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Newfoundlander

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THURSDAY, September 27, 1838.

Sixpence.

THE NOVASCOTIAN IN ENGLAND.—No. 7.

PLYMOUTH, STONEHOUSE, DEVONPORT, NATIONAL DOCK YARD.—We place all these names at the head of this article, for in fact it is impossible to disconnect the scenery, associations, and busy population which they represent. On the map they may appear to be separated, and no doubt old residents, familiar with the localities, have distinct pictures of each section in their minds—but a hasty sojourner can scarcely tell where one ends and the other begins, and in fact is better pleased, and less puzzled, to view the whole as one great and very interesting combination. If the gentle Reader enquire why we have whisked him away so suddenly from the Cornish Mines, to scenes so different, without pausing to dwell on every thing by the road, we answer, in the first place, we were whisked over here pretty quickly ourselves, commencing our first ride on an English Stage Coach Box at one in the morning, and being set down at Elliot's Hotel in Devonport about 10, in time, and with a very good appetite, for a late breakfast. By the light of the Coach lamps we got a glimpse at a few of the streets in Truro, as we passed through it, and rode within a few yards of a granite column, erected by the people of the Town to the memory of the Traveller Lander, who was a native, and who, by his labours and exertions, shed lustre on the place of his birth, and will live in the hearts and memories of its inhabitants, while history and tradition are preserved among the scenes of his childhood, and in the natural repository of his fame.

It would be folly to attempt to sketch, or even to remember the names, of half the small towns, villages and parishes, that you ride through; to linger a few hours to examine the peculiarities, and inspect the curiosities of each, would require years of travel, and impose a task that none but an antiquary would care to undertake,—and would result in descriptions so tedious and elaborate that none but antiquaries would care to read. Like a guest, bidden to a magnificent repast, therefore, instead of attempting to devour all that is put before us, or even to taste of every dish which the exuberance of wealth, and the science of the cuisine, have prepared,—we shall fix upon a few of the more substantial dishes, and endeavour to make a solid and rational meal. We introduced our friends to the Mines of Cornwall, because they present one of those broad features of national industry well worthy of consideration—we have brought them to the Dock Yard at Plymouth, and the Victualling Establishment at Stonehouse, that they may examine some of those vast operations, out of which arise one of the gigantic arms of our National defence. Frigates, Seventy-fours, and Ships of the Line, are no novelties to the Nova Scotian,—he sees them frequently, in the full splendour of the service, spreading their broad wings to the breezes of his Coast, or resting on the bosom of his magnificent harbor, like fabled birds of Ocean, with folded plumage, taking their repose. But he has never yet seen the nest in which the birds were bred,—surveyed the grandeur of its conception, the magnitude of its proportions, the accuracy and beauty of its details,—and therefore it is that we have brought him here, that he may be pleased and instructed by a spectacle so intimately connected with old associations, so gratifying to his pride as a British Subject—so necessary as an addition to the mental resources of a well informed man of the world.

Devonport, Stonehouse and Plymouth, are three handsome stone and brick Towns, extending along the North and Eastern side of Plymouth Sound, and the Hamoaze, a continuation of the same sheet of water, and which, like our Basin, is a broad and excellent Harbor, protected from the dangers of the outer anchorage by projecting points, and in which ships not required for service are laid up in ordinary. Into the Hamoaze falls the River Tamar, a beautiful stream forming the division line between Cornwall and Devon, and presenting on its whole line, we have been told, very rich and varied scenery. The Government Powder Works, which we did not visit, and the noble seats of some of the nobility, connected with this part of England, are on this river. Devonport, where the Dockyard is situated, and which was formerly called Plymouth Dock, is the highest up the river of the three Towns, the only one of the three which lies along the inner Basin

—two small Villages called Morris Town and Stoke adjoin it on the land side, but are rather suburbs and continuations than separate places, and the faint lines which seem to divide them, will no doubt soon be effaced by the rapid growth of the larger City. Stonehouse is separated from Devonport by a branch of the Harbor extending up for some distance in a northerly direction, but Bridges are thrown across it, which, with the streets on both sides leading to them, are crowded and perpetual thoroughfares. At this place, the smallest of the three, is the Victualling Department. From this Town you pass to Plymouth, by four Roads, or rather Streets; and, after passing through it, come out on another Arm of the Sea, called Sutton Pool, broader, but not so long as that which separates Stonehouse from Devonport—beyond which is the Catwater, a still more extensive Arm, into which falls the Plym, and some other smaller streams that take their rise from the high lands of Dartmoor.

The Dock Yard naturally attracts and well deserves the first attention of every stranger, and having gone through the form of sending our address, obtaining a ticket, and writing our names in a book at the gate, we are already under the charge of one of the New Policemen (the first specimen we have seen of an excellent body of men, of whom we shall have something more to say, by and bye) and commenced our ramble around the establishment. The first impression made on the stranger, as he looks around him from the Porter's Lodge, is one of unmixed pleasure at the extreme cleanliness, quiet and order, which characterize the scene. Not a vagrant blade of grass, a loose stone, or scrap of dirt disfigures the pavement, the walks, platforms, or buildings—the whole are as neat and clean as the entrance to a private mansion, or the quarter deck of a man of war. Of course there are chips, shavings, &c. on the spots where the workmen are immediately employed at their various duties, but these are cleared away rapidly, and in every part of the Yard where the axe or the hammer are not actually going, the most scrupulous cleanliness is maintained, and the quiet and regularity with which the most extraordinary operations are going on astonished us even more than anything else we witnessed. Fronting the gates is the Dock Yard Chapel, a well built edifice of limestone, in which the artisans and officers of the Establishment, and the military in garrison attend divine service on the Sabbath. In front of the Chapel is the Military Guard House, over which is the Navy Pay Office,—and in this vicinity also are the Surgery, to which persons wounded at their work are immediately conveyed,—and the Reservoir, which supplies the different departments of the Arsenal with water.

A paved road leads to the Officers' Dwelling Houses, thirteen in number—a range of very handsome buildings, with a double row of lime trees in front, affording a delightful promenade and playground for children. From this we descended by a flight of some steps, cut from the solid slate rock, to the new North Dock, constructed in 1789, and supposed to be the largest in the Kingdom. It is 240 feet long 85 broad, and 29 deep. This Dock, unlike some of the others, has no roof, and ships are sometimes taken into this with their masts and rigging standing. In this neighbourhood are the Smithy, and the workshops of the Plumbers, Stonemasons, and Bricklayers. Here also have been recently erected the Millwrights and Screwcutters Shops, and the Engine House. All these places are interesting, and a much longer time might be spent in them to advantage, by those curious in mechanics, than is allowed by the ordinary limits given to your official guide. One of these Engines turns the laths, and other machinery used in the workshops,—the other pumps the water out of the Docks, a service which it performs in an incredibly short space of time. Both of them are beautiful specimens of the perfection of modern science, and being built into the solid walls, do their work with scarcely any noise, and no perceptible vibration. In one of the workshops there is a very curious but noisy piece of machinery, for plating small cord, which it does with great rapidity, the spindles circulating round each other something like Quadrille Dancers. An immense turning lath also attracts attention. It is calculated to turn a shaft of iron, or any thing else, four or five feet in diameter,—and cost

£2,500. Here are also Boring Machines, by which holes are cut in plates of iron, steel, copper or brass, with an ease and accuracy that are truly wonderful. A plain old Scotchman had charge of these Departments, and in one of them we saw Admiral Warren, a short, stout, venerable looking veteran, who holds the chief command in the Arsenal.

The ropewalks is contained in two buildings, each 1200 feet long, and divided into flats or stories, as we would call them, in each of which some branch of the manufacture is going on, from the dressing of the hemp to the final completion of the cable of a first-rate man-of-war. The scene presented in the interior of these houses is novel and exciting in the highest degree—and whether he contemplates the number of persons employed—the varied character of the manipulations going on around him, the division of human labor, and the saving of it by machinery, wherever practicable, or the order and quiet which reign in every room, the visitor is instructed and gratified beyond his hopes. The perspective view from the extremities of these long rooms is very fine. One of these buildings is fire proof, and ships cables are made here 100 fathoms in length, and 25 inches in circumference,—and the small boys who run up and down the rooms, to take the yarns off the hooks, perform a daily journey of 22 miles. The Mould Loft, in which the plans of ships intended to be built are prepared, is likewise worthy of a visit.

To attempt to give our colonial readers more than a few hasty notices of this vast Arsenal, would be a work of great labour, and we fear that the impressions made on the eye could in but few cases be intelligibly conveyed upon paper. There are several Docks, all somewhat inferior to the one we have mentioned, but each bespeaking the magnitude of the structures it is intended to contain, and the facility with which, by the simultaneous labours of a multitude of workmen, vessels of any size may be repaired. Connected with one of these there is a Basin, containing the Boats and Launches belonging to the Yard, and communicating with the harbor by an opening about 70 feet wide. The pumps and machinery for exhausting the water, the Saw Pits and the Kilns for steaming Plank, which are in this vicinity, are all on the most extensive scale. The Blacksmith's shop we only glanced into, as the men were not at work, and shall therefore endeavour to give our friends an idea of it in the words of a person who was more fortunate in this particular. "It contains 48 forges, which are employed in the construction of anchors, and other massive iron stores for ships. The greatest regularity is observed by the workmen in directing the blows of their sledge hammers on the anchors which they may be forging; and during the process they frequently make use of a ponderous iron instrument called a Hercules, weighing about 8 cwt. which is dragged to a considerable height by means of pulleys, and then allowed to fall with immense power on the red hot metal. Those who are unaccustomed to places of this kind, feel strong sensations of horror on first entering. The clanking of the chains used to blow the bellows, the dingy countenances of the workmen, the immense fires, and above all, the yellow glare thrown upon every thing by the flames, shining through the dismal columns of smoke that continually fill the building, form altogether a very terrific picture." The Anchor wharf fronts the Blacksmith's shop, and, as at the Halifax Yard, anchors of all sizes are arranged there, ready for use.

The most conspicuous edifices in the Yard, those which strike the eye from the greatest distance at which it can be seen, are the three building Slips, in which vessels of the largest size that ever floated beneath the British flag, can be constructed. There is nothing extraordinary in the architecture of these vast workshops—they are great mammoth sheds, shutting out the weather from the ship and the artisans employed upon her—so large as to afford a free circulation of air, and the roof and sides filled with windows, by which abundance of light is admitted. Two of these Ship Yards are roofed with sheathing paper, thickly laid on,—the roof of the other is of copper. These roofs have only been introduced of late years, vessels having been formerly built, as in smaller establishments, in the open air. Whether the idea was borrowed from the Americans or not, we cannot pretend to

[See last page.]

The Newfoundland.

ST. JOHN'S, (Thursday,) September 27, 1838

In consequence of the non-arrival of our expected stock of Paper we have been compelled to issue on a smaller sheet than usual.

Mr. Bourne—the Gentleman appointed to fill the Chief Justiceship, vacant by the removal of Mr. Boulton—arrived at Carbonar from Liverpool on Saturday last, and crossed the Bay by the Packet on Monday, accompanied by Mrs. Bourne and children.—Mr. Bourne was sworn in on Tuesday.

REGATTA ON QUIDI VIDI LAKE.

The Regatta took place yesterday, on Quidi Vidi Lake, according to announcement;—the day was particularly favourable, and an immense assemblage of the Inhabitants of the town were congregated on the banks of the Lake at a very early hour. A number of booths of entertainment had been erected at the Ground, and the whole scene, viewed from the Southern side of the water, presented an extremely beautiful and picturesque appearance. At One o'clock, on the firing of a Gun, the Boats of the first-class started, and after a well-contested race between the two first-named, they came in in the following order:—

- Bryan Kavanagh's Whale Boat.....1
- Bennett & Co's Gig2
- Loveys' Gig.....3
- Gallishew's Whale Boat4

Four boats started for the prize in the second Race, and returned as follows:—

- John Ryan's Whale Boat.....1
- Custom House Gig.....2
- Thos. Ryan's Whale Boat .. 3
- Richard Hiliman's ditto ditto.....4

The two first boats seemed exceedingly well matched, and it was scarcely possible up to the last moment to form an opinion as to the issue.

The third was an amateur race—3 boats started and returned in order as set down—

- Loveys' 6-oar'd Gig (rowed 4 oars)...1
- Mr. Emerson's Wherry2
- Brooking & Co's Whale Boat.....3

This race created a good deal of interest, and was well contested between 1 and 2.

There were several other matches got up in the course of the evening, which contributed to keep alive the gaiety with which the day commenced, and which was not suspended until rather a late hour.

The Officers of the Garrison and some others having decided on a party to compliment Capt. Polkinghorne and the Officers of H. M. S. Crocodile, previously to their departure, took advantage of this occasion—a marquee was pitched in the field on the north side of the Lake, where the company, about 70 in number, partook of a very elegant *déjeuner*. Captain and Mrs. Prescott honored the party with their presence. The evening was very delightfully danced away—the band of the Royal Veteran Companies being in attendance—and at a seasonable hour the company retired, having partaken of pleasure and amusement in their most extensive sense.

DEJEUNER ON BOARD H. M. S. CROCODILE.

On Friday last, the Officers of H. M. S. Crocodile entertained the Governor and a party on board at a sumptuous *déjeuner*. At 2 o'clock, the boats of the Ship were in waiting at the Ordnance Wharf to convey the visitors on board. The day was particularly favourable—in compliment to the ladies, we heard it whispered, and we are not disposed to controvert this opinion. Until after 3 o'clock the officers were occupied in conducting the ladies through the several parts of the Ship, whose exquisite neatness in every respect bespoke much of good taste and perfection of discipline; it was then announced that the "creature comforts" were patiently awaiting the attack of the enemy, and on proceeding to the gun deck, a scene of an unusually attractive character presented itself:—an apartment elegantly and ingeniously contrived, and a table groaning under a profusion of viands the richest and rarest, and served in a style that SABONIERE might have envied, or BEAUVILIER have taken a hint from with advantage; about fifty ladies and gentlemen sat down to this repast, and after a few toasts had been bumpered, suited to the occasion, the ladies were attracted to the main deck by the "sweet sounds of music," whither they were very soon followed by the gentlemen. This deck, which now became the scene of action, was tastefully and judiciously arranged; awnings had been erected from the main-mast to the stern, and the passing of the craft as they beat up the harbor which was visible from above the taffrail, rendered the scene perfectly panoramic. Dancing then commenced with much spirit, and quadrilles, waltzes, and Spanish dances were gone through with unabated ardour, until the announcement of supper; after which dancing was renewed and kept up, *con amore*, until half-past ten, when it was voted by all, that pleasure and enjoyment to the brim had been quaffed, and that the introduction of *Rule Britannia* would be by no means unseasonable. The boats were then again in requisition, and on leaving the side of the ship the cheers of the crew were deafening, and their manifestation of kindly feeling was promptly responded to by the guests from the boats, and accompanied by many a cordial good wish for the "Crocodiles" and for their speedy advancement in the service.

HOUSE OF ASSEMBLY.

FRIDAY, SEPT. 21.

Pursuant to order of the day, the amendments made by the Council in the bill to amend an act for the encouragement of Education, were read a 3d time;—when it was resolved that the said amendments do pass, and that Her Majesty's Council be informed that the House have concurred in said amendments.

Mr. MORRIS gave notice that he should, to-morrow, ask leave to bring in a bill to repeal an act to regulate the making and repairing of roads and highways in this Colony.

The Master-in-Chancery brought down from H. M. Council a written Message informing the House that the Council had passed a bill to repeal in part an act for the relief of Sick and Disabled Seamen, &c., with amendments to which the concurrence of the House was requested.

The House then went into Committee of Supply, and the Chairman reported progress, and asked for leave to sit again, which was granted—and the House adjourned until Monday.

MONDAY.

Mr. BROWN from the Committee appointed on the 20th inst. to present to His Excellency an Address of the House on the subject of expenses of Harbor Grace Light House, Expenses of Elections of 1836, &c., reported that they had waited on His Excellency, and that he was pleased to reply as follows:—

GENTLEMEN,—I will immediately call upon the Commissioners for the Harbor Grace Island Light House to afford the information requested respecting that Establishment.

All claims connected with the Election of 1836 were transmitted to the House in the following year, and the aggregate amount for each District is, I perceive, inserted in the appendix to the Journals of the corresponding Session.

The required return connected with the Education Act shall be supplied.

Government House, 22d Sept., 1838.

It was then Resolved, on motion of Mr. MORRIS, that the unrepealed sections of the Bill intituled "An Act to regulate the making and repairing of Roads and Highways in this Colony," with the amendments to the said Act passed 8th May, 1835, be printed, and that the repealed sections of said Act be also printed in the form of an appendix thereto for the use of Members.

Mr. BROWN gave notice that, to-morrow, he should ask leave to bring in a bill to regulate the office of Sheriff, and to make provision for the appointment of a Sheriff in each Judicial District.

On motion of Mr. MORRIS,

Resolved, that the Report of the Chairman of the Board of Road Commissioners for the District of St. John's be printed for the use of Members.

A petition of James K. Moore, Richard Treligan and others, Inhabitants of St. John's, was presented by Mr. KENT, representing the ruinous condition of the road in Williams's Lane, and praying for a grant of a sum of money to repair the same.—The said petition was referred to the Committee on Roads and Bridges.

Mr. MORRIS presented a petition from John Edens, William Devereux and others, Inhabitants of Trepassy, praying an additional grant of money to defray the expense of erecting a Bridge over Biscay Bay River, &c.—He also presented a petition from Patrick Ward, Vincent Costigan, and others, Inhabitants of Harbor Main, in Conception Bay, praying for a grant of a sum of money for the opening a line of Road between Brigus and Holyrood.—Also, a petition from Joseph Templeman, James Clift, and others Inhabitants of St. John's, praying a grant of money for repairing the old road leading towards Portugal Cove, extending from the King's Road to Walsh's Farm.—Which said several petitions were referred to the Committee of Roads and Bridges.

Mr. M'CARNEY presented a petition from Henry Corban Watts, praying compensation for services whilst acting Clerk of the Peace at Harbor Grace.—Referred to Committee of Supply.

Pursuant to the order of the day, an engrossed bill for granting to Her Majesty certain duties was read a third time. It was then

Resolved, that the said bill do pass, and that the title be "An act for granting to Her Majesty certain duties on goods, wares and merchandise, imported into this Colony and its Dependencies," and that Messrs. Kent and Brown do carry the said bill up to Her Majesty's Council and desire their concurrence.

Pursuant to the order of the day, the amendments made by Her Majesty's Council in the bill to repeal in part an act for the relief of sick and disabled Seamen, Fishermen, and other persons, were read a second time.

Resolved, that the said amendments be committed this day six months.

It was then moved in amendment—That all the words in the said Resolution after the word "committed" be expunged, and "on Thursday next" be substituted;—which being put, and the House dividing thereon, there appeared for the amendment, five; against it, four. So it passed in the affirmative.

The Hon. Mr. Secretary Crowdy being admitted within the Bar, acquainted the House that he had two Messages from His Excellency the Governor, signed by His Excellency, which he presented to the House.

The said Messages were then read by the Speaker, and were accompanied by two Despatches from Lord Glenelg—one with reference to the charges of the House of Assembly against Mr. Boulton, and a decision of the Privy Council thereon, which have already been published; the other, on the subject of the appointments of Clerk of the House of Assembly and Serjeant-at-Arms, as follows:—

(Copy.) Downing Street, }
No. 207. 1st Aug. 1838. }

Sir,—Your despatch of the 23d Nov. last, No. 62 relative to the appointment of the officers of the Assembly, and the measures adopted on this subject by the House during their Session of 1837, has hitherto remained unanswered, because I have been in expectation of receiving from the Delegates of the Assembly those representations, on the subject which it was understood they were commissioned to make. But as the correspondence with the Delegates appears to have been brought to a close, and no reference has been made to this question, I think it my duty to convey to you the necessary instructions for your guidance in the event of a recurrence of the same question.

In the supply bill passed by the Assembly in 1837, but rejected by the Council, provision was made, pending the settlement of the right of appointment both for the officers nominated by the Crown, and for those

nominated by the Assembly. Should a similar course be again adopted by the Assembly, it would be your duty not to refuse your assent to the supply bill if otherwise unobjectionable. Nothing could justify such a refusal but the necessity of vindicating the prerogative of the Crown, or maintaining the just claims of individuals—and those objects appearing to be sufficiently attained by the course adopted by the Assembly, Her Majesty's Government would gladly avoid the necessity of resorting to a measure which could not be taken without great public inconvenience.

I cannot but hope from the silence observed by the Delegates on the subject that the question may now be allowed to drop; and if that should be the case, Her Majesty's Government would learn with much satisfaction that all cause of difference between the Crown and the Legislature of Newfoundland on this point had been set at rest.

I have, &c.
(Signed) GLENELG.

Captain Prescott, R. N.
&c. &c.

"H. PRESCOTT."

The Governor transmits to the House of Assembly the Copy of a letter addressed to the Colonial Secretary by the Chairman of the Board of Commissioners of Roads in the District of St. John's, and it would be satisfactory to His Excellency to be enabled to make the advance therein requested.

Government-House, 24th Sept., 1838.

(Copy.)

Stone Buildings, 24th Sept., 1838.

Sir,—I have the honor to acquaint you, for the information of His Excellency the Governor, that in consequence of the fall of the Safety Wall in Duckworth Street, the Contractor for the work has refused to fulfil his Contract, on the plea of a defect in the original plan.

The Commissioners and the Contractor being at issue in the matter, they are in the mean time induced, by a regard to public convenience, to secure the materials and clear away the rubbish which at present obstruct the Cross Street.

To enable the Commissioners to meet this unavoidable expenditure, and to put Duckworth Street, and the Street which intersects it and Water Street at this point, in a state of security for the ensuing Winter,—the Commissioners have foregone that His Excellency will be pleased to place in their hands the sum of Fifty Pounds sterling, that the various repairs so essentially necessary for the public safety may be accomplished with as little delay as necessary.

I have, &c.,
(Signed) JAMES DOUGLAS,
Chairman.

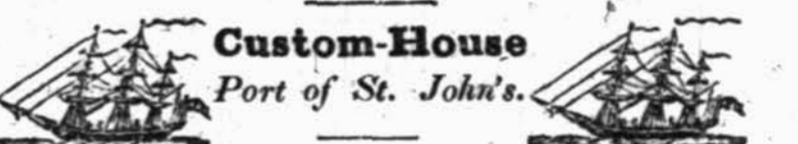
Mr. SPEAKER laid before the House a letter from the Hon. Mr. Secretary Crowdy, transmitting, by direction of His Excellency the Governor, accounts connected with the Hospital in the District of Ferryland.

Then the House adjourned until to-morrow, at 12 o'clock.

DIED.—On Saturday morning last, after a severe illness, CHARLOTTE, relict of the late Mr. Jonathan Parsons, of this town, aged 51 years. Her funeral took place yesterday, respectfully attended.

—At the residence of George Winter, Esq. at George Town, Demerara, on the 31st ultimo, after a short illness, aged 19, WILLIAM BROWN VICARS HOGSETT, eldest son of Aaron Hogsett, Esq. of this town.

Shipping Intelligence.



- ENTERED.
- September 10.—Neptune, M'Donald, P. E. Island—20 M. Boards, 11 M. shingles, 180 pieces scantling, 7 head cattle.—Richard Smith, Moore, Sydney—184 firkins butter, 108 sheep, and sundries.—Tampico, Crichton, Hamburg—370 firkins butter, 171 bls. pork, 800 bags bread, 200 bls. flour.—Jabez, Tuzo, Bermuda—31 hhd's 106 bls. sugar, 9 casks molasses.—Packet, Graham, Nova Scotia, 43 head cattle, 87 sheep, 49 firkins butter.—Clondolin, Tynece, Barbadoes—ballast.—Dash, Huntress, Copenhagen—200 bls. flour, 100 firkins butter, 600 bags bread.—Fame, Fidgett, Jamaica—ballast.—Hope, Forest, Cape Breton—27 oxen, 34 sheep, & sundries.
 - 11.—Reform, Soper, Cadiz—115 tons salt.—Isabella, Meagher, Figueira—100 tons salt, 40 qr.-casks wine, and sundries.—Olive Branch, Bonche, Halifax—8 puns. molasses, 112 bls. flour, 30 bags bread and sundry merchandize.—Spanish Brig Dos Amigos, De Tidonez, Havana—ballast.—Eliza Bunting, Lucas, Cape Breton—98 chalds coal.—Louisa, Walmsley, Halifax—400 bls. flour, 20 kegs & 20 bls. tobacco, and sundries.—Queen, Seal, Hamburg—400 bags bread, 370 bls. flour, and sundries.
 - 15.—Spanish Brig Manrico, Angel de Ilaxxamendi, Santander—ballast.—Spanish Schr. Joven Amilio, Manuel Bernabe Xemence, Santander—ballast.—Scipio, Pring, Hamburg—1600 bags bread, 170 bls. flour, 25 firkins butter, and sundries.
 - 17.—Nightingale, Matheson, New Brunswick—25 M. board, 39 M. shingles.
 - 18.—Helen, Edie, Greenock—269 coils cordage, 15 M. bricks and sundries.—St. Patrick, O'Neal, Cape Breton—58 chalds. coal.—Pictou, Flaven, Cape Breton—122 chalds. coal.—Ellen, Hally, Nova Scotia, 50 head cattle, 18 sheep and sundries.—Endeavour, M'Donald, Nova Scotia, 58 head cattle, 27 sheep, 1 horse.
 - 19.—Julia, Cram, Poole—150 tons salt, and sundries.
 - 21.—Adelina, Bradfield, Swansea—80 tons coal.—Annandale, Walsh, P. E. Island—23 M. lumber, 30 M. shingles.—Alpha Farrell, Bridgeport—60 tons coal.
 - 24.—True Friends, Godier, Montreal—450 bls. 400 half-bl. flour, 1600 staves.—Alexander, Keating, Nova Scotia—40 head cattle, 100 sheep, 20 tubs Butter.—Beaufort, Gaden, Halifax—100 barrels oatmeal, 10 hhd's. 20 bls. porter.—Mary Bell, M'Leon, Sydney—32 chalds coal, 35 tubs butter and sundries.—Catherine Ann, Palk, Liverpool—200 boxes soap, 40 tons coal, 140 bags shot, 60 boxes candles, &c.

CLEARED.
 September 7.—Catherine, Poland, Figueira; 1856 qtls. fish.—Ann, Ceich, Pernambuco; 2246 qtls. cod fish, 183 drums haddock.—Lavinia, Wylie, Oporto; 3300 qtls. fish.—Edgecombe, Roberts, Pernambuco; 1698 qtls. fish.—Spanish Polacca Norma, Baca, Malaga; 2600 qtls. fish.—Albion, Martin, Bristol; 65 tons seal and cod oil.—Southampton, Maxwell, Quebec; 286 bls. herring, 1400 cwt. sugar.—Euphemia, Sinclair, Leghorn; 3400 qtls. fish.
 11.—Royal William, Axtell, New York; 126 tierces salmon, 12 M. seal skins and sundries.—Mazeppa, Jordan, Pernambuco; 1900 qtls. fish.—Terra Nova, Barclay, Naples; 3500 qtls. fish.—Hope, Forest, Arichat, sundries.—Fortitude, Thomas, Brazil; 2400 qtls. cod fish.—Packet, Graham, Nova Scotia; 20 hhd. salt, &c.—Charlotte, Abbanett, Malta; 1300 qtls. cod fish.
 14.—Pictou, Clarke, Halifax; 570 qtls. fish, 78 tierces and 20 bls. salmon, 40 bls. herring, and sundries.—Douglstown, Henderson, Trinidad; 1840 qtls. cod fish.—Happy Return, Forest, Cape Breton; ballast.—Juno, Gibbs, Naples; 3890 qtls. cod fish.—Spanish Brig Farna, Larranaga, Santander; 2880 qtls. cod fish.
 15.—Charlotte, Goldworthy, Figueira; 2350 qtls. cod fish.—Waterlily, Campbell, Liverpool; 14700 galls. seal and cod oil and blubber, 80 qtls. cod fish, 121 tierces salmon—20 bls. herring, and sundries.—United Brothers, Doyle, Cape Breton; Ballast.—Spanish Brig Dos de Agosto, Perez, Malaga; 2590 qtls. cod fish.—Augusta, Baddaley, Oporto, 2000 qtls. cod fish.—King of Tyre, Bond, Gibraltar;—1980 qtls. cod fish.
 19.—American Brig Ceres, Robbins, Havana; 2790 qtls. cod fish.—Spanish Brig Doretia, Millet, Alicante; 2050 qtls. cod fish.—Gipsy, Gowan, Demerara, 2444 qtls. cod fish, 37 tierces salmon.—Duchess of Gloucester, Newman, Cork; 1920 qtls. cod fish.
 21.—Neptune, M'Donald, Pictou; 350 qtls. fish, 196 bls. herring.—John Stuart, Le Buff, Oporto; 2100 qtls. fish.—Orion, Murphey, Halifax; 1140 qtls. fish, 151 bls. herring.—Improvement, Frith, Barbadoes; 980 qtls. fish, 151 bls. herring.—Ellen, Kelly, Antigonish; 20 bls. herring.—Hebe, Duncan, Demerara; 1960 qtls. fish.—Richard Smith, Moore, Sydney; 264 bls. herring.—Princess Royal, Orton, Quebec; ballast.—Transcendent, Kemble, Halifax; 1220 qtls. fish.
 25.—Fame, Fidget, Barbadoes; 1154 qtls. fish.


ON SALE.

VESSELS

FOR SALE, BY PRIVATE CONTRACT.

 **The Brig ECHO,**
 99 Tons measurement, only a few months old.

 **Schooner Velocity,**
 80 Tons measurement, one year old.

 **Jane Amanda,**
 74 tons measurement, one year old.
 These Vessels are thoroughly found in Sails, Anchors, Cables, and every other necessary article.
 BLAND & TOBIN.
 September 27.

New Canadian FLOUR.

NOW LANDING

AND FOR SALE

BY THE SUBSCRIBERS.
 The Cargo of the TRUE FRIEND, just arrived from Quebec,

CONSISTING OF

SUPERFINE FLOUR.

(The produce of wheat of this year's growth.)

Fish, Cash, or oil, taken in payment.

JOHN DUNSCOMB & Co.
 September 27.

James Fergus & Co.

Offer for Sale.

60 Puncheons Strong-proof Demerary

RUM,

Ex Coquette.

ALSO,

THE FOLLOWING TEAS,

Of a very superior quality, selected from the Hon. East India Company's importation—viz.:

BOHEA, YOUNG HYSON,

HYSON SKIN and CONGO,

And a few Firkins Prime Cumberland BUTTER.

ALSO,

A quantity of Pine and Hardwood PLANK and Ash BILLETS—the latter are well worth the attention of Coopers.
 September 27.—3.

BY PRIVATE CONTRACT,

Two Lots of Land,

L YING one on the North, and the other on the South side of the Brookfield Road, containing in the whole upwards of 34 acres, and bounded on the West by the Brookfield farm, and on the South by the North River.

A considerable part of these lots is under cultivation, the South lot contains an excellent site for a Mill, and has on it a small farm house, and from the fine quality of the soil and their nearness to the town, these Lots offer an excellent opportunity for the investment of Capital.

For Terms apply to

HUGH W. HOYLES.

ON SALE.

Just Imported

In the Schooner CHARLOTTE and Brig ANN JOHNSTON, from Liverpool,
 THE FOLLOWING ARTICLES,
 All of which were Selected by

THE SUBSCRIBER

And are now offered for Sale at moderate Prices for CASH, and in quantities to suit Purchasers.

PRIME New Westphalia Hams, in casks of 3 cwt

“ “ Dutch Cheese, in cases of 1 do.

Sparkling Champagne, pink and pale, in cases of 3 dozen

Port, Guernsey Port, and cheap Red Wine, in pipes and hhd.

Marsella and Teneriffe, in pipes, hhd. & qr.-casks

Sherry Wine in pipes

Cognac Brandy, of first and second [qualities, in hhd. and qr.-casks

Pale Rotterdam Geneva, of first brands, in hhd.

Old Jamaica Rum, in puncheons and hhd., warranted to be 4 years in Bond in England.

Also,

OF FORMER IMPORTATIONS,

Barley in Half barrels

Butter in Firkins

Sherry Wine in Cases of 3 dozen

London Porter and Ale in Barrels of 3 dozen

Cherry Brandy in pint Bottles

Raspberry ditto

Preserved Fruit in quart bottles, consisting of

Cherry, Plum, Pear, Damson, Rhubarb, Gooseberry and Apple

Arrow Root in cases of 14lb. each

A few dozen pair Hamburg made Shoes and Boots and Hose, at a very low price

A few Gentlemen and Ladies' Gold and Silver Watches and other Jewellery, offered at cost and charges

Nautical Goods

Offered at £15 per cent less than former terms, Charts, Quadrants, Telescopes, of various sizes Wood and Brass Compasses, Storm, Amplitude and of every description Colours, Bunting, Scales, Dividers, Epitomes, Sailing Directions, Marine Barometers, Thermometers, Parallel Rulers, &c. &c.

JOHN HOWLEY.

September 20.

T. & J. Brocklebank

OFFER FOR SALE

The Cargo of the DASH from Copenhagen, viz.:

200 BARRELS Superfine Flour

100 Firkins first quality Butter, (for family use)

100 Bags first quality Bread

210 Ditto 2d ditto

290 Ditto 3d ditto

Fish or Oil taken in Payment.

September 13.

AN EXTENSIVE AND FASHIONABLE ASSORTMENT OF

BRITISH MANUFACTURED

GOODS!!!

CAREFULLY SELECTED IN

Manchester, Leeds, London, &c.

Now ready for inspection and Sale

AT PRICES UNUSUALLY LOW!!!!

BULLEY, JOB & Co

September 13,—4w.

BY

NICHOLAS GILL,

Just received per JABEZ from St. Thomas,

31 Hhds and 106 bls Sugar

of excellent quality.

Sep. 13,—3w.

BY

THOS. & J. BROCKLEBANK,

277 Firkins first quality Butter,

100 Barrels prime Mess Pork

Just received per Tampico from

Hamburg.

Sept. 13.

“MADEIRA WINE!”

A Few Qr.-Casks and Octaves Choice London

Particular, (Vintage 1828) imported direct

per Eliza, for Sale by

September 6. R. HOWLEY.

NOW LANDING

From the Brig EMMA, from HAMBURGH,

AND FOR SALE

AT THE STORES OF

LAWRENCE O'BRIEN,

1000 BAGS 1st, 2nd, and 3rd quality

BREAD

300 Barrels Fine and Superfine FLOUR

150 Firkins BUTTER

40 Barrels PORK

100 Bags BRAN

4000 BRICKS,

Which will be Sold on low terms.

On Sale.

Just Received,

AND NOW LANDING.

From the Brig PICTOU, from WATERFORD,

253 Tierces Strangman's PORTER,

20 Boxes CANDLES

48 HORSE COLLARS.

August 16. J. & J. KENT.

BY

HUNTERS & Co.

THE CARGO

Of the ANNANDALE, from P. E. Island,

PINE and Spruce BOARD

Hardwood PLANK, 1 1/2 to 3 Inches

Spruce and Hardwood SCANTLING

SHINGLES and BILLETS.

August 2.

BY

EWEN STABB,

600 Hogsheads SALT

30 Barrels Lancashire HAMS

3 Hhd. GINGERBREAD

30 Cases HOLLANDS, 1 dozen each

12 Barrels BROWN STOUT, 3 dozen each

50 Dozen Port, Sherry, and Madeira WINES

7 Ditto CASTOR OIL

24 Ditto WRITING FLUID

12 Boxes THUMB BLUE

60 Kegs WHITE LEAD, 28 lbs., and 56 lbs.,

70 Ditto Black, Green, Yellow, Red, and Lead

colour PAINTS

2 Cwt. RED LEAD

Butt and Shoulder LEATHER

Assorted Packages of BOOTS and SHOES, of the best description.

August 30.

John and James Kent

ARE NOW LANDING,

Per Pleiades and Duchess Gloucester

from Hamburg,

2000 Bags fine-middling and com-

mon Bread

700 Barrels Fine and Superfine

Flour

100 Firkins new Butter

40 barrels Oatmeal

20 Ditto Pease

70 Westphalia Hams

7000 Large Bricks.

And per Fox from London,

30 Chests best Twankey,

10 Ditto Fine Congou

TEAS

Which will be Sold low for Cash or

Shore Fish in October.

August 23.

TO BE LET.

THE Cottage, House, Out-offices & Grounds,

now in the occupation of the Venerable the

Archdeacon Wix.—Apply to

PATRICK MORRIS.

To view the House special application must be

made to the Archdeacon.

September 20.

Notices.

Packet Boats

TO PLY BETWEEN PORTUGAL COVE

AND CARBONEAR.

THE Subscriber begs to inform his Friends

and the Public, that having now completed

the new Packet

NATIVE LASS,

in a style hitherto unknown in this Country—being

fitted up with comfortable Cabin, Sleeping Berths,

&c.—he has commenced plying between Portugal

Cove and Carbonear.—The NORA CREINA

will also continue to ply as heretofore, and he will

thereby be enabled to arrange so that one of the

above Packets will leave Carbonear and Portugal

Cove every morning while the navigation remains

open.—The NATIVE LASS is built in a superior

manner, copper-fastened and coppered, sails

remarkably fast, and is decidedly superior to any

Craft of her description.—The NORA CREINA

is sufficiently known to render it unnecessary that

any exposition as to her qualities should be gone

into.

FARES:

Cabin Passengers..... 7s. 6d.

Steerage Ditto 5s. 0d.

Letters (single)..... 0s. 6d.

— (double) 1s. 0d.

And Parcels in proportion to their size and

weight.

The Subscriber will be responsible for any parcel, &c., that may be given in charge to him.

JAMES DOYLE.

Carbonear, September 25, 1838.

COMMISSION

MR. PROWSE having taken Premises in a

central part of the Town, near Messrs.

BAIN, JOHNSTON & Co.'s, He will be happy to

receive Goods for disposal, ON COMMISSION, either

by private or public Sale.

August 16.



Ports' Corner.

SONG.

BY T. K. HERVEY, ESQ.

Come, touch the harp my gentle one!
And let the notes be sad and low,
Such as may breathe in every tone,
The soul of long ago!
That smile of thine is all too bright
For aching hearts and lovely years,
And dearly as I love its light,
To-day I would have tears!

Yet weep not thus my gentle girl!
No smile of thine has lost its spells;
By heaven! I love thy lightest curl,
Oh! more than fondly well!
Then touch the lyre, and let it wile
All thought of grief and gloom away,
While thou art by, with harp and smile,
I will not weep, to-day!

SANS SOUCI.

BY L. E. L.

Come ye forth to our revel by moonlight,
With your lutes and your spirits in tune;
The dew falls to night like an odour,
Stars weep o'er our last day in June.
Come, maids, leave the loom and its purple,
Though the robe of a monarch were there;
Seek your mirror: I know 'tis your dearest,
And be it to night your sole care.

Braid ye your curls in their thousands
Whether dark as the raven's dark wing,
Or bright as that clear summer colour,
When sunshine lights every ring.
On each snow ankle lace silken sandal,
Don the robes like the neck they hide white;
Then come forth like planets from darkness,
Or like lilies at day-break's first light.

Is there one who, half regal in beauty,
Would be regal in pearl and in gem;
Let her wreath her a crown of red roses,
No rubies are equal to them.
Is there one who sits languid and lonely,
With her fair face bowed down on her hand,
With a pale cheek and glittering eyelash,
And careless locks 'scaped from their band.

For a lover not worth that eye's tear-drop,
Not worth that sweet mouth's rosy kiss,
Nor that cheek, though 'tis faded to paleness;
I know not the lover that is.
Let her bind up her beautiful tresses;
Call her wandering rose back again;
And for one prisoner 'scaping her bondage,
A hundred shall carry her chain.

Come gallants, the gay and the graceful,
With hearts like the light plumes ye wear;
Eyes all but divine light our revel,
Like the stars in whose beauty they share.
Come ye, for the wine cups are mantling,
Some clear as the morning's first light;
Others touched with the evening's last crimson,
Or the blush that may meet ye to night.

There are plenty of sorrows to chill us,
And troubles last on to the grave;
But the coldest glacier has its rose-tint,
And froth rides the stormiest wave.
Oh! Hope will spring up from its ashes,
With plumage as bright as before;
And pleasures, like lamps in a palace,
If extinct, you need only light more.

When one vein of silver's exhausted,
'Tis easy another to try;
There are fountains enough in the desert,
Though that by your palm-tree be dry:
When an India of germs is around you,
Why ask for the one you have not?
Though the roc in your hall may be wanting,
Be contented with what you have got.

Come to night, for the white blossomed myrtle
Is singing its love-sighs around,
And beneath like the veiled eastern beauties,
The violets peep from the ground.
Seek ye for gold and for silver,
There are both on these bright orange-trees;
And never in Persia the moonlight
Wept o'er roses more blushing than these.

There are fireflies sparkling by myriads,
The fountain wave dances in light;
Hark! the mandolin's first notes are waking,
And soft steps break the sleeping of night.
Then come all the young and the graceful,
Come gay as the lovely should be,
'Tis much in this world's toil and trouble,
To let one midnight pass Sans Souci.

[Continued from first page.]

say, but at all their National establishments, ships in course of erection are always covered over. In one of these sheds the keel and lower timbers of a large vessel were laid,—in a second was a frigate in a state of greater forwardness—and in the third a noble structure to be called the Nile, to carry 92, but pierced for 120 guns, lay in sober retirement, nearly completed, and awaiting the time when she is to descend to the bosom of the waters, and make her thunder boom along the shores she is destined to defend. We are no great amateurs in naval architecture, but in our judgment we have rarely seen a more splendid ship, combining with all the new improvements

more symmetrical proportions. Among the former, the substitution of iron for the wooden knees, is by no means the least,—affording much more room, giving a freer circulation of air, and a lighter and clearer aspect to the lower decks. The figure head was a representation of Nelson, with a belching cannon upon either side.

The Rigging House,—the Sail Loft,—the Grating Slip,—Storehouses, and many other objects combined in this vast establishment, must be passed over without even an attempt at description. Their names indicate their objects, and the reader has only to stretch his imagination, and fairly conclude that every thing is on the most magnificent scale. The number of persons employed about this Yard are 2,200, but of course in time of war they would be much more numerous. The Mast House is really a curiosity, for here you see masts, bowsprits, topmasts and spars of every size, from those required for a Yacht, to the ponderous and apparently unwieldy masses, composed of a great number of separate pieces, and upon which the broad canvass of a ship of the line will one day be spread, while hundreds will cling to the shrouds it sustains, as safely as the birds of air nestle in the branches of the Oak.

One of the most interesting exhibitions at the Dock Yard is a kind of Gallery or walk under cover, on each side of which is ranged the figure heads of old Men of War, remarkable for the part they bore in the Naval warfare of the Island; several of these had been mutilated in different engagements, and one of them had two shot still sticking in the bust. Though some were rudely chiseled, and not a few approached even to the grotesque, it was impossible to look upon them without the deepest interest. The imagination insensibly turned back to the time when the grave images before us were ploughing through unknown seas, with the daring navigators who first sailed round the globe.—Then the combined fleets of France and Spain rose upon the mind in one vast crescent of magnificence and power,—their white sails shining in the sun, and their pennons waving in the breeze; and on they came, secure in their numbers, and confident of victory—but there was the ornament that graced the stem by which their line was broken, and all around us were either the kindred representatives of the ships that bore them nobly in that glorious fray, or the trophies won amidst scenes of strife and carnage, which made Britannia the mistress of the seas.

ERRORS OF THE PRESS.—“The press hath errors as the public bath;” but then it has the frankness to admit them. It has, in fact, the reputation and responsibility of many more than it ever commits. The member who utters at night what he repents of in the morning writes to complain of an error of the press, by which he is made to say—exactly what he said. An awkward word in his letter of explanation, a loose expression that opposes an obstacle to the desired adjustment, may also with proper dexterity be converted into an error of the press. The press is often called upon to answer, not for its own errors only, but for those of other people. It is required to be candid for the whole community. No wonder that, in the discharge of such duties, and under the influence of such examples, it should sometimes commit errors on its own account. As in the transposition of the comma and semicolon in the old edition of *Cato*, which converts a modest piety into a daring irreverence:—

The ways of heaven are dark and intricate, (:)
Puzzled with mazes and perplexed with error; (:)
Our understanding traces them in vain, &c.

Or in the introduction of an extra comma, in a copy of *Macbeth*, wherein Banquo figures as a corporal in the Scottish army:—

Ban.—“Whither are they vanished?”
Mac.—“Into the air; and what seemed, corporal,
Melted,” &c.

Sometimes the same effect of opposite or absurd signification is produced by a change of words. A few weeks ago, one of the papers said “the new drama was decidedly condemned with the new afterpiece,” instead of “the new drama was delicately contrasted with the new afterpiece.” Here was the contradictory meaning. Of the mere absurdity we lately experienced an instance, having written concerning modern marriages, “it is more probable that he marries a General than a Cordelia,” and having been doomed to read in place of this, “it is more probable that he marries a General than a Cardinal.” A still more romantic absurdity happened to Leigh Hunt in his *London Journal*. Having remarked that coffee recommends itself to us because it reminds us of the Arabian Nights, he added, “as smoking does for the same reason;” which the exquisite ingenuity of the press perverted into—“as sucking does for the snow season!” The force of error can no farther go, unless it shall be thought that these and a thousand other examples of which they may have suggested a recollection to the reader, are surpassed by the plain simplicity of an Irish mistake which we observe in a *Waterford journal* scarce a fortnight old. “More blood,” begins the article, “has been poured out on the desecrated altars of the church establishment. The clergy,” pursues the writer, “needed not our appeal; and slaughter, for aught we know, has been the consequence, almost within the liberties of our city, hitherto sustained by crime!” Of course the tory journalists will never allow that *unstable* was originally written. They will take advantage of the mistake, and enjoy the unintentional confession of a fact they are insisting on. We are now quite prepared to see their ar-

ticles forthwith commencing:—“It is no w universally admitted by the liberal press of Ireland that all power and authority in the cities of that kingdom is sustained by crime. We observe that the Irish journals, without an exception, acknowledge the fact. The *Waterford Chronicle*, for example, states,” &c. Here follows the solitary error of the press.—Even such a basis as this is broad enough for a full-blown tory assertion.—*Monthly Chronicle: Notes of the Month.*

ON SALE.

Lawrence O'Brien

OFFERS FOR SALE,
AT HIS STORES

The following GOODS.

Just received from London per HAZARD and GEORGE ROBINSON,
400 Bushels prime English OATS
120 Kegs White, Black, and Green PAINTS
50 Barrels FLOUR
40 Boxes London Mold CANDLES, 6's
A few do. do. Wax do. do.
100 Pieces CANVASS from No. 1 to 7
ALSO IN STORE,
A large assortment of CORDAGE
LINSEED OIL, NAILS all sizes
IRON, CHALK, &c. &c.
April 26.

Richard Howley

HAS JUST RECEIVED,
Per NILE from LIVERPOOL,

1000 Pair best Yorkshire
BLANKETS,

Which being a consignment will be sold at Cost and Charges by the Bale.

ALSO, A QUANTITY OF
INDIGO COATINGS,
Well worth the attention of Tailors.
AND NOW LANDING Ex HABERDINE,
8 Bales Bridport Wares,

viz.
Herring Nets, 40, 45, and 50 rans.
Cast Nets, St. Peter's, Shore and Sed Lines
Twines, Shoe Thread, &c.
May 24.

BREAD.

JUST RECEIVED
Per BROOKE from Hamburg,
AND FOR SALE
AT THE STORES OF
Lawrence O'Brien,

400 Bags fine BREAD
OATMEAL
GRITTS, FLOUR, &c.
April 19.

SAMUEL MUDGE

Offers for Sale,
HIS REMAINING STOCK OF
Bridport GOODS,

AT REDUCED PRICES,
Consisting of—
COD and Caplin Seines, Cod Nets
Lance Bunts, Lines and Twines, and
80 Herring Nets, 30, 40, 50 and 60 rans;
ALSO,
400 Bags Hamburg BREAD
50 Bls. Flour and Pease
40 Firkins prime Butter
Pearl Barley, Sugar, Tea
300 Pair English Blankets
100 Pieces Serges & Swanskin
800 Feet Elm Boards
Canvass, Hemp, 2 Fish Beams
19 English Kettles, 1 Cask Lime
8 Hhds. Ale and Cider
7 Dozen Madeira and Champagne Wine
80 Boxes and Half-boxes Liverpool Soap.
August 2.

W. & H. THOMAS & Co.

OFFER FOR SALE

The Cargo of the Brig Mermaid from
Porto Rico

CONSISTING OF
160 Puns. best retailing Molasses
2 Hhds, and 66 Bls. fine Musco-
vado Sugar.
June 14.

Printed and Published every Thursday morning, by WILLIAM RICHARD SHEA, for the Proprietors, at their Printing Office, in the rear of Mrs. Firth's Hotel, Duckworth Street.—Terms—Twenty one shillings per annum.