese,  
5 M. Board and Plank,  
100 Bushels Potatoes.

BY PRIVATE CONTRACT,

The Schooner

**Thomas Haliburton,**  
45 tons Register, only two years old, built of the best materials, and in every respect a desirable Vessel for the general purposes of this trade. - Apply at the above Wharf.

November 4.

**TO-MORROW,**

At 12 o'clock,

ON THE WHARF OF

**SAMUEL CODNER,**

**100 BARRELS** Irish PORK,  
40 Ditto Copenhagen Ditto,  
10 Tierces BEEF,  
10 Hogheads ALE,  
50 Firkins BUTTER.

November 4.

**TO-MORROW,**

At 12 o'clock,

**AT MR. WEST'S FARM,**

**1 FAT COW.**  
1 Excellent Draft Horse,  
1 Fat Sheep,  
A quantity of Hay,  
A quantity of Turnips, in lots to suit purchasers,  
Ditto Cabbage, ditto ditto,  
1 Small Corn Mill,  
2 Catamarans,  
1 M. Fire Wood,  
1 Saddle and Bridle,  
1 Mahogany Table,  
4 Deal Tables, 14 Chairs,  
1 Bedstead, 1 Gun,  
1 Dutch Oven,  
2 Tea Trays, 4 small Waiters,  
2 Pair Plated Candlesticks,  
1 Branch Ditto,  
1 Pair Brass Ditto,  
6 Silver Table Spoons,  
2 Pictures, 2 Feuders,  
1 Set Fire Irons,  
1 Carpet, 1 Stove,  
A Lot of Old Iron,  
And sundry other Articles.

R. PERCHARD, Jun.,  
Auctioneer.

November 4.

Notices.

THE PASSENGERS who came to Newfoundland last Spring, in the Brig *Mary & Betty*, from Russ, are requested to pay the amount of their Passages to the Subscribers, otherwise their Bail Notes will be returned, and payment enforced from their Sureties.

JAMES STEWART & Co.

November 4.

NOTICE TO CLOTHIERS.

THE Subscribers have lately received from a first-rate Manufacturing House in Yorkshire, a BALE of CLOTHS, to sell on Commission, which they hereby offer to do at First Cost and Charges, in whole, or by the piece.

J. STEWART & Co.

October 28.

THE PASSENGERS who came out from Ross, last Spring, in the Brig *Lady Douglas*, and Brigantine *Hannah*, on Bail, are requested to take notice, that such Bail Notes as are not taken up by the 10th of November next, will be returned to Ross, and payment enforced from their respective sureties.

JOHN HOWLEY.

October 21.

Notices.

THE PASSENGERS who came to Newfoundland in the Ship *Frances Mary*, Brigs *Cabinet*, *Pandora*, *Maria*, and *Invulnerable*, are requested to pay the amount of their Passages to the Subscriber, otherwise their Notes will be returned by one of the Vessels now preparing to sail for Ireland.

October 28.

PATRICK MORRIS.

£250

**Bills of Exchange,**

ON SALE.

Apply to

October 28.

SAMUEL CODNER.

**EDUCATION.**

THE Subscriber respectfully informs such Families in the Out-ports as may be desirous of having their Children educated in St. John's, that he has opened a BOARDING-SCHOOL, for Young Gentlemen; and he begs to assure them, that the education of those placed under his charge, shall not be the only object of his care, but also everything which may be calculated to instil into their minds sentiments of morality and virtue, shall be most faithfully and punctually attended to.

TERMS. - For Education, Board, Lodging, Washing, Doctor's Fees, Pens and Ink - 30 Guineas per annum.

The Subscriber also takes this opportunity of returning his unfeigned and grateful acknowledgments to the Inhabitants of this town and its vicinity, for the very kind encouragement which he has received during his residence among them these five years. - Having been at considerable expense in fitting up his house, he intends removing into it in a few days, when he shall then have it in his power to pay the most particular and strict attention to his pupils, though he flatters himself that he has hitherto given general satisfaction. Considerable practice as a Teacher, and a long attention to the difficulties and obstructions which retard the progress of Youth in general, have enabled him to accommodate himself the more easily to their capacities and understandings; and as an earnest desire of promoting and diffusing useful knowledge, as well as his own interest, is his chief motive in this undertaking, he is not therefore without hopes of a continuance of the same patronage and approbation.

HENRY SIMMS.

N. B. As H. S. purposes to limit his School to a certain number, Three Months' notice will be required previously to the removal of any Pupil from the School. - The subjects of study and terms as in a former advertisement.

An EVENING SCHOOL will be opened on next MONDAY - Terms may be known on application.

October 28.



THE SCHOONER

**THREE SISTERS,**

SAMUEL GRANDY, Master,

Being about to Trade constantly between St. John's and Waterford, is a very desirable Vessel for the friends of those resident here who may wish to come to this Country. By applying to the Subscriber, orders for Passages may be received.

Those Passengers who came out on security by the above Vessel in the Spring, are requested to pay their Passages to the Subscriber before the last of November, otherwise their Notes will be sent home to recover from their Sureties.

JOHN KENT.

October 28.

**For Waterford.**

(To Sail early in November.)

THE



**Brig INVULNERABLE,**

MAURICE PHELAN, Master;

For FREIGHT or PASSAGE, apply to

PATRICK MORRIS.

October 7.

**For Tainmouth.**

THE FINE, FIRST-CLASS



**Schooner ALBION,**

GEORGE LOWTON, Master;

Has room for FREIGHT on low terms, and superior accommodations for Cabin and Steerage PASSENGERS. - Apply to

JOHN EALES, JUN.

The above Vessel would call at Plymouth, if a sufficient quantity of Freight offers.

October 14.

**For Figueira.**



The fine, first-class, British-built Schooner

**William & Mary,**

WILLIAM MILLS, Master;

Has room for 500 Quintals FISH on Freight, which will be taken on moderate terms, if immediately applied for. - For particulars apply to

RENDELL & MORTIMER.

October 7.

For Freight or Charter

The British-built, first-class, fast-sailing, Coppered



**Brig ROSE,**

130 Tons,

JOSEPH STEELE, Commander.

Apply to

WILLIAM HART GADEN.

October 7.

To be Let.

TWO Commodious SITTING ROOMS, with Bed-rooms attached, and the Use of a Kitchen. - Apply to

TIMOTHY FLANNERY.

September 30.

THE PREMISES adjoining Messrs. M<sup>r</sup> Bride & Kerr - at present occupied by the Subscribers. - For particulars apply to

ROBERT ALSOP & Co.

September 9.

On Sale.

**HENDERSON, BLAND & Co.**  
HAVE JUST RECEIVED,

By the Schooner *Huskisson*, from Halifax,

**50 BARRELS** best Russet APPLES, for Winter use,

5 Hhds. Leaf Tobacco - Virginia,  
50 Bales }  
4 Tierces Jamaica Coffee, and  
25 Boxes Mould Candles,

Which they offer for Sale at reduced prices.

November 4.

**Richard Howley**

HAS RECENTLY RECEIVED,

Per *Charity*, *Isabella*, and *Columbia*, from London; *Norral*, *Junius*, *Crescent*, and *Commerce*, from Liverpool,

HIS FALL SUPPLY OF

**MANUFACTURED AND OTHER GOODS,**

VIZ.

CLOTHS, Cassimeres, Swanskin, Whitney Flushings, Coatings, Blankets, Flannels, Serges, Bombazetts, Bombazines, Norwich Crape, Gros de Naples, Printed Cottons and Calicoes, Hosiery in great variety, Ladies' Corsets, Black Lace Veils, Fashionable Squirrel-skin Muffs and Tippets, Black and white Kid Gloves, Slops of various descriptions, Churns of this and adjacent Coasts, &c. Ship-masters' Assistants, Epitomes of Navigation, Nautical Almanacs, Seamen's Daily Assistants, Navy Lists (1830), American Coast Pilots, Parallel Rulers, Gunter's Scales, Quadrants, Telescopes, Flags, Bunting, &c. &c.

An extensive assortment of Hardware - viz.

Nails of all sizes, Sheet Copper, Carpenters' and Coopers' Tools, Scales, Weights, Fish Beams, Guns, B.B. and O.S.S.G. Shot, &c. Soap, Candles, Whitelead, Earthenware in crates, Pipes in boxes, Pork, Butter, Bread, Flour, Rum, Molasses, &c. &c.

The whole of which will be Sold low for Cash, Fish, or Oil.

November 4.

JUST IMPORTED,

In the Brig *Arno*, from Waterford,

AND

FOR SALE

BY

**JOHN CUSACK,**

IRISH Pork, in barrels and half-barrels, Feather Beds, with Linen Tickens, 60 lbs. each, Sole Leather, of a very superior quality, by the bale or hide, Calf and Veal Skins (waxed), Cordovan and Boot Legs, 3 Puncheons Cork Whiskey, which will be Sold low for Cash, by the puncheon or gallon,

Also,

ON HAND,

Ale, in half-tierces, Hats, Glassware, in small packages, Pigs' Heads, Ditto Cheeks, Soap, in 28 lb. and 56 lb. boxes.

November 4.

**FreshBARN, GRAINS & PORTER**  
FOR SALE,

At the *St. John's Brewery*.

October 21.

On Sale.

**PATRICK MORRIS**

HAS RECENTLY IMPORTED,

Per the Brigs *St. John*, *Invulnerable*, and Schooner *Melantho*,

**1,600 BAGS** Italian and Dantzic Bread,  
500 Barrels Flour,  
200 Barrels and half-bls. prime Irish Pork,  
70 Pipes Sicilian Red Wine,  
20 Hogheads ditto ditto,

Which, with the remains of former importations, CONSISTING OF

Superior London mould and dipped Candles, London Soap, in convenient packages of 28 and 29 lbs. each,

And a variety of other Goods,

P. M. offers for Sale on the most reasonable terms.

November 4.

Now Landing from the Brig *CRESCENT*, from Liverpool,

AN ADDITIONAL SUPPLY OF

**GUNPOWDER** (F<sup>o</sup>), Superior, in One-Half, One-Quarter, and One-Eighth Barrels, Shot, S. S. G. and B. B., Number and Duck Canvass, Linens, viz. Coleraine, Diapers, Sheetings, Bed-ticks, and Patent Dowels, Extra superior Coatings, Whitneys, Flushings, and Blankets, Hardware, Cutlery, &c. &c.

WILLIAM HART GADEN.

WANTED,

**5 TUNS COD OIL DREGS.**

October 28.

**The Subscriber**

OFFERS FOR SALE,

A VERY HANDSOME BLACK

**HORSE,**

Rising 4 Years old, sound in wind and limb, and free from vice.

FREDERICK GILL:

October 28.

JUST RECEIVED,

Per Schooner *Collector*, from Halifax,

BY

**Baine, Johnston & Co.**

50 Chests low priced

**Bohea TEA,**

AND A GENERAL ASSORTMENT OF

**Fine TEAS.**

October 14.

**Just Received,**

AND ON SALE

At the Stores of

**R. R. WAKEHAM,**

(At a small advance on Cost and Charges)

**20 HALF-CHESTS** Bohea Tea,  
100 Qr.-chests and boxes Congo, of various qualities and prices,

6 Boxes fine Souchong,

6 Qr.-chests Twankey,

3 Ditto fine Hyson.

ALSO,

(At Cost and Charges)

30 Bolts Canvass,  
3 Bales, containing a variety of Lines, Twines, Shoethread, &c. &c.

1 Bale, containing a variety of Slops,

18 Crates well-assorted Earthenware.

October 14.

BY

**JOHN B. THOMSON,**

SUPERFINE, Fine, and Middlings Flour, Carolina Rice in Tierces, and by the Cwt.,

Pork, Butter, and Bread, Bolt and Bar Iron,

Nails of all sizes, Window Glass, 8 x 10, and 9 x 7, Pitch and Tar,

Oakum and Cordage.

AND JUST RECEIVED,

A CASE OF GENTLEMEN'S LONDON

**HATS,**

Best quality, at 31 Shillings.

ALSO,

A LARGE ASSORTMENT OF

**Manufactured Goods,**

Which will be Sold on low terms for Cash, Fish, or Oil.

October 21.

BY

**JOHN B. THOMSON,**

THE CARGO

Of the Brig *Perseverance*, from DEMERARA,  
**86 PUNCHEONS** Molasses,  
15 Puncheons High-proof Rum,

56 Barrels Sugar,

2 Hogheads Ditto,

On low terms for Cash.

October 21.

VALUABLE MERCANTILE AND FISHING ESTABLISHMENTS.

On the first day of May next,  
WILL BE SUBMITTED FOR SALE,  
BY PUBLIC AUCTION,  
At the **COMMERCIAL ROOM,**  
IN THIS TOWN.

(If not previously disposed of by Private Contract in England, of which due notice will be given)

ALL those eligible, commodious, and extensive **PREMISES**, situate at **BURIN** and **ODERIN**, in *Placentia Bay*, the Property of the Bankrupt Estates of **Mr. CHRISTOPHER SPURRIER**, and of Messrs. **CHRISTOPHER SPURRIER & Co.**, as particularized beneath.

THE PREMISES AT **BURIN**,  
Consisting of

- A Dwelling-house, 72 feet in length, 19 feet in breadth, and 26 feet in height, comprising 2 Parlours, Store-room, Dairy, Closets, and 8 Bed-rooms, besides a large Office, an excellent Kitchen, over which is a large Bed-room and Closets, and adjoining the same is a second Kitchen, Pump-house, and Coal-house.
- In the rear of the Dwelling-house is a new Building, 21 feet in length, 21 feet in breadth, and 24 feet in height.
- Counting-house, 19 feet in length, 15 feet in breadth, and 18 feet in height.
- Cellar, 32 feet in length, 17 feet in breadth; Store-room over.
- Smith's Forge, 29 feet in length, 20 feet in breadth, and 17 feet in height.
- Salt Store, 100 feet in length, 30 feet in breadth, and 27 feet in height.
- Cooper's Shop, 42 feet in length, 21 feet in breadth, and 24 feet in height; Loft over.
- Screw Store, 70 feet in length, 22 feet in breadth, and 26 feet in height; Rigging Loft over.
- Behind which is a Linhay, 66 feet in length, 20 feet in breadth, and 14 feet in height.
- Fish Store, 70 feet in length, 30 feet in breadth, and 23 feet in height.
- Large or Principal Store, 120 feet in length, 25 feet in breadth, and 20 feet in height. Within this building are apartments for Fish, Provisions, a large Shop, &c.
- Pitch House, 16 feet in length, 25 feet in breadth, and 10 feet in height.
- First Stage, 124 feet in length, 27 feet in breadth, and 21 feet in height; Sail Loft over.
- Second Stage, 124 feet in length, 27 feet in breadth, and 28 feet in height; Net Loft and Work-shop over.
- Fish Store, adjoining Beach, 48 feet in length, 18 feet in breadth, and 20 feet in height; principally used in curing fish.
- Carpenter's Work-house, 48 feet in length, 20 feet in breadth, and 19 feet in height; adjoining is a good Dock, where many Vessels have been built.
- Cook-room, 71 feet in length, 19 feet in breadth, and 16 feet in height.
- Tan House, 26 feet in length, 18 feet in breadth, and 13 feet in height; in which is a large Copper Boiler.
- Cow House, 40 feet in length, 18 feet in breadth, and 16 feet in height.
- Three small Houses, in rear of the Premises, for the use of Servants and their families.
- 2 Flakes, which will spread about 600 qtls. dry fish.
- 1 Beach, ditto ditto 300 ditto.
- 1 Small Garden, in front of Dwelling-house.
- 1 Ditto ditto, in rear of ditto ditto.
- Fowl House and Yard, adjoining the same.
- A Meadow, 205 yards long, 112 yards wide; within which is a capital and highly-cultivated Garden, 60 yards long, and 58 yards wide; and immediately adjoining the same is a large Pond.
- There are three Batteries, erected at the expense of the late proprietor during last war—viz. *Spurrier's Battery*, mounting 4 guns; *Joliff's Battery*, 3 guns; and *Harrison's Battery*, with 2 guns.
- An Engine House and Powder Magazine; also, two spacious Wharves, and a large range of Water Side, with every convenience for carrying on an extensive business; and altogether forming one of the most complete Establishments for Trade in the Island.

THE PREMISES AT **ODERIN**,  
Consisting of

- A commodious and comfortable Dwelling-house, 64 feet by 26.
- Counting-house, 21 feet by 15, with 2 Bed-rooms over.
- Frost-proof Cellar, 23 feet by 21.
- Provision Store, 102 feet by 25, with Bread and Cordage Loft over.
- Fish Store, 96 feet by 25, with Sail and Craft Lofts over.
- Fish Store, 80 feet by 18; Net Loft over Store, 82 feet by 22, with Shop and Ware-room over.
- Fish Store, for the beach, 38 feet by 18, with Loft over.
- Pitch Store, 24 feet by 17.
- Salt-store, 60 feet by 25, with Rigging-loft over.
- Linhay, 21 feet by 10.
- Carpenters' Shop, 60 feet by 25, with Loft over.
- Stage, 115 feet by 26, with Loft over, Shingled, &c.
- Stage, 95 feet by 25, with Paint Loft over.
- House, (for Master of Voyage), 15 feet by 12
- Flake and Beach, which will spread about 500 quintals Fish.
- The whole situated in rear of a Wharf, extending 110 yards, with water sufficient for Vessels of large draught.
- Lath Store, at Ship Cove, 500 yards from the above Premises, 95 feet by 25, with Wharf in front.
- Cook Room and Coopers Shop, 73 feet by 30, (new building).
- Smiths' Forge, 30 feet by 19, and 3 small Tenements for the occupaney of Tradesmen.
- Stage, situate at South side of the Harbour, 110 feet by 24, with Flake and Beach Room, that will spread 300 quintals Fish.
- Also a Dwelling-house, 54 feet by 21, with Cow-house, 2 Gardens, and Tan-house, with Brick Chimney, and Copper-boiler that will contain 300 gallons.

Further particulars may be known upon application to

**ROBINSON & BROOKING,**  
Attornies for the Assignees of the Bankrupt Estate of  
**CHRISTOPHER SPURRIER & Co.**

St. John's, 28th October, 1830.

On Sale.

**C. F. Bennett & Co.**  
HAVE RECENTLY RECEIVED,  
In addition to their accustomed General Supply of  
**LONDON FANCY,**  
AND OTHER  
MANUFACTURED  
**DRY GOODS,**

An Extensive Importation of Superfine Broad and Narrow CLOTHS,  
London Beaver HATS,  
Ladies MUFFS, TIPPETS, &c.  
The whole of these articles have been selected in the most fashionable variety, and will be sold at reduced rates to wholesale customers.

October 21.

On Sale.

Just Received  
From **LONDON,**  
Per *Isabella*,

- ONE CASE, containing Brown and White Windsor, Atkinson's, Shaving, Otto of Rose, and Superfine Scented, Soaps.
- One Case, Maccassar and other Fashionable Oils, Kalydor, Bears' Grease, Pomades, Rouge, Naples Cream, Brushes, Pink Saucers, and a variety of fine Essences.
- One Case, French Olives, Capers, Ragoutante, Pickles and Sauces in variety, Cayenne Pepper, and Patent Mustard.

All of which are offered very low by the package or dozen

October 21.

**WILLIAM HART GADEN.**

On Sale.

JUST IMPORTED,  
In the *Brig Rosh*, &c. from **ENGLAND,**  
AND FOR SALE,  
By the Subscriber,

- SHOT and Gunpowder,
- Nails of all sizes and descriptions,
- Iron—bolt, flat, square, and sheet,
- Tin Plates (various),
- Chain Cables, 3-4, 11-16, 5-8, 9-16, and 1/2 Inch, and Apparatus,
- Ancors,
- Pipes,
- Earthen and Glassware,
- A few Packages Liquid and Paste Blacking, variously made up,
- Coals, (soft.)

ALSO,  
A general assortment of Woollens, Hosiery, Carpeting, Cottons, Muslins, Men's, Boys' and Girls' Fancy Hats, Hardware, and Slops of every kind. And in Silk—Gros, Ducapes, Satins, Handkerchiefs, Shawls, Ribbons—a great variety,  
Flowers, Wreaths, &c. &c.

**WILLIAM HART GADEN.**

October 7.

BY

**MICHAEL SCANLAN,**

- 200 BOXES Soap,
- 50 Ditto Candles,
- 30 Ditto Tobacco Pipes,
- 12 Ditto Starch,
- 20 Kegs Mustard,
- 10 Ditto Stone Blue,
- Earthenware, Lustre Ware, China,
- Printed Cottons,
- Silk and Cotton Handkerchiefs,
- Cashmere Shawls, Stuffs,
- Flannels, Checks, Serges,
- Stockings, Counterpanes,
- Cotton Shirts, Calicoes,
- Blankets and Blanketing,
- Hats, Umbrellas, &c. &c. &c.
- ALSO,
- 35 Pancheons Rum, 20 Ditto Molasses,
- 20 Tierces Porter,
- 4 Pipes superior Hollands and Cognac Brandy,
- 15 Hhds, Red and White Wine,
- 10 Tierces Rice,
- Pork, Butter, Oatmeal,
- Tea, Coffee, Sugar,
- And sundry other Articles.

October 7.

**Robert Alsop & Co.**

HAVE RECENTLY IMPORTED

The following Articles,

Which they offer for Sale on moderate terms, for Cash, Fish, or Oil,

- 400 BAGS Bread,
- 130 Barrels Irish Pork,
- 100 Firkins Irish Butter,
- 150 Ditto Hamburg ditto,
- 100 Barrels Flour,
- 20 Half-barrels ditto,
- 2 Pipes and 1 hogshead Cognac Brandy,
- 2 Ditto and 1 ditto Holland's Gin,
- 50 Boxes Soap,
- 20 Ditto Candles,
- 20 Kegs Gunpowder,
- 100 Bags Shot,
- 40 Pieces Swanskin,
- 40 Ditto Blanketing,
- 50 Ditto Serge,
- 100 Pair Blankets.

September 30.

**Daniel Codner & Co.**

OFFER FOR SALE,

The Cargo of the *Brig SYLPH*, from *Hamburg* and *Dartmouth*—Viz.

- 1000 BAGS Bread,
- 120 Firkins prime Holstein Butter,
- 25 Barrels Oatmeal,
- 25 Ditto Pease,
- 2 Cases Dutch Cheese,
- 1 Cask Westphalia Hams,
- 6 Barrels raw Turpentine,
- 60 Coils patent Cordage, of various sizes,
- 40 Dozen pair Hose,
- And a variety of Slops.

- Also,
- 100 Kegs superior Whitelead,
- 100 Pieces British Ducks,
- Women's black Hose,
- Cotton Shirts,
- Calicoes, Comforters, &c. &c.

Just received, per *CHARITY*, from *London*.

September 30.

**HUNTERS & Co.**

HAVE JUST RECEIVED,

A few Pancheons and Hogsheads Superior

**Old Jamaica RUM;**

Also,

10 Tierces

**Jamaica COFFEE.**

Septembe 9.

On Sale.

**Bulley Job & Co.**

HAVE RECEIVED,

Per Collector from *Halifax*,

31 Packages **FRESH TEA,**

Which they offer for Sale at very reduced prices,

**BOHEA** in Chests,  
**CONGO** in ditto,  
**SOUCHONG** in Boxes.

October 7.

**Samuel Codner**

OFFERS FOR SALE,

- 350 BAGS Bread,
- 100 Barrels Flour,
- 150 Barrels Hamburg prime Mess Pork,
- 50 Ditto Copenhagen ditto,
- 100 Firkins prime Irish Butter,
- 50 Barrels Hamburg Beef.

ALSO,

ON COMMISSION,

Which would be Sold low if applied for immediately,

(TO CLOSE SALES)

- 10 Tierces Beef, 13 Bales Slops,
- 1 Case Hats, 1 Cask Boots and Shoes,
- 2 Casks Lamplack,
- 318 Bars Lead, White Colouring, &c. and
- 10 Hhds, prime Devonshire Ale.

October 7.

IMPORTED,

Per *John & William*, from *LONDON*,

AND FOR SALE,

BY

**Richard Langley,**

A few Crates well-assorted Stone Ware,

CONSISTING OF

- JARS and BOTTLES from 3 gallons to 1 pint,
- Upright JARS of all sizes, calculated for Jams, Preserves, &c. &c.
- Figured JUGS, MUGS, PITCHERS, &c. &c.

Which will be Sold on very moderate terms.

ALSO,

2 Crates Blue and White

**EARTHENWARE**

August 19.

Notices.

WHEREAS a Commission of Bankruptcy, under the Great Seal of England, has been awarded and issued against **CHRISTOPHER SPURRIER, PETER JOLIFF, and WILLIAM JUBBER SPURRIER**, of the Town and County of Poole, Merchants and Co-partners in Trade, late carrying on business in the said place, and in *Placentia Bay* in this Island, under the firm of **CHRISTOPHER SPURRIER & Co.**; And whereas **GEORGE GARLAND**, of Poole, **JOHN RYER**, of Wimborne, and **SAMUEL SPRATT STRONG** (the Younger), of Poole, have been appointed Assignees under the said Commission, and in such capacity have fully authorized and empowered the undersigned to collect and realize all Goods, Debts, Dues, and Effects, to the said Bankrupt Estate belonging, due, and appertaining.—We do hereby give notice to all Persons indebted to the said Estate, forthwith to make payment unto us, and to no other person or persons whatsoever, except unto **Mr. WILLIAM SWEETLAND**, whom we have duly authorized to act as our Agent in *Placentia Bay*, for the necessary purposes aforesaid.

And all and every Person or Persons having in his, her, or their possession, any Goods or Chattels of, or belonging to, the said Bankrupts, are hereby required to deliver the same to us, or to the said **WILLIAM SWEETLAND**, without delay.

**GEORGE RICHARD ROBINSON**, and **THOMAS HOLDSWORTH BROOKING**,  
Attornies for the Assignees of the Bankrupt Estate of **CHRISTOPHER SPURRIER & Co.**  
By their Attorney,

**WILLIAM JAFFRAY HERVEY.**

St. John's, Newfoundland, }  
19th October, 1830. }

**Mr. EMERSON**

INTENDING to remove shortly from his present Lodgings to his own Premises, near the Court-House, offers to Let the Comfortable and Commodious Tenement he now occupies, the property of **Mrs. M'CAWLEY**.—For particulars, inquire at **Mr. EMERSON'S Office**.

September 23.

ALL Persons having demands against the Estate of **GEORGE SUTTON**, late of *Brigus*, Conception Bay, Mariner, deceased, are requested to present their Accounts, duly attested, to the Subscriber; and those indebted to the said Estate are required to make immediate payment to

**JANE RYLAND SUTTON,**  
Administratrix.

St. John's, 30th Sept., 1830.