

Newfoundlander

No. 614.

THURSDAY, May 2, 1839.

Sixpence.

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.

JAMES HODGE,*Of Kelly-Grews,*

BEGS most respectfully to inform his friends and the public, that he has a most safe and commodious four sail Boat, capable of conveying a number of Passengers, and which he intends running the winter as long as the weather will permit, between Kelly-Grews, Brigus, and Port de Grave. The owner of the Packet will call every Wednesday morning at Mr. THOS. DOYLE'S for Letters and Packages, and then proceed across the Bay as soon as the wind and weather will allow; and in case of their being no possibility of proceeding by water, the letters will be forwarded by land by a careful person, and the utmost punctuality observed.

JAMES HODGE begs to state also that he has good and comfortable lodgings and every necessaries that may be wanted on the most reasonable terms.

Terms of Passage—

One person or three to pay 15s., above that number 5s. each. Single Letters 1s., double do. 2s., and packages in proportion.

Not accountable for Cash or any other valuable property put on board.

January 10.

ON SALE.

Prime Irish POTATOES,

[MINIONS]

NOW LANDING FROM THE MARY,

And for Sale by

PATRICK MORRIS:*Who has also on Hand,*

10 Coils Bank Line
Roping and Salmon Twine
Bar and Bolt Iron
Sheet and Sheathing do
Iron Hooping
Six and Seven Inch English Hawsers
Nails, Window Glass in Boxes
Shoes, Barrels
Fire Brick's, Lime, &c. &c.

Also,

A Quantity of Prime

Upland Hay.

March 14.

ADMIRAL SOTHERON.

NAVAL BIOGRAPHY.—The late Frank Sotherton, Admiral of the White, was born in the year 1765, and entered the naval service in the year 1776, on board the *Bienfaisant*, 64, commanded by the late Admiral M'Bride. Under the auspices of that gallant officer, he completed his first six years of active duty. Being lent for awhile to the *Arethusa* frigate, he bore a part in the well-fought battle between that ship and *La Belle Poule*, June 17th, 1778, and on his return to the *Bienfaisant* was in the action between Keppel and D'Orvilliers, off Ushant; he was also present at the capture of the Caracca's convoy, the defeat of Don Juan De Langara, and the relief of Gibraltar, by the fleet under Sir George Rodney. In the ensuing summer, the *Bienfaisant* fell in with the French private ship of war the *Comte d'Artois*, 64 guns, 644 men, and after a smart action of an hour and ten minutes the enemy struck her colours; *Bienfaisant* had 3 men killed and 20 wounded; the enemy 21 killed and 35 wounded. *Le Comte d'Artois* was not destined to be a solitary capture, for in the course of the following month, the *Bienfaisant* also captured *La Comtesse d'Artois* another French privateer. At the close of 1780, Mr. Sotherton removed with his gallant commander into the *Artois* frigate, which had been taken from the French a few months before, and was considered to be the finest vessel of her class in the world. This ship formed part of the force employed to watch the motion of the Dutch squadron, which was then ready for sea in the Texel; and our young officer was consequently present in the month of August, 1781, at the engagement off the Dogger Bank, between Sir Hyde Parker and Admiral Zoutmann. On the 3rd of December, in the same year, the *Artois* captured the *Hercules* and *Mars*, Dutch privateers mounting 24 nine-pounders, and 10 cohorns each, the crews of which amounted to 310 men, 22 of whom were slain, and 35 wounded. The *Artois* had only one killed and six wounded. She is also represented as having formed part of the fleet under Admiral Barrington; when that officer intercepted a French convoy bound to the East Indies, on which occasion the *Pegose*, of 74 guns, l'Actionnaire, a two-decker, armed *en flute*, and ten sails of transports, fell into the hands of the British. During the remainder of the war, Mr. Sotherton served in the *Artois* off the Irish coast; he afterwards proceeded to Newfoundland, where he was promoted to the rank of lieutenant by Admiral Campbell, in 1783, and served in that capacity on board the *Dane* and *Eolus* frigates, during the ensuing three years. We subsequently find him in the *Kingfisher* sloop, from which vessel he removed into the *Trusty*, 50; bearing the broad pendant of Commodore Cosby, on the Mediterranean station. Mr. Sotherton's next appointment was in 1792, as first lieutenant of the *Romney*, 50, carrying the flag of Rear-Admiral Goodall, in the Mediterranean; in the same year he obtained command of the *Fury*, 14 guns; he accompanied the expedition under the command of Admiral M'Bride and the Earl of Moira, to assist the French loyalists in Normandy and Brittany. Captain Sotherton was advanced to post rank in 1793, and on the following year commanded the *Monarch*, 74, bearing the broad pendant of Sir James Wallace, with whom he removed into this old ship, the *Romney*, on that officer being appointed commander-in-chief at Newfoundland. Towards the latter end of 1796, a French squadron, with the orders of M. de Richeur, consisting of seven sail of the line, and three frigates, with 2,000 troops, invested that settlement and destroyed property to a considerable amount, but by the judicious arrangements of the admiral, and the vigilance and activity of Capt. Sotherton, the designs of the enemy were completely baffled. Capt. Sotherton's next appointment was to the *Latona* frigate, on the Newfoundland station, where he continued during the following year; subsequent to his return to England he was actively employed in the North Sea, and occasionally commanded a light squadron off the coast of Holland. In the autumn of 1799 the *Latona* formed part of the expedition sent against the Helder, and after the surrender of that fortress went with vice-admiral Mitchell, to attack the Batavian ships of war lying in the Vlieter channel, which surrendered without making any resistance. For his services on this occasion, Capt. Sotherton, in

common with the other officers of the fleet, received the thanks of both houses of Parliament. This officer continued in the North Sea the remainder of the war, and was fortunate enough to capture several of the enemy's armed vessels. In the spring of 1802, he was sent abroad with despatches, and, some time after renewal of hostilities, obtained the command of the *Excellent*, 74, attached to the Mediterranean fleet under Lord Nelson, by whom he was entrusted with the defence of the Bay of Naples. He was promoted to the rank of rear-admiral, 1st August, 1811. In 1814, was elected representative for the county of Nottingham; was advanced to the rank of vice-admiral, 12th August, 1829; admiral, 22d July, 1830. Died on the 7th Feb., 1839. He was an officer of mild, gentlemanly manners, and died universally regretted by his profession, & a numerous circle of friends.—*Devonport Telegraph.*

(Copy.)

London, Craven Hotel, }
5th March, 1839. }

GENTLEMEN,

I avail myself of the opportunity, (the *George Robinson* about to sail for the Land,) to acquaint you that, on my arrival here, I found Lord Glenelg had resigned. I waited on Mr. Wyse and Mr. O'Connell with copies of your address, who advised my enclosing it to Lord Glenelg, as coming direct from you, who would, no doubt, hand it over to his successor, Lord Normanby. This I did, and called at the Colonial Office with it, when the enquiry was made, "Was it a public or private Despatch?" and on mentioning the former, and from Members of the House of Assembly of Newfoundland, it was received and should be immediately forwarded.

I have had interviews with Lord Durham and Mr. O'Connell, and presented them the petitions that were placed in my charge, and gave them, as well as Mr. Wyse, the necessary information, who ridiculed the idea of the Constitution being withdrawn, suspended or altered, on the representation of a Body, who had lost the ascendancy they formerly possessed and had not sufficient influence to regain it.

Mr. O'Connell required two copies of the Petition to the Commons, (one for Lord Normanby) which I prepared. Mr. O'C. and Mr. Wyse have offered their services in any way they can be available.

Mr. G. R. Robinson, ex-member for Worcester, and a Deputation, had an interview with Lord Melbourne, a few days since, upon the affairs of Newfoundland; I have not been able to ascertain the object. In the event of any measure being brought before Parliament relative to Newfoundland, which, in the opinion of Mr. O'Connell and Mr. Wyse, there is no probability of, the prayer of the petition is just what it should be.

Mr. Labouchere succeeds Sir George Grey as Under-Secretary for the Colonies.

Lord Ebrington has been called to the Lords, and appointed Lord Lieutenant of Ireland.

This, and other political information, no doubt, you will be in possession of, before, or as soon as this reaches you.

I mentioned to Mr. Witham the probability of an appeal in Kielly's case, and he stated he would willingly act for the Speaker and Members.

I shall leave this in a few days.

I have the honour to be,
Gentlemen,

Your obedt. humble servant,
ROBERT R. WAKEHAM.

The Hon. the Speaker, John Kent, }
Patrick Doyle, and John V. Nugent, Esqrs., M. H. A. }

(Copy.)

London, Craven Hotel, }
16th March, 1839. }

GENTLEMEN,

Being informed to-day of an opportunity about to sail from Liverpool for the Land, I hasten to transmit a copy of my communication of the 5th inst., and of a Despatch I have just received from

the Under-Secretary of State for the Colonies, which, I am convinced, will be quite satisfactory to yourselves, as well as to the House of Assembly.

Lord Normanby having stated that Government were entirely convinced, that the reports in the Tory prints and the representations made to Government as to the riotous and rebellious conduct of the people, and all the &c. &c. &c. were quite unfounded, and that, in his opinion, it would be unnecessary and not advisable to present the petitions—they have not been presented.

I met Mr. ——— by accident, from whom I ascertained the object of the interview of Mr. G. R. Robinson and the Deputation with Lord Melbourne.

Mr. R. represented that unless the present Constitution was withdrawn, the Capitalists and Merchants would withdraw from the Trade, and that the people would become a burthen upon the Government! Even Mr. ——— could not but laugh at the absurdity of the thing. "Why," said he, "we are now building a new vessel for the Trade, and as long as there is any profit to be made, Merchants and Capitalists will continue it."

Mr. ——— mentioned to me on "Change that Mr. Ewen Stabb had waited upon Lord Glenelg, with the address of the Chamber of Commerce, and that his Lordship replied, that statements without proof could not be noticed by Government! or words to that effect.

I give the foregoing information, as I have no doubt you would like to know all particulars.

I leave town to-morrow. It's nearly Post time.

I have the honour to be,
Gentlemen,

Your obedient humble servant,
ROBERT R. WAKEHAM.

The Hon. the Speaker, John Kent, }
Patrick Doyle, and John V. Nugent, Esqrs., M. H. A. }

(Copy.)

Downing-Street, }
15th March, 1839. }

SIR,

I am directed by the Marquis of Normanby to acknowledge your letter to Lord Glenelg, of the 26th ultimo, enclosing an Address to his Lordship from Dr. Carson and three other Members of the Assembly of Newfoundland, vindicating the Assembly and the Roman Catholic Priesthood from the aspersions which had been cast upon them.

In reply, I am directed to acquaint you, that the representations which have been made to her Majesty's Government respecting the proceedings of the House of Assembly, have been answered by Lord Glenelg, by the statement, that her Majesty's Government did not contemplate any proceedings on the subject.

Lord Normanby is not aware that any other answer to the present address is necessary, or could promote any useful object.

I have the honour to be,

SIR,

Your most obedient humble servant,
(Signed) H. LABOUCHERE

Robert R. Wakeham, Esq.

THE NELSON AND WELLINGTON MONUMENTS.—Sir Hussey Vivian has addressed the following suggestion to the committee on the naval monument;—"Would it not be possible to combine these to great works? It has been suggested that this might be done by placing full length colossal statues of the Duke of Wellington and Viscount Nelson on pedestals of granite in Trafalgar square, the pedestals of such a size and height as to contain within them models of the victories of Waterloo and Trafalgar. Thus not only would faithful representations of those great men be handed down to posterity, but to posterity also would be afforded the means of witnessing, as far as the evidence of those who fought in the battles and the ingenuity of the artist will admit, the order in which they were fought, the construction and position of the ships and the dress, discipline and distribution of the troops."

(From the Examiner.)

TORIES, RAILROADS, AND CORPORATIONS.

No man can deny the Tories the credit of holding fast to certain principles upon all questions. One of their first principles being opposition to the good of Ireland, we find them with laudable constancy adhering to it as firmly, when the proposition is only a railway, as when it was Catholic Emancipation or Church Reform. It is curious that the Tories, who have always kept Ireland in hot water, should be the party to deny her the advantages of steam; but so it is,—and, for our part, the wonder is not so much that they are indisposed to give our Irish neighbours the benefits of the new method of locomotion, as that they have left them so long in the possession of the old one. However, let us do them justice: they do not object to the establishment of railways in Ireland; they object merely to the only mode in which it is practicable to introduce them! Sir Robert Peel would be the last man to resist the proposal of the Government upon general grounds; but, it being perfectly clear that the object is only attainable in one way, to that way Sir Robert has, of course, an invincible repugnance. Sir Robert is loud for private enterprise in a case where it is most certain that the desired end is not to be reached except by public undertaking. Show him that private enterprise is the way to gain the point, and you will assuredly have his advocacy for the other system. There is no real inconsistency in this. Sir Robert varies his means, but clings to his ends faithfully. He may repel the charge of inconsistency as Henry does in Prior's poem:—

"My faithful heart still keeps its constant flame,
The object altered,—the desire the same."

His arguments change sides, but he is ever driving at the same practical conclusion. Thus he avers it to be an insult to the Irish people to hold that, in Ireland, private enterprise is not to be relied upon for the undertaking and prosecuting of the important public works in question. This is the same Sir Robert Peel who maintains that Irishmen are not to be trusted with the paving and lighting of their streets! How he sticksles for the honour of Ireland to-day, after having only yesterday offered her the last degree of insult. The man who has been insisting for four years that Irishmen are unfit and unworthy to hold the commonest municipal offices, to be town-criers or water-bailiffs, presumes to affect a jealousy for the honour of their country, in the dearth of some more plausible topic to mask his implacable hostility to their interests.

As we have already said, there is nothing to excite our wonder in the repugnance of the Tories to the Irish railway project. As a measure of liberality, utility, and justice, it naturally and necessarily commands their opposition. We have been informed that their intention is to take a similar course upon it to that which they have pursued on the question of Municipal Reform. If Ministers persist in pressing the improvements of railroads, the Tory leaders mean, we understand, to propose the abolition of all roads whatsoever. No corporations rather than reformed ones; no roads rather than railroads. There is the same wisdom, the same decency, the same high public principle in both recommendations. Should they be driven from this position on the railway question, as they were upon the Corporation question, they are then to admit the principle of railways, claiming the right to modify it and apply it as they think proper, a right which they will straightway proceed to exercise as they did in the case of the Municipal Franchise, by proposing such lines as will, with the utmost certainty, exclude the bulk of the Irish people from the advantages of the improved mode of communication. As they consented to elective corporations on condition that the franchise should be pitched so high as to exclude the community at large, so they would probably agree to a system of railroads, provided it was so to be constructed or managed that the population should derive the least possible advantage from it. A Tory railroad would of course have the family features of all other Tory undertakings. Like their church, it would be extravagant; like their corporations, a monopoly; like both, it would be perfectly useless to the country; in a word, like all their roads, it would be a road to ruin.

We shall doubtless have all the Tory arguments against Municipal Reform reiterated in the Railway discussion. Lord Morpeth must allow that the majority of passengers will in nine cases out of ten be Papists; he will be forced to admit that parties of Precursors will often avail themselves of the new method of conveyance, and it will task his intrepidity to deny that Mr O'Connell himself will often turn its advantages to his own account.

In fact the proposed great central railroad is no more than "a normal line of political agitation," and can anything more clearly show the connection of this description of agitation with agrarian, than the avowed intention of the Irish Government to run the line through the heart of Tipperary! The public may depend upon it, a movement will be the result, and a movement is the object. We cannot help thinking that the design is in some way or other to strike a blow at the Established Church and the Protestant religion. Let nobody ask how can a railroad to Cork destroy or injure either. The Church of England is a stouter edifice than that in Ireland, and yet it is confessedly so delicate an institution, that, were a play of Shakspeare's to be performed upon a Friday Lent, it would instantly go to pieces.

IMPERIAL PARLIAMENT.

HOUSE OF COMMONS—MARCH 4.

MANNING THE NAVY.—MR F. H. BERKELEY, addressing the house for the first time, entered into a statement in support of the opinion advanced by a near relative of his (Captain Berkeley), that the manning of the navy was conducted upon false principles. This was not a modern vice.—The despatches of Nelson, the pages of naval history and naval biography, plainly showed even in the most glorious days of the navy, the inefficient manner which it was manned was a constant matter of complaint. It would be no argument to say that the success which had attended the British navy in those glorious days of naval warfare were successes which could in any way excuse this carelessness and inefficiency. Far from it: as well might they endeavour to apologise for the inhumanity of the master of an excellent horse, who would overstrain the animal in attempting some supernatural feat. The success of the horse would be no apology for the brutality of the master. (Hear, hear.) The victories which had shed such lustre on the naval flag of England had frequently been obtained by vessels undermanned. But the loss of numerous frigates and sloops of war had struck a blow at the spirit of our sailors which had not even yet been recovered. The loss of the *Guerriere*, the *Macedonian*, and the *Jewa*, vessels undermanned; and of the *Fralic*, the *Espaire*, and other vessels, which had to meet vessels of a superior construction, and manned in a superior manner all attested the fault that existed at the admiralty. Against this, what had we to show? Nothing but the victory of the *Shannon* over the *Chesapeake* and the victory of the *Pelican* over the *Argus*—victories which, by the effect they produced, show rather the decay than the strength of our naval power. Viewing the rising power of France, which was placing its navy on a footing such as, by the admission of naval officers, it had never existed before—looking at the great progress which America had made, and looking at the vast power which Russia possessed in the Baltic, and then to the state of the British navy, he would undertake to say, and in doing so he spoke the opinion of some of the most distinguished officers, that the navy was in a most disgraceful condition. The peace complements of her Majesty's navy had the direct effect of decreasing the number of the best kind of sailors. The hon. member here read extracts from many letters received from officers of high rank in the navy, whose testimony bore out the views, and confirmed the statements made by Captain Berkeley in his pamphlet. One of them, an officer serving abroad, said—"I find here a squadron of another nation. We one day furled sails together, when they gave us such a dusting from numerical strength, that I made an excuse to unbend my sails, and to put them below till our friends took their departure." (Loud cries of "Hear, hear.") Now this was a gallant officer, than whom there was not a better in the navy. Was it right that he or his crew should be exposed to such mortifications? (Hear, hear.) He now came to the matter of his brother's resignation of his seat at the admiralty. A noble lord, formerly at the head of the admiralty, had stated in another place that although he agreed, with some trifling difference, with all contained in the published letter, yet he condemned the practice of members or secretaries of a public board appealing to the public, instead of making their opinion known to their seniors, or carrying them forward at the board. Now, from that opinion on the part of his brother he was not prepared to dissent; but this he would say, that his brother, Captain Berkeley, had brought forward his opinions at the board—that he had laid his opinions before his colleagues in office in the fullest manner; and he would say likewise that he understood that the complements of the ships were to have been increased according to the way, with some exceptions, which Captain Berkeley pointed out, and in which his colleagues agreed. While this was in doubt, while discussions were going forward, and while Captain Berkeley was using every exertion in his power (for he found the task by no means an easy one), he met with an unexpected obstacle. At that time he might truly have exclaimed with Hercules, *Ego sum indefessus agendo*, but, unfortunately, he might also have added *sed nova pestis adest*; for he could hardly say any thing else of the letter which appeared as a supplement to the *Life of Lord Anson*, and which was calculated to disturb and oppose the measures under the consideration of the board—measures which it was understood have since been adopted. But when Captain Berkeley saw that the secretary, who had been privy to all the deliberations which had taken place, had come forward with his own opinions, he thought he might fairly but forth his advocacy of the measures which were about to be adopted by the board, and express, on behalf of the admiralty, his dissent from the secretary. But this effort met with disapprobation on the part of the admiralty, and finding that it was received with displeasure, and that he did not agree with his colleagues, Captain Berkeley resigned his place. He wished to make only one other remark. The present estimates, he was given to understand, would prove that the views of Captain Berkeley were nearly or to the full adopted. He would ask, then, whether the adoption of these views had taken place before or after the publication of Captain Berkeley's pamphlet? If it was before, then the complaints that he had published a pamphlet at variance with the opinion of the board, fell to the

ground. But if it was subsequent to the publication, then he (Mr. F. H. Berkeley) was sure that he might express his brother's great satisfaction at seeing that so important a benefit to the service had been purchased at so small a price as the sacrifice of his place.—(Cheers.)—Sir THOMAS TROUBRIDGE had no hesitation in saying that he did not at all agree with the opinions that war complements ought to be kept up in time of peace. The present complement, however, had been increased, but whether sufficiently to satisfy every captain in the navy, he could not tell; for he never knew a captain or first lieutenant at all likely to be satisfied on the subject. (Laughter.) But he believed the country and all impartial judges would be satisfied with what had been done. It was to be remembered that a new system of armament for her Majesty's ships was in progress, and that the proper complement of men could not be determined until the system had been completed. With respect to the resignation of Captain Berkeley, he believed that when the facts were fairly known to the public, his young friend would regret that he had left them at all. He begged the house to believe that there was none of that ill will to Captain Berkeley which his hon. friend wished to impress the house with. Since his resignation he had seen Captain Berkeley, and he (Sir E. T. Troubridge) believed it would be perfectly in order to say, that he (Captain Berkeley) was convinced that he had not acted as he would have done if he had given the matter a little more consideration. Captain Berkeley should have resigned first, and written his pamphlet afterwards.—Mr. BERKELEY, on the part of his brother, took upon himself to say that his gallant relative never could have said to the hon. and gallant member (Sir T. Troubridge) he was sorry for having resigned. When Captain Berkeley wrote his pamphlet, he never thought that what he was writing was in opposition to the admiralty. He wrote it in answer to the statement which had been made by Sir John Barrow, in his supplement to the *Life of Lord Anson*. Of course, however, when his hon. and gallant relative discovered the opinions he had expressed were in opposition to the Board of Admiralty, he conceived, as an honourable man, that there was no other course left to him but to resign.

From the Boston Atlas, April 16.

The steamer Great Western arrived at New York yesterday, in 23 days from Bristol, having left that city on the evening of the 23d March. She brings London papers of the evening of the 22nd.

The intelligence by her is in all respects pacific. The Liverpool had not arrived out, but by the England the President's Message on the Maine boundary was received, and caused little excitement.

We consider the question of war as at an end. A special Messenger arrived in the Great Western, who, it is conjectured, has instructions for Mr. Fox at once to treat about the Maine question at Washington.

The next most important intelligence which she brings, is that which respects the reported resignation of the British Ministry, which is contained in the latest edition of the London Standard of the evening of the 22d.

THE BOUNDARY QUESTION.—The steamer Liverpool had not reached England when the Great Western sailed, consequently the action of Congress on the Boundary Question was not known there. The special Message of the President, however, was carried out by the Packet ship England, which had arrived. We subjoin the comments of various journals.

From the Times of the 21st.

Since the publication of our article of yesterday on the boundary question with the United States, and more especially on the improvident and feeble conduct of the Foreign Secretary of England in bringing that question to its present deplorable condition, a mass of intelligence coming down to the 2d inst., has reached this country from North America, which confirms, in the fullest manner, the views and feelings expressed by us on this very anxious topic.

It now appears that however the joint memorandum of Messrs. Forsyth and Fox, may be calculated to avert (and God grant it may succeed in doing so) any immediate appeal to violence and bloodshed, the tone of the Senators who have spoken upon the subject, corresponds minutely with that of the Senate, which put aside the arbitration of 1830-31, and insisted that England had no right to the least portion of the soil contended for. Although, therefore, measures humane and considerate have been pursued on this occasion for postponing the armed conflict, and saving the irregular effusion of blood, nothing has taken place to encourage the least hope that by any expedient but a *surrender of the whole* subject in dispute will this country be able to calculate on more than a transient gleam of repose for her provinces in North America.

In this journal we have repeatedly thrown out a suggestion, which, with a due sense of our own very humble pretensions to be heard where great national interests are concerned, our unaffected and cordial love of "peace, in the spirit of peace," now inclines us to reproduce, viz.—that as most national misunderstandings are best healed by each party sacrificing something of its extreme rights, for the sake of showing good will and good

neighbourhood, England should frankly offer to the State of Maine that large section of country which has always been an unquestioned and recognised part of the Province of New Brunswick, viz., that portion of it of which lies west of the town of St. John's, along the shore of the Bay of Fundy until it meets the present Maine frontier or Passamaquoddy Bay, including the whole of "Charlotte county," extending north to what is called in the maps, "the military post," on the St. John's River, and thence along the southern extremities of the highlands, of which "Mars Hill" forms a part, until it strikes the meridian, close to that old landmark.

This pressing subject has superseded the Mexican question, which, however, we have not forgotten.

STREAM CONVEYANCE TO AMERICA.—Government have entered into a contract for conveying the mails by large and powerful steam vessels, from Liverpool to Halifax, and thence by branch steamers to Boston, and in the summer to Quebec. The mercantile interests, not only in the North American Colonies, but also in the United States, will be gratified to learn that, instead of monthly communication as formerly, steamers will now be despatched on the first and fifteenth of each month. The contractor has engaged with Messrs. Wood at Port Glasgow, to build three ships of 1,000 tons each, in which Robert Napier, Esq. is to place engines of 400 horse-power.—[London Paper.]

CANADA—LORD DURHAM.

The North American Colonial Association, at a recent meeting passed certain resolutions admitting the general value of Lord Durham's Report, but taking exception to some of his Lordship's views. In consequence, Lord Durham has written the following letter:—

London, Feb. 27, 1839.

SIR,—I have the honour to acknowledge the receipt of your letter of this morning, enclosing a copy of the resolutions adopted on the 25th inst., at a special meeting of the committee of the North American Colonial Association, and I beg you will return the committee my thanks for their politeness in directing it to be forwarded to me.

I cannot but regret that the committee have come to conclusions entirely incompatible with the fundamental reasonings and recommendations of my report. There is no occasion for my noticing at present differences on mere matters of opinion; but I cannot acknowledge the receipt of these resolutions, without protesting against the serious and injurious misrepresentation of my report which is contained in the third of them. If my meaning is to be deduced from the clearest terms that the English language afforded me—from the plainest expressions constantly repeated—from the simplest arguments, enforced at least with great care and earnestness—it will be seen that, instead of representing the "disloyal class" in Upper Canada and the other North American provinces as "numerous and respectable," I have represented the loyalty of the population as an enthusiastic and all but universal feeling; that I have vindicated the Reformers of these colonies from the charge of entertaining views incompatible with their allegiance, and with British connection; that I have stated that but a portion of the party opposed to the policy of the government entertained an unsettled design of changing the constitution; and that I have described any tendency towards such designs that may exist as the result of temporary and easily removable causes of dissatisfaction.

If the committee entertain any intention of publishing a resolution which I consider injurious and unjust, I trust that they will see the propriety of accompanying the publication with this disclaimer of the views groundlessly attributed to me—I have the honour to be, Sir, your obedient servant.

DURHAM.

The Newfoundland.

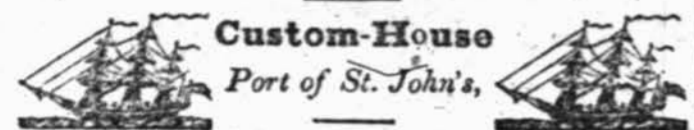
ST. JOHN'S, (THURSDAY) MAY 2, 1839.

The many arrivals from Britain since our last have furnished us with London papers down to the 4th ult.—they do not, however, contain any political intelligence of importance in addition to what had been previously received. Lord John Russell's motion upon the result of which Ministers had made their possession of office contingent, was naturally the all-absorbing topic, and speculation upon the issue was abroad throughout the kingdom, varying in opinion of course with the different feelings of the party by whom promulgated. The excitement consequent upon the contemplated trial of strength, was fully in keeping with its importance, and in the interval previous to the 15th on which the matter would be brought under the consideration of the Commons, every effort would be made on both sides to secure a triumph;—the Ministerialists seem confident of success, if not deserted by the ultra section of the Radicals, who would no doubt seize on so favourable an occasion in order to extort conditions on which to make their adhesion to the Government depend; but their assistance would not be purchased by such means, & they might be induced to abandon the party with whom they have hitherto acted, and leave the Ministry unsupported in the House of Commons,—the conjuncture will then have arrived when as Lord John Russell declared, he and his colleagues would no longer continue to carry on the Government.

By the *Sea Flower*, from Boston, we have been favoured with American papers to the 22d ult., from which we have made a few extracts. The issue of the Boundary question is looked forward to by the Americans as likely to be favourable to the pretensions and views they have advanced on the subject; the inference they draw from the tone of the English Journals in reference to this question being, that the British Government will consent to a compromise rather than involve the countries in a war, the consequences of which would operate so detrimentally to the interests of both nations.

Arrivals.—In the *Borealis* from Greenock, Mr. Jackson, Mr. G. Geddes.—In the *Geo. Robinson*, from London, Mr. and Mrs. D. Fowler.

Shipping Intelligence.



Custom-House
Port of St. John's

ENTERED.
April 10.—Brig Paget, Brophy, St. Vincent—46 puns rum.

Brig Aquafort, Jones, Greenock—35 tons coal, 60 bls. pitch and tar, 12 casks sugar, and sundry merchandize.

16.—Schooner Collector, Phelan, Halifax—174 firkins butter, 100 casks porter, 38 hlds. sugar. Schooner President, Odell, 100 firkins butter, 50 bls. sugar, 75 chests, 16 half chests, 20 boxes tea, 113 casks porter, 40 boxes chocolate, and sundries.

19.—Schooner Devon, Dench, Cadiz—100 tons salt.

20.—Brig Bermuda, Pitts, Porto Rico—177 puns molasses, 50 tierces sugar. Brig Terra Nova, Banbury, Lisbon—160 tons salt. Brig Christiana, Harris, Lisbon—80 tons salt, 42 casks port wine.

23.—Schooner Calm, Crant, Boston, 50 hlds. molasses, 44 bls. beef, 20 bls. pork, 20 bls. apples.

24.—Schooner Devonshire, Wainwright, Porto Rico—45 puns rum, 67 hlds. 2 bls. molasses, 30 hlds. 12 bls. sugar.

25.—Queen, Seal, Figueira—101 tons salt. Watchman, Whitney, Porto Rico and Bermuda—78 hlds. and 6 bls. molasses, 27 bls. sugar. Bonanza, Cragg, Liverpool—1800 boxes soap, 530 boxes candle, 396 bars iron, 60 bls. pork, 225 bags nails, 20 hlds. wine, 80 chests tea, and sundry merchandize.

20.—Helen, Laird, London—50 tierces beef, 40 bls. pork, 45 boxes candles, 50 casks butter, 30 boxes soap, 124 anchors, & sundry merchandize. Eliza Bunting, Lucas, Lisbon—121 tons salt. Borealis, Birnie, Greenock—267 bls. ale, 292 coils cordage and sundry merchandize.

Calyso, Petherbridge, Cadiz—350 tons salt, 12 boxes raisins. Mayflower, Wakeham, Liverpool—50 tons coal. Pearl, Earle, Teignmouth—18 casks cider, 20 bls. potatoes, 7 M. brick, and sundry merchandize.

Dash, Huntress, Liverpool—829 boxes soap, 56 chests tea, 50 bls. tar, and sundry merchandize. American Schooner Attention, Plummer, Boston—100 bls. tar, 190 bls. beef, 482 bls. flour, 30 bls. apples, 35 boxes lemons, 230 royal oak staves, Dirk Hatteraick, Campbell, Viana—110 tons salt. Rover, Mills, Teignmouth—110 casks beer 150 bls. potatoes, and sundry merchandize.

Fox, Fog, London—56 chests tea, 280 boxes candles, 248 boxes soap, 18 boxes starch, 100 cwt. potatoes, 100 boxes raisins, 19 qr.-casks wine, and sundry merchandize.

30.—Brig George Robinson, Hallett, London—280 coils cordage, 200 kegs paint, 100 boxes raisins, 100 boxes candles, 109 packages tin, 50 bags coffee, 8 hlds. loaf sugars, 13 hlds. brandy, 12 hlds. geneva, and sundry merchandize.

Sea Flower, Martell, Boston—50 hlds. molasses, 28 hlds. sugar, 190 bls. flour, 35 boxes lemons, 40 puns rum.

Rowena, Little, Bristol—40 kegs paint, 10 tons coal 4 bladders putty, 500 bags nails, and sundry merchandize.

LOADING.
24.—Brig Bermuda, Pitts, Barbados
Mayflower, Wakeham Figueira.

CLEARED.
April 11.—Brig John Stewart, Le Buff, Oporto—1950 qtls. codfish.

Schooner Rifleman, Clarke, Halifax—1380 qtls. codfish.

Schooner Erin, Walsh, Figueira—7762 qtls. codfish.

15.—Barque Hope, Small, 46 cases stores, 7 cases glassware.

16.—Brig Amanda, Poland, Oporto—3275 qtls. codfish.

19.—Schooner Beginning, Candler, P. E. Island—sundries.

20.—Schooner Irene, Royne, Halifax, Brig Paget, Brophy, St. Vincent—1477 qtls. codfish, 27 bls. herring.

22.—American Brig Olinda, Hutchinson, St. Thomas—2390 qtls. codfish, 33 firkins salmon.

SALES BY AUCTION
THIS DAY,
At 11 o'Clock,
By James Clift,
35 Boxes Lemons,
Under the directions of the hon. the Collector of her Majesty's Customs.
May 2.

GOVERNMENT SALE.
TO-MORROW
(Friday) At 1 o'Clock,
WILL BE SOLD
In the Square at Fort William,
A Quantity Empty Provision and Oat
CASKS.
May 2. J. CLIFT, Auctioneer.

On SATURDAY next,
At 11 o'Clock,
At the Auction Mart of
W. FIRTH,
20 Hogsheds Fresh Porter
13 Casks Vinegar (from 12 to 50 gallons)
30 Barrels Prime Russet Apples
20 Packages Congou Tea
7 Ditto Souchong
10 Hhds. White Wine
10 Quarter-casks do
200 Boxes Raisins
20 Barrels Pork, 10 Bags Ginger
May 2

WILL BE SOLD
BY PUBLIC AUCTION,
On FRIDAY, the 10th May, Next,
At 11 o'Clock,
ON THE PREMISES,
ALL PASCO CARTER'S Interest for the unexpired term of 22 years, in two Dwelling Houses, situated at River Head, near Mr. Jon's Cottage; subject to the Annual Rent of £12 12 0 currency, the above Premises will be sold in two lots to suit Purchasers.
April 25. R. PERCHARD, Auctioneer.

WILL BE SOLD,
By Public Auction,
On MONDAY, the 2d September next,
At 12 o'Clock,
ON THE PREMISES,
Without the least Reserve
ALL the ESTATE, Right, Title and Interest Term or Terms of years yet to come and unexpired of PATRICK MORRIS, Esq. of and in all that GROUND Messuage or Tenements and PREMISES situate on the South side of Water Street, in the town of St. John's, between the premises now in the occupation of Messrs. McBride & Kerr, on the East end premises now under lease to Patrick Doyle, Esq. on the West, and which said Premises are now in the occupation of Patrick Mullowney, Michael O'Dwyer, William Hart, James M'Bride & Robert Kerr.
For Further Particulars
April 25. Apply to WILLIAM LILLY.

Amateur Theatre.
On WEDNESDAY EVENING next,
Will be performed
The Laughable Piece of
P. S. COME TO DINNER.
AFTER WHICH,
The interesting Melo-Drama of
THE MILLER AND HIS MEN.
Doors to be opened at 7 o'clock; performance to commence precisely at 8.—Tickets to be had at Messrs. Perchard & Boag's; Box 3s. Pit 2s.
May 2.
Green Room, Tuesday, 30th April, 1839.

THE Managers of the Amateur Theatre, in announcing the Piece of "P. S. COME TO DINNER," with the Melo-Drama of "THE MILLER AND HIS MEN," respectfully beg to inform the public that the proceeds of this performance will be applied solely to the repairs of the present deteriorated state of the building—and which repairs, if not speedily effected, it would shortly become unfit for the purposes for which its benevolent founders intended it.
They feel assured that it would be superfluous for them to impress on the mind of a generous public the fact of this institution having been the means, from time to time, since its erection, of raising considerable sums of money, and which have been exclusively expended in the cause of benevolence—inasmuch as these benefits have ever been warmly and gratefully acknowledged...and they feel convinced that this simple announcement will ensure them, on the night of performance, a full and respectable attendance.
In conclusion, the managers purpose to give, on some early day, An Abstract of the funds which have been raised by the institution, as well as their appropriation, and which will convince every individual that no charitable institution in this Island is more worthy of the patronage and support of the public.

NOTICES.
TENDERS will be received by the Subscriber until FRIDAY the 17th May, instant, at noon—
For draining and repairing Queen-street.
For repairing the Street between the Episcopal Church and the Orphan School.
For repairing the Road leading from Fort William to the King's Bridge.
For repairing the Custom-house Hill.
N. B.—Sections and Specifications may be seen at the office of
JAMES DOUGLAS,
Chairman of the Board of Road Commissioners.

May 2.
TENDERS will be received by the Subscriber until FRIDAY, the 10th of May next, at noon.
For repairing Duckworth-street:
For repairing Gower-street.
For repairing M'Larty's Lane,
For repairing the Street opposite Mr. T. Hogan's.
For repairing the Street next to the Custom-house.
For repairing the Road leading to Signal Hill.
N. B.—Sections and Specifications may be seen at the office of
JAMES DOUGLAS,
Chairman of the Board of Road Commissioners.

April 25.
Government Contracts.
THE Assistant Commissary General will receive Sealed Tenders at this Office, until One o'clock, P. M. on THURSDAY, the 28th May, 1839, from any person willing to Contract for either of the following services:
FOR COALS.
700 Chaldrons of the best Sydney Coals, from the mines in Cape Breton; deliverable at the Government Wharf in July, August and September next.
The Contractor will be exempted from paying the import duty.
The price Sterling per Chaldron, of 36 bushels Imperial measure, to be stated in words at length, and in figures.
The Tender to be accompanied by a letter signed by two respectable persons (subject to approval by the Senior Commissariat Officer) engaging to become bound with the party tendering in the penal sum of £300 Army Sterling, for the due fulfilment of the Contract.

FRESH BEEF.
Five days in the week, for one, two or three years, commencing 1st August, 1839.
The rate Sterling per pound, to be specified in words at length, and in figures.
Approved security as above, will be required; £800 Army Sterling, if the Tender be made for One year, or £1,000 if for a longer term.
The conditions of both Contracts may be seen daily. Payment, in each case, will be made monthly in the usual manner, in British Silver, or (at the option of the Senior Commissariat Officer) in Treasury Bills at 30 days' sight, at the fixed rate of a Bill of £100 for every £101 10s. due on the Contract.
COMMISSARIAT,
Newfoundland, St. John's,
21 April, 1839.

WANTED,
A FEMALE SERVANT, who understands the management of a Farm Yard, Cows, Pigs, and Poultry.—Likewise a MILK MAN, well acquainted with the Town of St. John's.
April 16. Apply at BILLIES.

ON SALE.
Job, Brothers & Co.
ARE NOW LANDING
Ex Brig ATTENTION, and Sch. SEA FLOWER from Boston.
700 BARKELS American Superfine and Fine Flour, (ground from domestic wheat.)
50 Puncheons Choice Molasses
75 Barrels Prime Beef
15 Hhds. Porto Rico Sugar
13 Ditto Muscovado do.
60 Barrels Tar,
Will be sold off at moderate prices, payable in Cash or Seal Skins.
May 2. 4 w.
SAMUEL CODNER
HAS JUST RECEIVED,
And offers for Sale,
36 CASKS (M. Cock's) ALE, in Hhds, & Half-hhds.
80 Boxes SOAP,
30 Boxes Dipped CANDLES (8's and 10's)
20 Cwt. BAR LEAD
WHITE LEAD in 28 and 56lb Kegs
Lead Colour and Black PAINTS
ALSO ON HAND,
A new Lumber Boat,
May 2.

Job, Brothers & Co.
HAVE JUST RECEIVED
Per Dash and Bonanza from Liverpool, and George Robinson, from London,
A part of their Spring Supply of
BRITISH MANUFACTURED GOODS
WHICH ARE NOW OPEN AND READY FOR SALE AT VERY LOW PRICES.
N. B.—An extensive and fashionable assortment of Ladies' and Gentlemen's BOOTS and SHOES, as usual.
May 2—6w

BY
Baine, Johnston, & Co.,
Ex Brig OLINDA, from Greenock,
24 Barrels PORK
7 Tierces BEEF;
IN STORE.
60 Puncheons Scotch OATS
30 Kegs Negrohead TOBACCO
BREAD, FLOUR
PORK, BUTTER, MOLASSES
PITCH, TAR, &c. &c.
April 4.

BY PRIVATE BARGAIN,
THAT WELL-KNOWN
Mercantile Establishment
Situated at CATALINA, and belonging to the Estate of the late JOHN THOMSON; at present in the occupancy of Mr. JOHN THOMSON, JR.—For further particulars apply to
JAMES TUBRID,
Agent for the Estate.
April 25.

The Subscribers
WILL SELL, BY PRIVATE BARGAIN,
Their FISHING ROOMS
At INDIAN TICKLE, Labrador,
With the whole or any part of the Property thereon.
In such lots as may suit Purchasers.
The Plans of the Premises may be seen, and all other particulars known, on application to
April 25. CODNER & JENNINGS

Thos. & John Brocklebank
HAVE JUST RECEIVED,
Per "Bonanza," from LIVERPOOL,
160 BOXES SOAP
70 Ditto Mould and Dipt CANDLES
80 Chests TEAS—Twankay, Congou, and Hung Muey.
April 25.

NOW LANDING.
The Subscribers
OFFER FOR SALE
The Cargo of the Brigantine "Devonshire,"
CONSISTING OF—
45 PUNCHEONS Grenada RUM
67 Puncheons Porto Rico MOLASSES
30 Hhds. do. SUGAR.
12 Bls. }
April 25. JOHN DUNSCOMB & Co.

PROVISIONS
ON SALE BY
T. & J. BROCKLEBANK
1450 Barrels superfine Trieste, and extra superfine Silesian Flour
1590 Bags 1st & 2d quality Bread
90 Barrels prime Mess Pork.
BY
JOHN CUSACK,
900 BAGS BREAD, 2d and 3d quality
200 Firkins BUTTER
140 Barrels Superfine FLOUR
50 Do. OATMEAL
55 Chests Congo and Green TFAS
100 HAMS
A few Tierces Archangel BEEF

COALS! COALS!!
At 8s. 6d. per Hhd.
CARTED TO THE HOUSE OF THE PURCHASER!
THE REMAINING STOCK OF
Newcastle and Sydney Coals,
BELONGING TO THE
Estate of **ROBERT BRINE & Co.**
Is Selling off on the above Terms by
R. PROWSE,
J. M. BRINE,
Agents.

TO BE LET,
ON BUILDING LEASES.
ALL that Piece or Parcel of GROUND belonging to the late JOHN THOMSON Esq., extending from the Premises of Mr. JAMES MURRAY, Baker, to Apple Tree Well.—For particulars apply to
JAMES TUBRID,
Cooper
April 18

HOUSE OF COMMONS—FEBRUARY 28.

THEATRICAL ENTERTAINMENTS IN LENT.—Mr T. Duncombe said, that although the noble Lord (Sandon) had thought proper to waive his motion respecting the blockade of the port of Mexico by the French, he (Mr Duncombe) did not feel justified in waiving his notice of motion respecting the blockade of Westminster by the Lord Chamberlain. (Laughter.) He felt compelled to bring this subject again under the notice of the house, because he felt that his motion was founded on the plainest principles of equal justice and common sense. The grievance complained of, with regard to the city of Westminster and the national theatres, was fully set forth in the petition which had been presented a few days ago. That petition stated that while every other part of the metropolis on the Wednesdays and Fridays in Lent—while at the theatres on the north side of Oxford-street and on the other side of the river were open—while parties, and balls, and concerts were going on—while levees were held—while her Majesty received those of her loyal subjects who chose to appear at her levees—the loyal inhabitants of Westminster alone were prohibited from enjoying rational entertainments in the evening. (Hear, hear.) But not only did this fall upon the inhabitants of Westminster, but it fell also on the unhappy individuals, the players and operatives of the theatres. These persons stated that one-third of their income was stopped in consequence of the prohibition of the Lord Chamberlain. He would ask the right honourable gentleman on the Treasury bench (the great performers in the political drama of the day), how they would like to have one-third of their weekly salary stopped? (Great laughter.) How would they like to have it stopped merely because there was no house? (Continued laughter.) He did not think that Mr. Rice of Downing-street would, in that case, approve of the system any more than Mr. Rice of the Adelphi. (Great laughter.) Let those who thought that there should be no entertainments, that they should be constantly doing penance, that they should be continually devout and pious, that they should never think of eating or drinking, or listening to music, let them look at the *Morning Post* of that day, where they would find that yesterday evening, being Wednesday in Lent, there was a great meeting at the Freemason's Tavern, for what was called the Drury Lane Theatrical Fund Dinner, at which an illustrious individual, the Duke of Cambridge, presided, and which it was said "went off with unusual conviviality." (Laughter.) In the course of the evening various songs were sung one of which was "Rory O'More." (Laughter.) and Mr Rice, he could not say whether it was the Chancellor of the Exchequer or not, (laughter) but the paper stated that Mr. Rice sang the "real Jim Crow." (Great laughter.) He also sang "Such a gittin up stairs." (Continued laughter.) The account went on to state that Mr. Rice was very warmly received, and after the departure of the Duke of Cambridge was voted into the chair, to sustain the conviviality of "the after-evening." (Laughter) What said the Lord Chamberlain to this? Let them look a little farther, and see what was going on at the palace. (A laugh.) There he found that her Majesty entertained a large party to dinner yesterday evening—the royal dinner party as it was called—and he found that the band of the Life Guards entertained the party with music. (A laugh.) Amongst the distinguished individuals attending this dinner, and partaking of the musical entertainments, the first name on the list was that of the Marquis Conyngham, the arbiter elegantiarum and custos morum of the city of Westminster. (Great laughter.) He should like to see what was going on in high society, and he would take the account from the *Morning Post*, the organ of that society. He found it there announced that the Marquis of Lansdowne had a great dinner party. (Laughter.) But he would go further; he wanted to see how the church was occupied. Turning again to the *Morning Post* he found that yesterday the Bishop of Landaff gave an elegant dinner (great laughter)—more wine than words—gave an elegant dinner at the deanery of St Paul's, to a large circle of gentlemen connected with his lordship's diocese. (A laugh.) When the people of Westminster saw the things in the newspapers, and saw the way in which the great people occupied themselves, he wanted to know whether they had not great reason to complain that they were not able to enjoy in their city those rational amusements which other people enjoyed. He knew not upon what grounds his motion was to be resisted. If they went back merely to the customs of Lent, they might revive many full as old, as plausible and as respectable as this. For instance, there was a Lenten custom recorded as having existed a short time previous to the reign of George II, the time when the bill was passed under which entertainments were prohibited in Westminster. At that time there existed an officer denominated the King's cock-crower. (A laugh.) It was the duty of this officer during Lent to perambulate the precincts of the palace, crowing the hour of the night. The Prince of Wales, afterwards George II, being at supper, this officer entered the room, and began crowing the hour, but the prince not being aware of the custom, or not understanding the language of the cock-crower (a laugh), and thinking it was a personal insult, seized the cock-crower, and rudely deprived him of the faculty of ever crowing again. (Laughter.) The result was, that this absurd custom was put an end to. If old customs were to be kept up, he did not see why the Lord

Chamberlain should not revive the office of king's cock-crower. (A laugh.) He thought he had said enough to show that here was a grievance that ought to be put an end to, and that he had shown that without any new act of parliament ministers had it in their power to put an end to it. He would, therefore, move that, "it is the opinion of this house, that during Lent no greater restrictions should be placed upon theatrical entertainments within the city of Westminster, than are placed upon the like amusements at the same period in every other part of the metropolis." (Cheers.)—Lord John Russell, notwithstanding the amusement, derived from the hon. gentleman's very facetious speech, did not think the matter a fit one to be dealt with in a light and sarcastic tone. (Cries of "Oh!") All he could say was, that since the last discussion of this question he had the opportunity of consulting the Bishop of London and other distinguished prelates on the subject, and they had said that it had always been looked upon as a mark of respect to the established religion that those performances should not be allowed on the Wednesdays and Fridays during Lent, and that it would certainly be considered as a want of respect to the established church and established religion of the country, if her Majesty's government should advise a departure from the custom. (Renewed cries, of "Oh! oh!") For his own part he must say, that upon a subject of this kind he thought it behoved the advisers of her Majesty—placed in the situation which she was with regard to the church—rather to refer to what was the opinion of the heads of the church, and to what had been the custom from time immemorial, than to go over the river to Surrey, or across Oxford street to Marylebone, and finding the theatres open in those places, to declare that they should also be open in Westminster. (Oh!)—After so me further observations in opposition to the motion the noble lord concluded by moving the previous question. A discussion of some length ensued, in the course of which Mr. Leader, Lord Duncannon, Mr. Warburton, Mr. Ward and Mr. D'Israeli spoke in support of the motion, and Lord Teignmouth, Sir James Graham and the Chancellor of the Exchequer against it. The house divided—for Mr Duncombe's motion, 92; against it, 72. The result of the division was received with tumultuous cheering which was renewed on the original motion being put from the chair, and the minority declining to divide again.

(From the Examiner.)

THE NEW VICEROY.

The appointment of Lord Ebrington (created Lord Fortescue) to the Lord Lieutenancy of Ireland, will be regarded with satisfaction by all Liberals both on this and the other side of St. George's Channel. A more estimable and a more honourable nobleman than Lord Ebrington does not breathe, and if he is not upon all points quite a Radical Reformer, yet he is one of the most advanced of the Whigs, and upon the great grievance of Ireland he has expressed strong and just opinions. Upon one or two critical occasions in Lord Grey's Government, Lord Ebrington's zeal for his party appeared to us to outrun discretion, but no question has ever been raised of the purity of his motives and the rectitude of his intentions. The only reproach against him is the rare one of serving his friends too much, and being the retriever of administrations.

The stamp of merit has been put on this appointment by Lord Lyndhurst's endeavour to destroy it with his cloven foot. In justification for his vote for the Irish Tithes Commutation Bill without the appropriation clause, Lord Ebrington declared—

"He had ever considered that the existence of a church establishment in Ireland so disproportionate to the wants of the community was a stain and a disgrace on the institutions of the country; and he should have found great difficulty in bringing himself to support the measure if he thought that it would tend to prevent that reduction of the church establishment which at no very distant period he hoped to see accomplished. With respect to the principle of appropriation, if in the present state of things he saw any prospect of carrying that principle into operation, no consideration should induce him to acquiesce in a bill which did not include it. But if the struggle against tithes were still to go on, notwithstanding this bill, the burden would be on the shoulders of those who were much better able to bear it, and who, he hoped, would carry on the war with effect."

From this passage it appears that the reduction of the Establishment was what Lord Ebrington proposed, but an extract which Lord Lyndhurst quoted without its context was more general and vague in the expression of hostility, and would make it seem that the utter extinction of the Church was what Lord Ebrington desired. The passage so detached is as follows:—

"Although he did not approve of the Irish Tithe Bill, he should vote for it, as it would render the war which was then raging against the Protestant Church in Ireland more formidable."

Upon this text Lord Lyndhurst held forth on the dangers of appointing to the Lord Lieutenancy so inveterate a foe of the Church Establishment. Lord Lansdowne happily reminded the learned Lord that he was the very last man who should argue that strong expressions in debate should work disqualification for office.

"I must say, too, that if there be a noble Lord in this house who I should think was interested in a particular expression used in one house, not be-

ing selected in the other (without giving the context) as a ground of disqualification for office, it is the noble and learned Lord (Lord Lyndhurst) himself." [Ministerial cheers.]

And with what consistency do the Tories raise this outcry of a new and great danger to the Irish Church from the appointment of a Lord Lieutenant hostile to it? Do they mean to confess that they have been belying Lord Normanby for the last four years by describing him as the arch enemy of the Church, always at work for its overthrow? Let them make the most of Lord Ebrington's hostility, and it cannot exceed that which they have imputed to Lord Normanby; so that, after all, according to their own showing (unless they confess falsehood) things must go on at the Castle in no worse way than their past tenor.

CAPTAIN BERKELEY'S RESIGNATION.

The able Editor of the *United Service Journal*, Tory as he is—but as gallant and generous as he is Tory—bears this handsome testimony to the manliness and honesty of Captain Berkeley's conduct:—

"Sir John Barrow has entered the lists as a champion of the Admiralty in a supplemental chapter to his lately published *Life of Anson*, and has been replied to, *per contra*, on certain points by Captain Berkeley, a member of the Board to which Sir John is the Second Secretary. The letter of Captain Berkeley is a manly and sensible remonstrance against certain errors of management, chiefly in the mode of manning the Navy, which he proves and decries—but not without suggesting remedies which, as a good and practical sailor, deriving an additional advantage from the lights of office, he is competent to offer. Although the gallant officer may have thrown *etiquette* overboard by this act, he has balanced the account by the voluntary sacrifice of his place and the integrity of his intention. Captain Berkeley, if we are not mistaken, has for some time been a dissident from certain measures of the First Lord, and now, like a thorough sailor, throws himself back on his profession, which will judge him truly. His place in the Board is to be filled by Sir John Pechell, who has already had a seat in it."

As we have touched on this subject, let us correct a misstatement of the *Globe*, that the resignation of Captain Berkeley was spontaneous—it was compelled.

FRENCH CRITICISM ON THE PICKWICK.

M. Philarete Chasles, in the *Journal des Debats*, replies with good temper and good bleeding to some attacks on his criticism of the Pickwick Club, amongst which he erroneously attributes a paragraph to the *Examiner* which, as we have already stated, was copied from the *Chronicle*.

Without any disparagement of M. Chasles, we may doubt his competency to pronounce judgment on the *Pickwick Papers*, for we can hardly suppose any foreigner so intimately acquainted with the nuances of the cockney character, the varieties of cockney life, and the oddities of cockney slang, as to enter into the humour of a great part of the book. There is much that must be quite unintelligible to a foreigner. M. Chasles, however, shows that he can understand the merit of Sam Weller's character, though he is hardly successful in illustrating it by that of Figaro; and he also, we believe we must admit, hits a fault in the working out of the character of Mr. Pickwick, though he scarcely hits it in the right place:—

"He commences by presiding over a society of 'imbeciles, who, under the name of Pickwickians, occupy themselves with *niaiseries* affecting science; then this man, introduced as a burlesque character, becomes on a sudden an amiable being, an excellent man, without any extravagance, without pretension, without any other weakness than his natural goodness, without other vice than a philanthropy most sincere, and often full of courage. Admit that these two moieties of man are irreconcilable, and can never make a complete and living character."

We cannot deny that there is some truth in this objection, and, remembering how Mr. Pickwick's foibles and follies diverted us at the opening of the work, we were in the progress of it disposed to regret that the masterly author did not bring him *quails ab incepto* to the end. The head and shoulders of so odd a fish as Mr. Pickwick should not have been joined to a sentimental tail.

Still, as we have said, the objection is not altogether correctly stated. M. Chasles should in candour have admitted what Mr. Dickens himself has stated in his preface to the work, that he is not himself responsible for the machinery adopted at its outset, and which he only found himself in a position to abandon when unexampled success induced him to alter and altogether enlarge its objects and plan. The objection applies as a single fault in the working out of Mr. Pickwick's character, and not as an inherent vice pervading it. It occurred to us first, for example, in the prison scenes, where, notwithstanding the many fine things contained in them, Mr. Pickwick indulges sentiment without good reason, and intrudes himself and his personal feelings where De Foe, in a like case, has left misery or sin or squalor to teach their own sad or wholesome lessons.

To defects and immaturities of this kind all genius has been and ever must be subject, in common with everything to which experience is necessary. Mr. Dickens has already shown us what

solider triumphs he is likely to achieve in the maturity of his powers. Nicholas Nickleby has equal humour and superior reality to Pickwick, and in Oliver Twist he has surpassed both. Nor is it the least satisfactory tribute to his works that they provoke such intelligent and accomplished criticism as that of M. Chasles, who, in common with the first critics of Germany, have made them all the subject of peculiar care and study.

Sir Edward Bulwer's beautiful and most interesting play of the *Lady of Lyons*, which has been represented every week since the opening of the season, was played for the last time before Christmas on Thursday last, to an audience who showed by numbers not less than by emotion what little interest it has lost by frequent repetition. We only notice it now for the opportunity it gives us of quoting from the *Courier* some very pleasant and witty verses to the stage heroine of the play—

What need I, oh Helen, comparisons draw,
Twixt thee and the belles of Circassia or Cadiz?
Since first the sweet *Lady of Lyons* I saw,
I swear I have deemed thee the Lion of Ladies.
Start not! I would give thee no terrible shape;
A lion dove-voiced, like the poet's, I mean;
But such are my chains, I might sooner escape
From the leonine paw than from you as *Pauline*.
Sweet *Lady of Lyons*! What lions of his,
Van Amburgh's could move us like thee to applaud
While he is avoiding a scratch on the phiz,
We, seeing you, wish—yes, we wish to be *Claude*.
Yes, *Lady*, the pride and the rapture of *Claude*,
Though at first his love-garden was woefully weedy,
In winning by faith what he'd capturd by fraud,
Oh! it does make one long to be Mr. Macready.

While hearing from your lips the truth he has written,
While watching the thoughts your deep eyes are revealing,
I'm sure there must often steal over Sir Lytton
A pleasant Pygmalionish sort of a feeling.

THE NEW FIVE-SOVEREIGN PIECE.—The design, prepared by Mr. Wyon, has on one side a likeness of her Majesty, which is very happily executed: on the other side is a representation of *Una* and the *Lion*, from *Canto III*, Book I, of *Spenser's Faerie Queen*:—

"And when she wak'd he waited diligent,
With humble service to her will prepar'd;
From her fair eyes he took commandement,
And ever by her looks conceived her intent."

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NOTICES.

NEWFOUNDLAND.
CENTRAL DISTRICT,
St. John's, to wit.
BY virtue of an order of Her Majesty's Justices of the Peace for this District, in Sessions assembled, I, the High Constable, am thereby required to collect a rate or assessment of Ten Shillings Currency in the Hundred Pounds, on the value of all Houses, Lands, and Tenements in this District—to be applied to the purposes of remunerating parties who have sustained damage under the operations of the Acts 4th Wm. 4. Cap. 4, and 5th Wm. 4, Cap. 5, commonly called the Road Acts.
Notice is therefore hereby given,
to all Landlords and Tenants possessing any interest in the Houses, Lands, and Tenements, situate in the said District, forthwith to pay to me, the said High Constable, the said rate of Ten Shillings in the Hundred Pounds on the value of their respective interests.
Given under my hand, the 24th day of September, 1838.
J. FINLAY, High Constable.

AMATEUR THEATRE.
ALL Persons having claims against the AMATEUR THEATRE, are requested to furnish their Accounts to the Treasurer forthwith for liquidation. Green Room, April 25.

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.