

John Shea Proprietor

Southwest Street

St. John's N.F.L.

THE



# Newfoundlander

No. 494.

THURSDAY January 12, 1837:

Sixpence.

### Conception-Bay Packets



### NORA CREINA

PACKET-BOAT BETWEEN CARBONEAR AND PORTUGAL-COVE.

**JAMES DOYLE**, in returning his best thanks to the Public for the patronage and support he has uniformly received, begs to solicit a continuance of the same favours in future, having purchased the above new and commodious Packet-boat to ply between *Carbonear and Portugal Cove*, and, at considerable expense, fitted up her Cabin in superior style, with four sleeping berths, &c.

The *Nora Creina* will, until further notice, start from Carbonear on the mornings of Monday, Wednesday, and Friday, positively at 9 o'clock; and the Packet-man will leave St. John's on the Mornings of Tuesday, Thursday, and Saturday, at 8 o'clock, in order that the boat may sail from the Cove at 12 o'clock on each of those days.

Ordinary Fares, 7s. 6d.; Servants and Children 5s. each. Single Letters 6d. double ditto 1s. and Parcels in proportion to their weight. April 21.

### The Saint Patrick.

**EDMUND PHELAN** begs most respectfully to acquaint the public, that he has purchased a new and commodious Boat, which at a considerable expense he has fitted out, to ply between *Carbonear and Portugal-Cove*, as PACKET-BOAT: having two Cabins, (part of the after one adapted for rest.) The Fore-cabin is conveniently fitted up for Gentlemen, with sleeping berths; which will, he trusts, give every satisfaction. He now begs to solicit the patronage of this respectable community, and he assures them that it shall be his utmost endeavour to give them every gratification possible.

The *St. Patrick* will leave Carbonear for the Cove, Tuesdays, Thursdays, and Saturdays, at 9 o'clock in the Morning, and at the Cove at 12 o'clock, on Mondays, Wednesdays and Fridays, the Packet Man leaving St. John's at 6 o'clock on those Mornings.

#### TERMS.

After Cabin Passengers, 7s. 6d.  
Fore ditto ditto 5s.  
Letters, single 6d.  
Double, ditto 1s.  
Parcels in proportion to their size or weight.  
The owner will not be accountable for any specie.

N. B.—Letters for St. John's, &c., will be received at his House in Carbonear, and in St. John's for Carbonear, &c., at Mr. Patrick Kelly's Newfoundland Tavern, and at Mr. John Crute's. April 28.

### ST. JOHN'S & HARBOUR GRACE PACKET.

**THE** fine fast-sailing Cutter, the EXPRESS, leaves Harbor Grace, precisely at nine o'clock, every Monday, Wednesday and Friday morning for Portugal Cove, and returns at 12 o'clock the following day.—This Vessel has been fitted up with the utmost care, and has a comfortable cabin for Passengers; all Packages and Letters will be carefully attended to, but no accounts can be kept for Packages or Postages, nor will the proprietors be responsible for any specie or other monies sent by this conveyance.

Ordinary Fares, 7s. 6d., servants and Children 5s. each, single Letters 6d. double ditto 1s., and parcels in proportion to their weight.

PERCHARD & BOAG, Agents, St. John's.  
ANDREW DRYSDALE, Agent, Harbor Grace.

### Notices

**ALL** Persons having claims against the Estate of the late *Timothy Kelly*, Painter, &c., are requested to furnish the same to the subscriber, and those indebted to the said Estate are requested to make immediate payment.

JOHANNA KELLY,  
Administratrix.

November 17.

### Notice to Mariners.

**LIGHT HOUSE on Cape Spear, NEWFOUNDLAND.**

### NOTICE IS HEREBY GIVEN.

**THAT** a Light will be exhibited in the Light-house which has been erected on *Cape Spear*, on the evening of **THURSDAY the 1st of September** next, and thenceforth continued every night from sun-set to sunrise, for the benefit of Navigation.

The character of this Light which will burn at an elevation of 275 feet above the level of the sea—will be that of a **POWERFUL REVOLVING LIGHT**, showing a brilliant flash at regulated intervals of **ONE MINUTE**.

The **STATIONARY LIGHT** on Fort Amherst, at the entrance of this Harbor, will be continued as heretofore.

THOMAS BENNETT  
HENRY P. THOMAS  
JAMES M'ERIDE  
B. BONIFANT  
JOHN SINCLAIR

Commissioners

St. John's, Newfoundland, August 25, 1836.

### SPLENDID NEW PACKET-BOAT



### Between Brigus and Portugal Cove.

**THE** Brigus Packet Company beg to apprise the public that their Packet Boat *ARIEL*, of 30 tons, has now commenced plying between Brigus and Portugal Cove. She will leave Brigus on the mornings of Monday, Wednesday, & Friday at 9 o'clock, and Portugal Cove on the intermediate days, at 12 o'clock.—This Vessel is built in a superior manner and offers the most desirable accommodations for Passengers—having a separate Cabin for Ladies.

Terms—Cabin Passengers, (after) 7s. 6d.  
Fore Cabin, 5s. 0d.  
Single letters 7d.  
And Packages in proportion.

PERCHARD & BOAG, Agents, St. John's.  
WILLIAM GILL, Agent, Brigus.

### Just Received,

Per Angler, from LONDON AND FOR SALE,

By the Subscriber,

10 Hogsheads  
**BRANDY,**

(which can be recommended)  
1 Pipe, 8 Hhds., and 4 Qr.-casks Good Quality Cape Madeira

**WINE,**

Also,

15 Bls. Hamburg PORK branded  
*Ehlers, Feuerherd & Co.*  
September 29. JAMES CULLIN

**THE RAILWAYS OF GREAT BRITAIN.**—It is believed that railways were first introduced into this country at the beginning of the 17th century, when they were employed in some of the Newcastle collieries. The rails at that time were of wood, and a description of them, as constructed in the year 1676 is thus given in the life of the Lord Keeper North:—“The manner of the carriage is by laying rails of timber from the colliery to the river, exactly straight and parallel; and bulky carts are made, with four rollers fitting those rails, whereby the carriage is so easy, that one horse will draw down four or five chaldrons of coals, and is an immense benefit to the coal merchants. Mr. Stephenson states, on the authority of the books of the Colebrookdale iron company, that in Nov., 1667, between 5 and 6 tons of cast iron rails were made at those works, but only as “an experiment, on the suggestion of one of the partners.” It was not till the year 1800 that stone props for supporting the ends of the rails were first substituted for wooden sleepers. The cast-iron rail, called the plate-rail, continued to be used almost universally, until about the year 1824, when some rails of the same form were made of wrought iron: these latter were but very partially used at first, but have gradually, and at length, almost wholly superseded the employment of cast-metal. So early as 1759, the idea of applying steam power for propelling carriages was thrown out by Dr. Robinson, then a student in Glasgow. Watt began his important experiments on the production and employment of steam in 1763, and in 1784 stated, in the specification of one of his numerous patents, that it was intended to use his steam engine for the same purpose; but neither of these philosophers, at least as far as is known, made any effort for reducing their suggestions to practice. In 1787, Mr. Symington exhibited the model of a steam carriage in Edinburgh, but it was not until 1804 that Trivethick invented and brought to use a machine of this kind upon the railroad of Merthyr Tydfil, in South Wales. In 1813, Mr. Blackett, of the Wylam colliery, put to use upon his railroad a locomotive engine which worked by the adhesion of the wheels upon the rails.—This example was partially followed by Mr. Stephenson, in 1815 at the Killingworth colliery; but the idea of the want of adhesion had taken firm hold of the public mind, that no further improvement was effected until 1829, when the attention of scientific men was forcibly drawn to the subject by the advertisement of the directors of the Liverpool and Manchester railway company, offering a premium of 500l., to the inventor of the best locomotive steam engine, to run upon their line of road. In addition to the colliery railroads in the north of England and elsewhere (which being carried through the property of the projectors, did not require the sanction or powers given by an act of parliament) there were, up to the year 1825, acts passed for constructing 24 lines of railroad comprising together an extent of about 250 miles; but, with the exception of the Stockton and Darlington line, these were all of merely local importance, and the greater part were for very short distances. The first of them which received the sanction of parliament was in 1801; and acts were obtained for one or two every year to 1825; since which time the total number of acts passed in each year has been as follows:—

1825.. 5	1829.. 9	1833.. 11
1826.. 6	1830.. 8	1834.. 14
1827.. 6	1831.. 9	1835.. 18
1828.. 11	1832.. 8	1836.. 35

making in all 164 acts. In the session just ended the number of acts reached to 35, and the extent of road to about 850 miles.—The number of passengers conveyed along the line of the Liverpool and Manchester railway, from its opening in September 1825, to the 30th June, 1836, was 2,393,767, being on an average 132 persons daily.

In 1835, the number was 356,945.  
1833 do. 386,492  
1834 do. 436,637  
1835 do. 473,847

And in the first half of 1836, the passengers were 222,848, being an excess of 17,000 over the corresponding half of 1835.

### SIR WILLIAM KNIGHTON

(From the Medical Gazette.)

The newspapers have already made known the decease of the late Sir William Knighton; and although he had long abandoned medical practice, we

think it incumbent on us to place in our pages some record of one who once belonged to our profession and whose career has been, in several respects, so remarkable.

Sir William Knighton originally entered the medical profession as an apprentice to an apothecary at Tavistock; and after a residence of a few months in London, returned to that town to settle a general practitioner. This, however, not proving agreeable to his taste, or satisfactory to his ambition, he soon returned to London, and settled as an accoucher. The College of Physicians having admonished him for practising as a physician without a degree, he went to Edinburgh, where he remained two seasons; and having obtained a degree from the Archbishop of Canterbury, was admitted a licentiate.

From this time he remained in London till 1810, when he accompanied the Marquis Wellesley to Spain, and returned with him when the mission was at an end. On this nobleman retiring from office, he asked his late Majesty to appoint Knighton one of his physicians. Soon after this he became acquainted with Sir John M'Mahon, by whom he was speedily admitted to terms of intimacy, and they continued on the most confidential footing until the death of the latter, who made Sir William his executor. Among the papers which thus came into his possession, were some relating to certain private affairs of the late King. Instead of endeavouring to turn this circumstance to any profitable account, Knighton instantly carried the documents to Carlton-house, and placed them at once, without comment or condition, in the hands of the rightful owner. From that hour may be dated his admission to Royal favour. The Prince Regent, struck at once with the importance of the benefit, and with the delicate manner in which it had been conferred, appointed Knighton to an important office in the Duchy of Cornwall; in 1813 raised him to the baronetage; and, at a later period, presented him with the grand cross of the Guelphic Order.

His reputation was now at its zenith, and his business continued very extensive till the removal of Sir Benjamin Bloomfield, who had succeeded Sir John M'Mahon in the office of Private Secretary. On the elevation of this gentleman to the peerage, and his mission to Sweden, Sir Wm. Knighton, who had previously been a frequent visitor, now became an inmate at Carlton Palace, was invested with the offices of Private Secretary and Privy Purse—appointments which he retained till the death of George IV.

Before his connection with the Court, Sir Wm. Knighton practised chiefly, though not exclusively, as an accoucher.

He had latterly suffered from embarrassment of breathing, and oppression about the chest, which proved to be dependant upon enlargement of the heart, and ended in dropsical effusion into the right pleura and pericardium, which proved fatal on Tuesday, the 11th inst., in the 60th year of his age.

Sir Wm. Knighton was unquestionably a man of excellent talents; but he was still more conspicuous for his fine sagacity and knowledge of the world. His success in life was remarkable; but such was at one time his interest at Court, that it is quite certain he might have commanded almost anything which the highest influence in the empire could bestow; yet he never showed himself either avaricious or greedy of honours. He was scrupulously punctilious in all the observances and etiquettes of society; but, amid the polish which his manners and character received from the circumstances into which he was thrown, he still retained unimpaired the impress of his early friendships.

**A PRACTICAL SARCASTIC.**—This is another anecdote told of the late Rev. Robert Hall. When discussing, one day, the necessity of Church Reform, with a Clergyman, who, after being educated by the Dissenters, obtained a conviction of the purity of the Established Church, and a lucrative living within her pale, at the same time, Mr. Hall illustrated this kind of logical process in a way unsurpassed in the history of sarcasm. This gentleman's constant refuge, when hard driven by the arguments of Mr. Hall, was, “I can't see it.” “I can't see that at all.” At last, Mr. Hall took a letter from his pocket, and wrote on the back of it, with his pencil, in small letters, the word “God.” “Do you see that?” “Yes.” He then covered it with a piece of gold. “Do you see it now?” “No.” “I must wish you good morning, Sir,” said Hall; and left him to his meditations.—*Book of Table Talk.*

BIOGRAPHY OF MARTIN VAN BUREN.

[As the last accounts from the United States, leave almost no doubt of the election of Van Buren, as President, we have abridged from an American paper the following biography of this distinguished individual.]

(From the Pennsylvanian.)

Martin Van Buren was born at Kinderhook, in the county of Columbia and state of New York, on the 5th December, 1782. In early boyhood he displayed endowments so superior, that his father resolved to educate him for the law, a science for which he evinced both fitness and predilection. His father, who had been actively devoted to the American cause during the Revolution, had espoused the principles of the democratic party on the formation of the National Government, and was among the earliest supporters of Mr. Jefferson, when he became its leader. His son early adopted the same sentiments, and his course secured for him such confidence with the neighbouring democracy, that while yet young in years, he took a part in the contests of the day, as active and efficient as that of veteran politicians.

He completed his legal studies in 1802, and commenced the practice of the law in Columbia county. He soon raised himself to the highest rank in the profession, and was admitted rival and equal of the ablest lawyers in the state.

In 1812 he was elected, for the term of four years, to the senate of New York, in which body he took his seat in the following November. He at once promoted and supported every measure calculated to aid or strengthen the general government in carrying on the war. In the spring of 1813, he wrote an address to the electors, in which he enforced with energy and eloquence, the duty of sustaining the administration with all its resources and influence of the state.

In the year 1814, the political friends of Mr. Van Buren regained their ascendancy in the House of Assembly, and his efforts were consequently attended with greater success. Of these, the most prominent, as it was certainly the most energetic ever adopted in this country, was a law, framed with reference to property as well as persons, for raising immediately, through the agency of classes, 12,000 men, to be placed at the disposal of the general government.

His ability and reputation, both as a lawyer and politician, now deservedly indicated him for the office of Attorney-General of the State, and to that he was accordingly appointed in February, 1815. He was also chosen about the same time one of the regents of the University. Those with whom he acted, having, in 1819, lost the controul of the appointing power, he was removed from the office of Attorney-General. It was not long, however, before he was summoned by his fellow-citizens to a station of higher interest. He had for some time warmly advocated a convention for amending the State Constitution, which he considered defective in many particulars. A law for the convocation of one was passed by the legislature, and it assembled at the capitol in the year 1821. Mr. Van Buren was, unexpectedly to himself, returned as a member by the electors of Otsego county, and took his seat as their representative.

From the convention, Mr. Van Buren was called to represent his native state in the senate of the United States. He continued in the senate eight years, during which he continued to receive increased marks of the confidence and affection of his fellow-citizens at home. When the period arrived for electing the governor of the commonwealth, he was brought forward with enthusiasm as the democratic candidate for that office, and chosen with the most flattering marks of public approbation. He of course resigned his seat in the senate, and on the 1st of January, 1829, entered upon his new office. His administration was short, but it was marked by a successful effort to introduce salutary provisions for the independence and security of elections; and still more by financial reforms among the most striking and important in the history of the United States. When Gen. Jackson became President of the United States, he immediately nominated Mr. Van Buren to the first place in his administration, as Secretary of State. This office he accepted, and resigned that of Governor. A large portion of each branch of the legislature of New York consisted at the time of his political opponents; yet such had been his uprightness and ability, that resolutions expressing the high respect for his virtues and talents, and tendering him, in warm and affectionate terms, the good wishes of the representatives of the people, were in both unanimously passed.

Mr. Van Buren repaired to Washington, and on the 12th of March, commenced the discharge of his new duties, as Secretary of State. The records of his administration will show, that at no previous period of the government was there as much official labour performed in the same time, or successful results to so many negotiations, as during those two years. The long contested colonial question between the United States and Great Britain, which had been suspended by the preceding administration as hopeless, was resumed, elaborately discussed, and finally adjusted, on terms previously sought by the United States. New negotiations were opened with France relative to our claims for commercial spoliation, which had existed for more than twenty years, and also to her demand of commercial preferences under the eighth article of the treaty of Louisiana. Both of these were thoroughly investigated under the instructions of Mr. Van Buren, and the whole mat-

ter settled by treaty, in a manner highly satisfactory, very shortly after he left the Department of State. Denmark had presented her ultimatum in respect to similar claims of our citizens, which had not been accepted; negotiation was resumed under new instructions, and an adjustment effected by which an indemnity, nearly fourfold larger than that previously offered, was secured. Spain had positively refused redress for her depredations upon our commerce, and so pertinaciously adhered to her system of discrimination; that all negotiation on the subject had ceased; the question, however, was again opened under new and very full instructions from Mr. Van Buren; the matter was ably and vigorously prosecuted by his successors; a satisfactory indemnity was secured; and notwithstanding the proverbial repugnance of the Spanish government to make any change in its commercial policy, it was induced to consent to an abolition of discriminating duties, and to the adoption of the regulations offered by the United States in all nations. Indemnity was obtained from Portugal for depredations upon our commerce, and she consented to repeal the prohibitory duties which she had for a long time imposed upon our rice, in favour of that of Brazil. Efforts, commenced by Mr. Jefferson, and continued through the succeeding administrations to place our trade with the Levant on a favourable and permanent footing, and secure a passage for our shipping to the Black Sea, were revived, and a treaty concluded with Turkey, which has given stability and prosperity to our commerce, in that interesting portion of the world. A negotiation opened by the preceding administration with Austria was brought to a satisfactory conclusion by a commercial treaty. For many years it had been an object to form a commercial treaty with Russia, and repeated attempts to do so had been made; these were renewed, a minister was despatched to that country with instructions in which the whole subject was fully examined; and views of the United States were communicated without reserve. Through adverse circumstances, this effort failed of success at the time; but when Mr. Livingston succeeded Mr. Van Buren, he renewed it with complete success.

Having administered this important and laborious department for about two years, Mr. Van Buren determined to retire from that honourable trust. In June, 1831, he resigned the office of Secretary of State, with the reluctant consent of the President, by whom he was afterwards appointed Minister to Great Britain. He was received by that Government with that favour and distinction to which the high offices he had previously held gave him, perhaps, more than usual claims, and he commenced under the best auspices the interesting negotiation which he believed would be, if successful, as useful to his country as honourable to himself. While thus employed abroad, his nomination was submitted by the President at home to the senate for their constitutional advice and consent; unfortunately for the honour of our country, that body, hitherto respectable, was at that time selected as the field for the display of principles and conduct utterly at variance with the expectations of the American people. Three aspiring politicians, who had already received striking proofs of the disapprobation of their countrymen, though previously advocating the most opposite opinions, united a coalition, the design of which was to force themselves into power, and to defeat, if possible, the prospects and success of a man, in all respects their superior, and as much entitled to the honours he had won, as they were unworthy of those which they sought. A majority of the senate was found sufficiently servile to sustain the views of these individuals, and to unite with them in a selfish crusade against the cause, and the advocates of popular measures. By this majority thus formed, actuated by motives the most unbecoming, and on pretences the most weak and trivial, the appointment of Mr. Van Buren was negatived, after protracted debates and delays, on the 25th of January, 1832. The measure was effected by the casting vote of John Calhoun, then vice-president of the United States; a politician whose career was marked by inconsistencies so gross, and an utter dereliction of patriotism, and principle as a public man, that this act, whether arising from his judgment or his envy, seemed only to be wanting, in order to prove the sterling virtue, talents, and character of him whom he thus vainly endeavoured to thwart in his onward and honourable course.

In consequence of this event Mr. Van Buren returned at once to the United States. As the period for electing a vice-president of the United States was at hand, they resolved to place Mr. Van Buren in the station which had been so grossly abused by the person who held it, and called him to preside over that very body, and those very men who had fruitlessly exerted their accidental power, for their own selfish ends, not merely against him, but the people who loved him, and the principles he had always maintained. In November, 1832, he was elected by an overwhelming vote, and in March following, he entered on his public duties as President of the Senate. His address on that occasion elicited the applause of all parties, and its moderation was rendered the more conspicuous and honourable, from the circumstances of his rejection to which we have alluded. His term of service will expire on the 4th of March, 1837; but it having been ascertained that President Jackson, following the example of his predecessors, would then retire from public life, a numerous body of delegates, representing the democratic party of the Union, assembled at Baltimore in the month of June, 1835, and unanimously presented him to the people of the United States, as a candidate for the chief executive office.

GENERAL POLITICS.—To use a Commercial phrase, we regard the political market as looking up this week. The prospects of Reform appear to us to be brightening. As the Season of Parliament approaches and with it the hour of conflict, the variances of the Liberal party who have been amusing themselves during the recess with a few accusations and recriminations, are again falling into order, and preparing to present a firm and unflinching front to the common enemy. This is as it should be—union is strength—*divide et impera*—division is destruction. We fancy too that the tone of the Tory faction is gradually falling—the loud note of insolent defiance is subsiding into something which sounds very like expostulation and excuse. Their leaders of the Peerage, especially, several of whom have been speechifying during the last week, appear to us, in what has fallen from their lips, to be covering the retreat of their party from the untenable position which they held during the last Session to a safer line of operations. A return to office is considered by them out of the question at present—the very hope of it is dismissed. We suspect that, when Parliament meets, the Peers, after a certain portion of loud blustering, will allow the rejected measures of the last Session to pass their House. But what would have satisfied the country then, if graciously given, will now go for nothing when wrested by compulsion. We must now have vote by ballot as a protection for the electors who are either driven up to the hustings, like a flock of sheep, by their Tory masters, or tortured by the demon fangs of their tyranny for daring to be independent. There is another question too which now is the very time for the people to be agitating and stirring up—we mean the revision or abolition of the Corn Laws. "Hungary will break through stone walls." This will be a winter of short work and high prices. It is the very season, therefore, for attempting to wrest from the lords of the soil the hateful monopoly which enables them to cheat the people of the blessings of cheap food with which Providence has endowed them. The landed Aristocracy of this country have too long been treated like spoiled and pampered children. It is time that they should be called upon to take their share in the common burthen. Of the millions of taxation under which we are groaning, the greater part were incurred to carry on wars entered into only to please their selfishness and feed their families. Our food, we see, is taxed to support their luxury and extravagance. The pension-list is maintained for such branches of their kindred as are ashamed to work, but not ashamed to receive their daily pittance from a people whom they scoff at with unfeigned contempt. The Church is regarded as a mere receptacle for those young scions of the Aristocracy, who, at the close of their nursery training, are voted fit for nothing else. If the poor man has a hundred pounds left to him, there is a duty to be paid upon it, while the landed proprietor has his millions to descend to him free from the same cost. It is time for these barbarous relics of the feudal ages, these marks of slavery and vassalage to be done away. It is time for the drones to be treated as drones, and not to have all the honey to themselves while the working bees are left to die of hunger and starvation. Let the people commence the attack by insisting loudly, strongly, and unanimously upon the repeal of the corn-laws. That carried, we will go on for a further restitution of our rights and privileges. The wedge once infixed, we will drive it home. We are tired of seeing the people of this country treated as hewers of wood and drawers of water, as *serfs and pariahs*, by men who, in education and intellect, are greatly inferior to the mass of those whom they presume to trample upon and oppress.—*Liverpool Chronicle*, Dec. 17.

ATTEMPT TO ROB THE PARIS BANK.—A singularly audacious attempt was on Thursday made to rob the bank of France. The following are the particulars:—Just as M. Bouron, one of the under-cashiers, returned to his office with a million of francs in bank notes, which he had received from the principal cashier, he was attacked by two men; one of whom gave him a violent blow, whilst the other endeavoured to obtain possession of his card-paper box. M. Bouron, however, seized the robber firmly by the throat, and his cries for assistance soon brought together a number of persons who held subordinate situations in the bank. This person was at last arrested, though not without a violent struggle, and taken into the guard-house, where he took out a small phial, probably containing poison, which he attempted to swallow. He was afterwards escorted to the office of M. Lenoir, commissary of police of the quarter. On being introduced to the presence of the magistrate, he suddenly drew from his pocket a pair of pistols, and presenting one close to the breast of M. Lenoir, he pulled at the trigger, but fortunately it missed fire. Instantly afterwards he placed the muzzle of the other pistol to the back part of his own head behind his right ear, and having thus fractured his skull fell dead at the feet of those by whom he was surrounded. His body was shortly afterwards carried to the Morgue. No papers were found on his person, nor anything which could lead to the discovery of his name. He was tall and powerful, and although ill-dressed, evidently did not belong to the lower orders of society. During the struggle between him and M. Bouron, the man who first struck the latter effected his escape. Few of the persons present remarked him, because their attention was engaged with the thief who had collared M. Bouron.—*Paris paper*.

We learn that the injuries received by M. Bouron in the audacious attempt made upon him at the bank are by no means serious. In addition to the phial of poison the man who shot himself had about him, a quantity of ground pepper was found in his waistcoat pocket, intended, no doubt, to be thrown into

the eyes of M. Bouron, or of whoever might attempt to seize him. His corpse remains at the Morgue, but as yet he has not been recognised by any one. His face remains undisfigured. His features are regular, and may be said to be handsome. The police have taken every possible means to ascertain his identity: and in order to obtain a correct likeness of him, a cast of his head was taken yesterday by M. Guy, the sculptor.—*Galignani's Messenger*.

THE VAUXHALL BALLOON.—We have just heard that all difficulties are removed, and that the stupendous Vauxhall balloon will ascend from Paris. The French and English gas companies unite their powers for the inflation, and we have no doubt the curiosity of the Parisians will be amply gratified. The ascent will take place on Monday, the 19th inst, from the barracks of the Faubourg Poissoniere, and the car will convey about ten persons. The number, however, cannot be ascertained, as it will depend upon the lightness of the gas.—*Ibid*.

TEMPERATURE.—The temperature of the globe during the past portion of the year, seems to have varied in different localities. At Riga there has not been so burning a summer for many years. At Philadelphia the cold was intense on the first of June. At Munich the crops have been very abundant. At Paris the orange trees have flowered twice, and the *Journal de Francfort* states, that in many parts of Germany, there has been considerable drought; the water-mill have stood still, and the meadows have been scorched.—*Athenaeum*.

The Newfoundland

ST. JOHN'S, (Thursday,) January 12, 1837.

TO CORRESPONDENTS.—"A Briton" has been received, but he will find that the subject to which he refers has been already disposed of. We shall, however, be glad to hear from him on another occasion.

Since our last we have had several arrivals from Great Britain and Ireland, with unprecedentedly quick passages—ranging from 12 to 18 days—and furnishing dates to the 21st December, containing, however, but little of interest, either in the political or domestic world. Parliament, it was expected, would meet on the 30th January, for the despatch of business.

THE WEATHER.—We believe the oldest inhabitants have no recollection of such a continuance of mild open weather, in any corresponding season, as that with which we have been favoured since Christmas Day.—The Plough is in active operation in the country, and we are even told that seeds are springing up in some of the gardens in the vicinity of the town. Vessels approach the coast without difficulty, and discharging and loading proceed with as great facility as in the months of August or September.—On the whole we think appearances justify the presumption that we shall have neither a severe nor a protracted winter, which we sincerely hope may be in favour of a successful Seal fishery.

We regret to state that a fire broke out on Thursday evening last, between 7 and 8 o'clock, on the premises occupied by Mr. Robert Prowse, at Port-de-Grave, (Conception Bay) which was not got under until the whole were destroyed. It unfortunately happened that there was a large quantity of gunpowder in one of the Stores, and near that portion in which the fire was first discovered, which had the effect of deterring the people from approaching to render assistance, until after the explosion, which we are told was terrific, but happily no accident occurred. It was distinctly felt at Brigus.—The origin of the fire is involved in mystery—but we have every reason to believe it was the result of accident.

We are happy to remark that our anticipations relative to the elevation of John Sinclair Esq. to a seat in the Legislative Council have been realised, as we find the official announcement of that Gentleman's having taken the customary oaths, and his seat at the Council Board, in the *Gazette* of Tuesday last.

The Brigantine *Christiana*, Lawson, Master, from Figueira, laden with Salt for this port, in a thick fog, on Wednesday the 4th inst. got so close in with the land near the South Head of Bay Bulls, that she was obliged to drop an anchor which brought her up. Soon after, a light air having sprung up, they slipped cable, but the wind dying away, the vessel was driven by the sea, towards the North Head, where another anchor was let go, which brought her up amongst the breakers, in a most dangerous situation, with a tremendous sea running.—The Captain and Crew then left the ship, and, with much difficulty, succeeded in reaching the shore. She was subsequently boarded by John Williams and his sons, of Bread and Cheese Cove, and the wind coming off-shore, they slipped the other cable and succeeded in bringing the vessel into this port on Friday last. The Salvors have, we understand, been awarded 220*l*. for their services.

Died, on 17th December last, at the Lieut. Governor's at the Royal Hospital, Greenwich, JOHN BRENTON Esq., R. N. aged 56, only Brother of the Hon. Mr. Justice Brenton.

Shipping Intelligence

CUSTOM-HOUSE, St. John's,

VESSELS (ENTERED.)

Jan. 6.—Brigantine Clydesdale, Edie, Cork; 60 firkins butter, 80 bla potatoes, and sundries.  
Brigantine Caledonia, Greig, Oporto: 16 boxes oranges, 13 kegs wine.  
Brig Kingalock, Stanton, Cork; 70 tons potatoes, 60 firkins butter, 60 bla pork, and sundries.  
Brig Euphemia, M'Gaw, Viana; 100 tons salt, 20 cwt onions, and sundries.  
7.—Brig Lester, Hayward, London; 100 bags bread, 389 bla pork, 525 fks butter, 60 boxes candles, and sundries.  
Brigantine Lady of the Lake, Warner, Figueira; 36 mil-beirres salt, and sundries.  
Brig Adonal, Ritchie, Oporto; sundries.  
Brigantine Christiana, Lawson, Figueira; 50 milbeires salt, and sundries.  
10.—Schr Fidelity, Brine, Hamburg; 200 qrs. wheat, 27 bla pork, 50 bla beef, 350 fks butter, 790 bags bread.  
Brig Eliza, Boag, Bristol; 100 tons coal, 40 bla pitch, 23 bags nails, and sundries.  
11.—Brig Dewdrop, Farler, Dartmouth; 60 tons potatoes, and sundry merchandise.  
Brig Borealis, Birnie, Oporto; 23 frails figs, 30 cwt onions, and sundries.  
Brig Sophia, Humphreys, Jamaica; ballast.  
Brig Carteretta, Warren, Liverpool; 31 chests and 20 boxes tea, 150 boxes candles, 300 boxes soap, and sundries.  
Brig Apollo, Rendell, Dartmouth; ballast.  
Brig Eliza, Hally, Boston; 50 kegs butter, 231 bags and 10 hhds corn, 200 bla beef, and sundries.  
Brig O'Connell, M'Grath, Waterford; 115 bla pork.  
Brigone Gazelle, Cothay, Liverpool; 157 tons coal, 260 bags bread, 178 bla wheat, 50 bla pork, 150 boxes soap, 130 cases tea, and sundries.  
Brigantine Isabella, Fitzgerald, Waterford; 20 tons limestone.

VESSELS (LOADING.)

Jan. 5.—Seotia, Caldwell, Portugal.  
Devon, Smith, Portugal.  
Iceni, Steele, West Indies.  
G'poy, Sinclair, Portugal.  
Hebe, Sinclair, Scotland.  
9.—Caledonia, Greig, Portugal.  
Irt, Ludlow, Brazil.  
10.—Vesta, Clunn, West Indies.  
11.—Brigantine Colombian Packet, Longridge, Greenock.

VESSELS (CLEARED.)

Jan. 5.—Brig Norval Carmichael, Oporto; 3000 qts fish.  
10.—Brig Douglastown, M'Kenzie, Oporto; 2600 qts fish.  
Brig Conquette, Wilkie, Barbados; 1200 qts fish.  
11.—Brig Caledonia, Guy, Oporto; 2200 qts fish.  
Brig Scotia, Caldwell, Oporto; 3700 qts fish.  
Brig Iceni, Steel, Demerara; 2000 qts cod fish.  
Brig Elizabeth, Hicks, Cork; 2500 qts fish.  
Brig Haro, Cooney, Nova Scotia; 1000 qts fish.

The Brig LESTER, Hayward, just arrived from London, fell in, on the 29th Dec., in lat. 47 43, long. 27 48., with the wreck of a large ship of about 350 or 400 tons burthen, dismantled, water-logged, and abandoned. She was laden with deals, had formerly a poop, which was washed away, with the whole of her stern, consequently could see no name; but having boarded her and found a large black with "Ruckers" branded on it, supposes that to be the name of the ship. She was painted with a broad white streak and painted ports, with a bust of a female head. Every thing had been washed from the deck, the bulwarks were gone, and some fragments of clothing and bedding were on the fore-castle, but nothing appeared to enable Capt. H. to form any satisfactory conjecture as to the fate of the crew.—Ledger.

Sales by Auction.

THIS DAY,

(Thursday) At 11 o'clock,

By JAMES CLIFT,

10 Barrels Flour, 10 Firkins Butter,  
10 Boxes Bohea Tea, 1 Pun. Rum,  
1 Hhd. Gin, 1 Pun. Whiskey,  
10 Baskets Onions, 20 Boxes Oranges,  
3 Sacks Walnuts, 2 Hbds. Sugar.

WHO HAS JUST RECEIVED,

A few Cannisters of Preserved Turkeys,  
Veal, Mock Turtle and Giblet Soup,  
Galantine, a L'Italienne, Soup and Bouilli, and  
Mushrooms.

January 12.

On TUESDAY next,

The 17th Inst., at 12 o'clock,

AT THE

St. John's Factory,

130 Pair Blanketing Drawers  
73 Cotton Shirts  
4 Jackets, 4 Herring Nets  
A quantity of straw and thrumbed Mats  
7 Doz. Bottles

AND

Some Window Sashes and Frames.

January 12.

Notices.

COMMISSARIAT,  
Newfoundland, 10th January, 1837.

CONTRACT  
FOR  
BAKING BREAD.

PERSONS willing to contract for BAKING BREAD, for the Troops and others in St. John's, from the 1st April, 1837, to the 31st March 1838, agreeably to certain conditions which may be seen at this Office, are informed that Tenders will be received on TUESDAY, the 31st January, 1837, until One o'clock, P. M.

The Tenders to express the number of Pounds of Bread which will be given for every 100 lbs. of Flour supplied by the Commissariat Department, and to be accompanied by a letter signed by two responsible persons, engaging to become bound with the parties tendering in the sum of 60L. sterling, for the due and faithful fulfilment of the contract.

J. LAIDLEY,  
A. C. G.

COMMISSARIAT,  
10th January, 1837.

Tenders for CARTAGE.

NOTICE is hereby given that Tenders in Duplicate will be received at this Office on TUESDAY, the 31st January, until One o'clock, P. M., from persons willing to enter into a Contract for supplying the Public Departments with such Transports as may be required from time to time, between the 1st April, 1837, and the 31st March, 1838, agreeably to certain conditions which may be seen daily at the Commissariat Office, between the hours of 10 and 2 o'clock.

The Tenders must express the price in Sterling for a whole day, or half a day for each.  
Horse, Harness and Driver,  
Box Cart or Truck, with one Horse.  
Harness and Driver,  
Box Cart or Truck, with two Horses,  
Harness and Driver.

The Tenders must be accompanied by a letter signed by two responsible Persons (such as may be approved of by the Assistant Commissary General,) engaging to become bound with the party tendering, in the penal sum of 100L. sterling, for the faithful performance of the contract.

Payment will be made at this office, quarterly, in British Silver, or in Dollars at 4s. 4d., at the option of the Senior Commissariat Officer.

J. LAIDLEY,  
A. C. G.

WANTED

For the service of the Fort Amherst Light House,  
One hundred Gallons  
Pale Seal Oil,

For which Tenders will be received by the Subscriber until 12 o'clock on Saturday next.  
(By order of the Commissioners)

JOHN SHEA,  
Secretary.

January 12.

Mr. GOSSE,

Miniature Portrait Painter.

BEGS leave to acquaint the Ladies and Gentlemen, and public generally of St. John's, and its neighbourhood, that he will take Likenesses on Ivory, of various sizes, at from 2 to 5 Guineas each,—warranted correct, and superior finish.

On Ivory cards at 15s. each.  
Color'd profiles on ditto 7s. 6d.

Residence at Mrs. BELCHER'S.

January 5.

On Sale

POTATOES, &c.

Per Kingalock, 12 days from Cork,  
NOW LANDING

AT THE STORE OF

L. O'BRIEN,

The Cargo of the above Vessel—

CONSISTING OF

1200 Barrels Prime POTATOES  
150 Bushels Poland or Seed OATS  
60 Firkins BUTTER } both of the best  
40 Bla. & Half Bla. PORK } quality, and ordered particularly for family use.

St. John's, January 12, 1837.

On Sale

HUNTERS & Co.

OFFER FOR SALE

200 Barrels Irish Pork  
20 Ditto Pigs' Heads  
150 Firkins good Butter  
50 Puncheons Rum  
50 Ditto Molasses  
500 Hogsheads Coal  
60 Tons Lime Stone;

AND, THE

Brig O'CONNELL

Just arrived from Waterford, 133 tons Register.—If the O'CONNELL is not sold in a few days, she will take FREIGHT for CORK, WATERFORD, or LIVERPOOL.

January 12.

BY

CODNER & JENNINGS,

450 Bls. excellent Devonshire Potatoes,  
at 9s. per barrel,  
2 Tons English Hay,  
(JUST ARRIVED)

Bremen BREAD,

At 14s. 6d. Cwt.

A large assortment of Cordage  
A lot of Canvas  
Leatherwares and Leather, in variety.  
Oakum, Pitch Tar, Paint, &c. &c. &c.  
January 12.

Baine, Johnston & Co.

HAVE RECEIVED,

By the ELIZA, from Boston,

300 Barrels new BEEF  
16 Puncheons choice MOLASSES  
8 M. W. O. Hogshead STAVES  
20 Dozen Carpet BROOMS  
600 Barrels INDIAN CORN  
IRISH BUTTER, in Store, ex Clydesdale.  
January 12.

T. & J. Brocklebank

OFFER FOR SALE,

The Cargo of the Barque IRT, from Copenhagen,  
VIZ.—

1000 Barrels Superfine Flour  
750 Bags fine White Biscuit  
250 Ditto Superfine Ditto  
200 Barrels prime Mess Pork  
150 Firkins 1st Quality Butter  
10,000 Bricks.

December 29.

Molasses and Sugar.

NOW LANDING,

Ex Schooner ALBION, from Boston,

34 Hogsheads } SUGAR  
11 Tierces }  
40 Hogsheads Sugar-House MOLASSES  
21 Casks } Trinidad ditto  
25 Barrels }  
500 CABBAGES.

Also,

Part of the Cargo of Brig ATTENTION—Viz:

200 Barrels excellent BEEF  
40 Kegs Negrohead TOBACCO  
A quantity of FURNITURE.

For SALE by

BULLEY, JOB & Co.

November 17.

A FEW CASES OF LONDON

STATIONERY,

Comprising almost every description of Articles required for Commercial Offices.

And, also,

Some Demy Printing PAPER.

These GOODS will be sold at Cost and Charges, and are well worth the attention of the Trade.  
ROBINSON, BROOKING, GARLAND & Co.  
November 17.

T. & J. Brocklebank

OFFER FOR SALE

60 TONS COAL,

Just received per Brig Andes, from Liverpool.

Which will be sold cheap if taken from the Vessel immediately.

November 10.

On Sale.

New Provisions, &c.

RICHARD HOWLEY

IS NOW LANDING

The Cargo of the COLUMBIAN PACKET, from Hamburg,

WHICH HE OFFERS FOR SALE

At reduced Prices—Viz:

200 BARRELS Prime Mess Pork  
200 Firkins new Butter (Holstein) for family use  
300 Barrels Superfine Flour  
50 Do. Extra do. for Pastry  
100 Do. fresh Oatmeal  
175 Bags superfine Cabin Biscuit  
75 Do. fine do. do.  
1000 Do. Good Common do.  
50 Coils assorted Cordage  
600 Pair Yarn Hose  
50 Pair Deck Boots  
A few Kegs Tongues, Pickled Rounds, Beef and Smoked ditto.

Also,

Per BLANDFORD and CHERUB, from London,

3 Pipes and 20 hhds. Cognac Brandy, (Martell's brand) warranted of the very best quality  
40 Hhds. Bordeaux ditto, (Dumon Frere's brand)  
20 Do. Pale Skiedam Geneva  
400 Boxes best London Tallow Candles, Mould's and Dip's  
20 Do. Imperial Wax do.  
50 Do. Hard Yellow Soap

A LARGE ASSORTMENT OF

London Butt Leather, Calf Skins, Kips, Basins and Boot Legs (block'd)  
1000 Doz. Paste and Liquid Blacking  
40 Casks gold-colored Sherry Wine, 3 doz. each  
6 Qr.-rasks and 20 cases prime old Port  
100 Dozen London Brown Stout  
100 Do. Pale Burton Ale, &c. &c.

N. B.—Connoisseurs can be accommodated with a few gallons of Genuine COGNAC and HOLLANDS—perfect Cordials.

December 29.

For Freight or Charter.

The fine A. 1, British built, Coppered Schooner

Colombian Packet,

176 Tons per Register.

Apply as above.

The Subscribers

HAVE JUST RECEIVED,

From Placentia Bay.

And which they offer for Sale at their Wharf,  
A FEW BARRELS VERY PRIME

Fall HERRINGS.

HUNTERS & Co.

December 29.

By Private Contract,

The Fine, Fast-sailing

Schooner ABEONA,

Of the burthen of 66 Tons. She is well calculated for either Sealing or Coasting. Apply to the Subscribers, where an Inventory of her materials may be seen.

ROBINSON, BROOKING, GARLAND, & Co.

December 8.

TEAS!

WILLIAM STEWART & CO.

Have just Received,

Per NIMROD,

AND OFFER FOR SALE,

25 Half-chests Twankey Tea  
10 Boxes fine ditto (13lbs each)  
10 Ditto Green ditto (13lbs each)  
15 Ditto Hyson ditto (13lbs each)  
5 Half-chests Young Hyson  
15 Chests Souchong  
8 Half ditto  
15 Boxes family ditto (14lbs each)  
30 Chests Congo  
40 Half ditto  
50 Ditto Bohea.  
Being on Consignment, and will be sold cheap for Cash.

Also, A few Casks LOAF SUGAR.

November 24.



Ports Corner

THE FAREWELL.

BY THE AUTHOR OF THE "ROAMER, RAMBLER," &c.

Tune—"Do you ever think of me, love?"

Will you ever write to me, love,  
Will you ever write to me?  
When I'm far away from thee, love,  
I shall always think of thee:  
For my mind is ever ranging,  
On the lass whom I adore,  
And my heart is never changing,  
Either now or ever more.  
Then tell me will you ever,  
When far away from thee,  
Drop a line to one who never  
Can cease to think of thee?

When toss'd upon the ocean,  
I beseech do not forget  
The steam-boats and the lotion,  
And the cottage where we met;  
For my heart is very heavy,  
At parting with my dear,  
But be constant to your Johnny,  
Who is your own far and near.  
Then tell me will you ever,  
When far away from thee,  
Drop a line to one who never  
Can cease to think of thee?

THE FLOWER OF MALHAMDALE.

(From Story's Songs and Lyrical Poems.)

If in some bright and breezeless eve,  
When falls the ripe rose leaf by leaf,  
The moonlight bard will heave  
A sigh that occurs allied to grief,  
Shall I be blithe—shall I be mate—  
Nor shed the tear, nor pour the wail—  
When Death has blighted to its root  
The sweetest Flower of Malhamdale!

Her form was like the fair sun-stream,  
That glances through the mists of noon—  
Ah! little thought we that its beam  
Would vanish from our glens so soon!  
Yet when her eye had most of mirth,  
And when her cheek the least was pale,  
They talked of purer worlds than earth—  
She could not stay in Malhamdale!

The placid depth of that dark eye,  
The wild rose tint of that fair cheek,  
Will still awake the long-drawn sigh,  
While Memory of the past shall speak.  
And we can never be but pained  
To think, when gazing on that vale,  
One angel more to Heaven is gained,  
But one is lost to Malhamdale!

I may not tell what dreams were mine—  
Dreams laid in bright futurity—  
When the full, soft, and partial shine  
Of that fair eye was turned on me.  
Enough, enough—the blooming wreath  
Of love and hope, and joy is pale;  
And now its withering perfumes breathe  
O'er yon new grave in Malhamdale!

LETTER FROM MR. O'CONNELL TO THE EDITOR OF THE SCOTSMAN.

Darrybane Abbey, 13th October, 1836.

SIR—I pray you to spare me the space of a few lines in your valuable paper, upon a subject to me of deep and natural interest.

The *Morning Chronicle*, which reached me this day, of the date of the 10th inst., contains an extract from a Scotch paper, giving a report of a speech of the person who styles himself the Rev. Mortimer O'Sullivan. In that speech there is the following passage:—

"Remember that this is Mr. O'Connell's account—that it is essential to the Catholic faith to believe it right to murder, or to break faith with heretics."

There appears to me something exceedingly atrocious in the career which this man and his very worthless colleagues are pursuing in Scotland, instigating all the bad passions by the propagation of all manner of falsehoods. That these men should call themselves Christian divines, followers of the God of Charity, would be ludicrous, if it were not awfully melancholy.

The Catholics can afford to look upon their efforts with silent contempt—and, of course, so should I—my name had not been referred to, and an opinion

of the most horrible description attributed to me. I am so much calumniated that the silence of my contempt would, probably, be soon alleged to be the silence of acquiescence, if I did not publicly contradict the entire passage.

That passage, then, I proclaim to be in all its parts totally false. It is false that I ever gave any such account—neither did I ever say or do any thing to justify or palliate the attributing it to me.

As to the opinion itself—that it is essential to the Catholic faith to believe it right to murder or break faith with heretics—I not only declare it, as every educated man already knows, to be totally false, but I go farther, and declare that if it were true I would not remain a Catholic one hour—no, nor one minute.

I am a Catholic in all the certitude and sincerity of faith, and I would not abandon or deny any one tenet of that religion for all the world could possibly bestow. But the opinion thus charged on me is directly the reverse of the doctrine and belief of the Catholics.

There is no one religious persuasion in the British islands so numerous as the Catholics. We are over eight millions of Catholics in Great Britain and Ireland; and it really is to the last degree indecent, as well as criminal, to form crusades of vituperation and calumny against so numerous a portion of the King's British subjects.

There is not one of these calumniators that may not readily inform himself of what our real opinions are. He could easily learn that we maintain and teach in our catechisms and books of religious instruction, that the end can never justify the means—that it is not lawful to do any act in its own nature unjust, immoral, or sinful, although the prosperity of the Church—the conversion of all unbelievers—and even the salvation of the whole world did, or could, possibly depend upon that act.

I would not be a Catholic one hour, if that religion taught me that it was lawful to break faith with a heretic, or with any other person—or that it was more lawful to break faith with a heretic than with a Catholic. I would not be a Catholic one hour if that religion taught that it was lawful to murder a heretic, or any other person, or that it was less sinful to murder a heretic than a Catholic.

To break faith with any body is a crime—to murder any person is a crime. But why should I dwell on facts which are so well known, that it is a mockery to repeat them? No Protestant can repudiate the opinions thus attributed to us more than every Catholic does—no Protestant can abominate them more than I do.

Let me conclude with offering this test. This Mr. O'Sullivan says—"This is Mr. O'Connell's account." When? Where? How did Mr. O'Connell give that account—or say anything to countenance the assertion? Let him answer that question.

If he do not answer it, he thereby admits that he is a calumniator and propagator of falsehood. If he do answer it, I will have the means of proving him to be such.

I deceive myself much if there lives any man who, more than myself, respects the rights of conscience, or who would go farther to vindicate those rights for all mankind, including every creed, and caste, and colour.

I have the honor to be Sir,  
Your obedient servant,  
DANIEL O'CONNELL.

[We have great pleasure in publishing the above letter. The Scotch paper from which the *Chronicle* borrowed the extract of O'Sullivan's speech, was our own. In our remarks, we did not think it necessary to advert to the connection of Mr. O'Connell's name with the monstrous doctrine attributed to the Catholics.—No man but a crazy fanatic can believe that he could be at once so wicked and so foolish as to utter any thing which would countenance such a charge. We have no doubt that it rests on some wretched quibble, some malicious misconstruction, or perchance some "ingenious device" like M'Ghee's! The "best abused man" in the British Isles might, indeed, have treated the charge with silent contempt; but his manly, powerful, and admirable character, speaking, as it does, to the understanding and the heart of every honest man, will do a great deal of good. It places O'Sullivan in a position from which he will find it no easy matter to escape.—*Ed. of Scotsman.*]

SHIP NEWS.

(From the Cork Southern Reporter, Dec., 13.)

Thursday morning, about 2 o'clock, the steamer *Margaret*, Gosson, from Liverpool for Waterford, with a full cargo, was struck by a large bark off Holyhead, and from the injury sustained, made so much water that she found it prudent to put into Beumaris. It is feared that some of her cargo has been injured by the water.

The brig *Molly Moore*, of Waterford, William M'Grath, master, arrived here from Miramichi, after a passage of 27 days reports having seen a dismasted brig, about 50 miles west of Cape Clear, but, from the violence of the weather, she was unable to render any assistance.

The *Hindoo*, a very fine, new ship, the first vessel from Belfast that had been regularly entered on the East India trade, was totally wrecked on the night of 9th August, at Regidopore Bay, 38 miles below Bombay—two of the hands perished. It is worthy of remark that at that period the sun had not been seen for 17 days at Bombay—an almost unprecedented circumstance there.

MILFORD, DEC. 8.—The wind and weather since Monday has been tremendous here; the greater part

of last night it blew a perfect hurricane. There is about 200 sail of shipping within the harbour, bound to all parts, and yesterday there were three steam vessels (Irish traders) driven in, where they now lie, as well as the *Mountain*, steamer, the whole of which rode out the gale last night well. The *Aladdin*, Post Office steam packet, under repairs, floated this morning, and was removed from the upper to the lower quay, to complete new copping her bottom. She will resume her station in a short time. The *Sybil*, another Post Office Packet, has come down from Hobb's Point to be laid on the ground to undergo some repairs. The *Sky Lark*, revenue cruiser, has nearly completed her repairs, has been new copped, &c. and will haul out of Mr. Roberts's dock this evening's tide.

BRIGHTON.—The following articles were picked up at sea on the 3d and 4th instant, and some washed on shore:—Some part of a ship's mast, 25 feet long, 16 inches in diameter; a ship's yard, 2 blocks, 24 pieces of fir balm, some yellow deals, marked at the ends, in red, A. B. and Co. Deal; slab, three spars, &c.

WRECK OF THE NORVAL.—On Sunday night last during one of those heavy gales to which we have been so subject of late, a fine vessel of 632 tons burthen, called the *Norval*, Captain Harkness, timber laden, from St. John's, N. B., consigned to Messrs. Gibbs, Bright and Co. of this town, struck upon the *Forby* Bank, directly off the light-house. Fortunately the passengers and crew were saved, and great hopes were entertained that the vessel would have floated with the tide; she did so, but it served only to force her further upon the sands; the damage her bottom had received, having admitted the water, which prevented her righting. Attempts have been made to get her off, with the assistance of steam-boats, &c. but the continued boisterous weather has hitherto rendered them ineffectual. Fearing she would go to pieces during the night, Messrs. Gibbs, Bright and Co. applied to Mr. Dowling on Tuesday afternoon, who had immediately despatched Mr. Inspector Tyrrel, a serjeant, and six men of the dock police to the beach, armed, for the protection of the wreck and cargo.—*Gore's Liverpool Ad.*

THE HAGUE, DEC. 1.—The day before yesterday a storm ravaged this city and its environs, which can only be compared to that of the 9th of November, 1800. The atmosphere was very mild and agitated only by a south-west wind. A few minutes before the storm began the thermometer was at 58. The fury of the wind caused a great injury to several houses. Many of the chimneys have been thrown down, and several of the roofs stripped of their covering. In the neighbourhood of the town, and on the highways, a great number of trees have been torn up by the roots; but it was principally in the beautiful wood of the Hague that the storm exercised its ravages. We have, however, only heard of one life being lost. Carriages have been overturned and upset into the canals. The same violence has prevailed in all the cities of Holland, and at Amsterdam in particular, a great deal of injury has been done. Rotterdam likewise has suffered much. At Breda, Haarlem, and Arnham, the same scene was repeated. Every where the houses and plantations have suffered.

By a letter received, it appears that the *Sir Edward Banks* steam-packet, when going from Goree, fell in with the wreck of a vessel on the *Hinder*, with a number of hands on board. She proves to be the *Neptunus*, from Finland, laden with deals and tar. Notwithstanding the swell was very heavy, the first and second mates of the steam-packet volunteered to go to the wreck with the boats, and they succeeded in rescuing the captain and eight men from a watery grave.—One poor fellow was flung in the boat; the crew had been three days on the wreck, and but for this timely assistance would have perished. The steam-vessel *Scotia* took in tow a dismasted brig from the *Brill*. The *Sir Edward Banks* also passed a ship dismasted and waterlogged, but on going close to her no one was seen on board.

FRENCH CUSTOM-HOUSE OFFICERS AT FAULT.—The *Gazette des Tribunaux* of Sunday last gives an account of a ludicrous mistake which was lately made by the custom-house officers at Boulogne, and which, it says, has created a good deal of amusement there. An English gentleman a short time since went to Boulogne for the recovery of his health, but finding himself getting worse, he sent for a skilful English doctor, in spite of whose efforts, however, the patient died. The parents of the deceased wishing to have the remains sent to England wrote to Dr. H. to take the necessary steps. The doctor accordingly had the body put into a leaden coffin, filled with spirits of wine, and undertook to go to the packet to see it safe himself. He went to the Custom-house, declared the contents of the packet, and returned home, intending to accompany the body next day. The Custom-house officers, while carrying the coffin to another room, heard the sound of the liquid, and one of them who thought himself a cunning old fox, primed himself upon the idea of having discovered an extensive fraud upon the revenue, hemmed several times, and then, with a knowing look of good English ejaculated, "French brandy!" This had a magical effect. The chief officer made a hole in the coffin, the liquid ran out, and filled a large glass, which he immediately swallowed, and smacking his lips, said it was excessively good. The glass was filled again and again, and circulated joyously. The officers thought the idea of making brandy pass for a dead body was a very original and humorous one, laughed, and drew up a process verbal of the circumstance. The next morning the Doctor came to see about his packet. He was told it had been seized, and that they had even tasted the contents of the coffin, and that

the spirit was of the very best quality. The doctor's hair stood an end. "Surely you have not drunk any of it?" said he. "Yes, but we have though, resounded on every side," and excellent stuff it is.—You will pay dearly for your smuggling attempt." "I assure you," said the doctor, "that the coffin only contains the remains of an English gentleman who died here." A laugh succeeded this explanation, but the doctor opened the coffin; at sight of the corpse swimming in the spirits of wine the officers drew back with dismay and horror, swearing that they would be more careful in their researches in future.

AMERICAN WOMEN.—The women of our own mountains excel them altogether, being a more true medium between strength and coarseness. Even Mrs. Trollope admits that the American women (perhaps she ought to have said girls) are the most beautiful in the world, whilst they are the least interesting. Mrs. Trollope has written a great deal of nonsense, putting cockneyism in the mouths of Americans, and calling them Americanisms, but she has also written a good many truths. I will not go so far as to say she was right in the latter charge; but if our girls would cultivate neater and more elegant expressions, equally avoiding vulgarisms and affectations, and set phrases; be more careful not to draw, and not to open the mouth so as to call 'hot' 'haut'; giggle less; speak lower; have more calmness and more dignity of manner; and think instead of pulsating—I would put them, for all in all, against any women in the world. They lose half of the defects which they marry, as it is; but the wisdom of Solomon would come to our ears with a diminished effect, were it communicated through the medium of any other than a neat enunciation. The great desideratum in female education, at home, is to impart a graceful, quiet, ladylike manner of speaking. Were it not for precisely this place, Vevey, I should add, that the women of America speak their language worse than the women of any other country I ever was in.—*Cooper's France.*

SAXONY AND ENGLAND COMPARED.—England may have reason to be proud of her sons, when riches are boasted of; but what can she say when poverty is alluded to? Is it better, think ye, for a country to have a thousand Croesuses, and millions who can scarcely gain a miserable pittance—than to have wealth generally diffused, and a peasantry, though associating not with their superiors, boasting all the comforts of their prince.—The latter is actually the case here, and I gravely opine, and that it is by far the happiest state. Saxony, to be sure, can boast of none of the hotbed splendour of Britain; but then she is exempt from the moral and political corruption that distinguishes our oligarchy, and which is the cause, not only of many a withering blight in the fair garden of industry, but of that wide-spreading wretchedness which may be said, emphatically, to be the foul manure which supports the glaring flowers. Were I to judge from what has come under my own observation within these few weeks, I should say, that happiness is more generally diffused over the territory of both Anthony Clemens and Frederick Wm. III, than it is over any other country in Europe. I will not even except our own happy land; for, although we live under the banner of a comparatively free constitution, and can vaunt many advantages over other nations, it must not be supposed that the people are individually more happy, or have fewer hardships to complain of. When a country is in debt, and when that debt, or the interest of it, must be paid by the labour of the people, the nation that requires to give less of its daily labour for the liquidation must be the least burdened, and on that account alone, is the most likely to be the happiest. Saxony has little to pay—England has upwards of eight hundred millions; and the annual interest of that sum must be drawn from the fruits of industry, and abstracted from the comforts of her hard-working people. The conclusion to be drawn from this is so obvious, I need not add a word more. My gorge always rises, however, when I think of the system under which our vast debt accumulated to so hopeless an amount. The annals of the world do not afford another instance of so long and prosperous a career of insolent political speculation, fraud, and villainy. In Venice, the same system was carried to perfection; but in point of extent it was, in comparison to ours, as a farthing candle to the sun. An honest history of all that we have endured under it would not merely form the bitterest satire that ever was written on the exercise of aristocratic power, but would finally clench the unanimous opinion pronounced by enlightened politicians of every age, that the worst of all possible governments is an OLIGARCHY.—*Strang's Germany in 1835.*

BASTING A FOWL.—A country girl, who had been only a few days in her situation in this town, was desired by her mistress to baste a fowl then roasting. The girl, interpreting the order after the language of the "Fancy," beat the bird with a thick stick! Her mistress's accidental entrance into the kitchen prevented its complete annihilation.—*Leamington Chronicle.*

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