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No. 171.

HARBOUR GRACE, Conception Bay, Newfoundland:—Printed and Published by JOHN THOMAS BURTON, at his Office, opposite Messrs. W. Dixon & Co's

Notices

In the NORTHERN CIRCUIT COURT, Harbour Grace, MAY and JUNE Term, 7th Wm., 4th

IN THE MATTER OF SIMON LEVI, late of CARBONEAR in the NORTHERN DISTRICT MERCHANT INSOLVENT.

WHEREAS the said SIMON LEVI was, on the First Day of JUNE Inst., in due form of Law DECLARED Insolvent by this said COURT of Our Lord the King; And Whereas ROBERT PACK, Esquire, and WILLIAM W. BEMISTER, Esquire, of Carbonear aforesaid, Merchants and Creditors, of the said INSOLVENT, have, by the major part in Value of the Creditors of the said INSOLVENT, been in due form chosen and appointed TRUSTEES of the ESTATE of the said INSOLVENT:

NOTICE IS HEREBY GIVEN

THAT the said ROBERT PACK, and WILLIAM W. BEMISTER, as such TRUSTEES, are duly authorized, under such Orders as the said NORTHERN CIRCUIT COURT shall from time to time deem proper to make therein, to Discover, Collect, and Realise the DEBTS and EFFECTS of the said INSOLVENT; And all Persons Indebted to the said INSOLVENT, or having in their Possession any GOOD or EFFECTS belonging to him, are hereby Required to Pay and Deliver the same forthwith to the said TRUSTEES

By the Court, JOHN STARK, CHIEF CLERK & REGISTRAR.

WE Hereby appoint Mr SIMON LEVI, Agent for the said Estate. ROBERT PACK, } Trustees to the W. W. BEMISTER. } said Estate.

THE Subscriber would notify the Inhabitants of CARBONEAR and its Vicinity generally, that he has accommodated in his SCHOOL for several additional PUPILS. He also would inform them that he has commenced the erection of a School Room for the FEMALE part of his young friends, which will be ready for their reception after the Midsummer Vacation: in both which Schools the instruction will comprise all the branches of a useful and respectable Education.

As proof of his capability, all he asks is a fair trial. J. B. PETERS.

DESERTED

FROM the service of the Subscriber, on the 15th day of NOVEMBER last,

MICHAEL COADY,

an APPRENTICE, (bound by the Supreme Court), about Five feet Seven inches high, black hair, full eyes and pimply in the face, a Native of St. John's. This is to caution all Persons from harbouring or employing the said DESERTER, as they will be Prosecuted to the utmost rigour of the Law. JAMES COUGHLAN. Bryant's Cove,

ALL Persons who may have Claims against the Estate of the late JAMES HOWELL, of Carbonear, Planter, Deceased, are requested to present the same to the Subscribers for liquidation on or before the 25th Instant. And all Persons indebted to the said Estate, are informed to make immediate settlement. MARY HOWELL, Administratrix. W. W. BEMISTER, Administrator. Carbonear, May 17, 1837.

HAY SEED, and a variety of GARDEN SEEDS

On Sale, by W. DIXON & Co. Harbour Grace, May 31, 1837.

POST-OFFICE

THE following is a List of the LETTERS remaining in the POST-OFFICE at St. John's, which will not be forwarded until the POSTAGE IS PAID.

CARBONEAR.

Captain Tewkesberry, rig Mary Barry. John Barfoot Edwards, to be forwarded to Mr Ayles. John Snook, with Mr. Richard H. Taylor Captain William Hutchings, on board brigantine Elizabeth. Mr William Collings, 3 papers. Mr Thomas Gamble. Stephen Halfpenny, Ochre-pit Cove. Mr John McCarthy. Martin Fleming, Co. care of John Kelly, Carbonear.

HARBOUR GRACE.

Joseph Soper, Esq., Mr Waring, T. Ridley, and James Bayley, Esquires, Commissioners of the Island Light House. M Thomas Bartlett, Bears Cove. Mr John Sullivan.

S. SOLOMAN, POSTMASTER.

St. John's, June 23, 1837.

On Sale

THORNE, HOOPER, & CO

BREAD, 1st, 2d. & 3d Quality. FLOUR, } HAMBURGH. PORK, } PEAS, } BUTTER. SALT and COALS, Afloat.

BORNEA } TEAS, } SOLOCHONG } in qr. chests & boxes. EYSON }

With a GENERAL ASSORTMENT OF BRITISH MANUFACTURED SHOP and STORE GOODS.

ALSO

ON CONSIGNMENT

320 Bags fine Bran 60 Do. Pollard 100 Do. Bread 80 Firkins Butter, of superior quality made up for the BRISTOL Market. Harbor Grace, June 14, 1837.

BY

THOMAS RIDLEY & Co JUST IMPORTED

By the BRIG Johns, from Hamburg,

700 Bags Bread, No. 1, 2 & 3 250 Barrels Superfine Flour 150 Barrels Prime Pork 200 Firkins Butter 10 Barrels Peas 68 Coils Cordage, Marline & Housing

By the NATIVE, from Liverpool,

A LARGE SUPPLY OF MANUFACTURED GOODS, Bar and Bolt Iron Nails, Grapnels Tinware &c., Pitch, Tar Paints, Linseed Oil, Spirits Turpentine Soap, Candles, Loaf Sugar Mast Hoops, Oakum And 40 Coils "Harris's" Patent Rope

By the FISHER, from Liverpool, Salt, Coals, Nails, &c. &c. Harbor Grace, May 31, 1837

BARBADOES.

(From the West Indian, July 27.)

We have this day to perform one of the most distressing duties which can devolve upon a public journalist—to record an extensive destruction of property, and the loss of several lives by Fire and Storm. On Tuesday night, between 11 and 12 o'clock, the inhabitants of Bridge-Town were aroused by the alarm bell; a fire having originated in a house belonging to Mr. Howell, in the Bay, which was not subdued until after great exertion, and the destruction of six or seven adjoining houses; those burnt and pulled down occupied the space between Sand House and the Bay Police station. The manner in which the fire originated has not yet been discovered. Mr. Howell supposed that it commenced in a room occasionally used, but in which no fire or candle was left that night, Mrs. Howell having been the last person who quit the door on leaving. He was awakened by the crackling of the flames, and at first attempted to extinguish it, but finding his efforts useless he gave the alarm, and the Policemen were speedily on the spot. Of their exertions and those of the Police Magistrates, who were every where directing and advising the mode of procedure, it is impossible to speak too highly—both at the time and at the subsequent scene of devastation they distinguished themselves by their activity and zeal to save property and life; to their great exertions, and the ready and effective aid of the Military, amongst whom Lieut. Leicester Smith particularly distinguished himself, is to be attributed the arrest of the flames, which were got under about 2 o'clock in the morning. But disastrous as were the effects of this fire, the catastrophe which immediately ensued has rendered it an object of secondary importance.—About 7 o'clock yesterday morning, the wind, which had been perfectly still, during the night previous, (during which there was a great deal of lightning, accompanied from 3 to 6 o'clock a m., with thunder) began to blow from the east of south, from which point it varied little, until near mid-day; at 8 it blew a hurricane; from that hour until half-past nine its fury was appalling in the extreme, it then commenced gradually to abate; about 1 the wind subsided to a calm, but the sea was fearfully agitated until sun-set.

The destruction occasioned among the shipping far exceeds that of 1831.—Twenty-two fine vessels, many of them with valuable cargoes, ready for sea, were driven on shore, and all are, we fear totally wrecked; a list of these will be found appended. Of the number in the bay, only seven escaped the fury of the elements; and one of these, the fine ship Britannia, belonging to Messrs. Daniel of Bristol, has sustained very material injury; at 3 o'clock yesterday, she hoisted a board which could be seen from the shore—announcing that there was three feet water in her hold—assistance from the shore was at that hour impracticable, but soon after a boat was seen to put off from H. M. barque Garuelt, (which had rode out the hurricane, although she dragged her anchors a considerable distance), and proceeded to the assistance of the Britannia; great anxiety was naturally excited on shore for the safety of the gallant fellows who had undertaken the enterprise, for the waves were still mountainous, and the task was evidently one of imminent danger.—Every exertion was used by captain Simmonds of the Britannia, to whose seaman-like conduct the owners are much indebted for her not being numbered with the wrecks of yesterday; but this morning, after every thing which skill or energy could effect, had been unavailingly resorted to in hopes of keeping her afloat, she was towed nearly ashore by the steamer City of Kingston, belonging

to the Jamaica Steam Navigation Company, which had, after several efforts, succeeded in putting to sea, and returning this morning. H. M. B. Gannett, and Packet, Spey (the packet also dragging her moorings); the schooner Elizabeth & Esther, and the sloop Dove, rode out the gale, and are the only vessels which escaped.

But during this interval, a scene of devastation was presented at the Reef; there almost all the vessels had gone on shore, many of them clustered together in almost inconceivably small space—The awful situation in which more than 200 seamen were placed, excited the greatest anxiety.

His Excellency the Governor was on the spot at an early time, inciting the bystanders both by exhortation and example, riding into the water up to the saddle to save the sufferers, an act of no ordinary danger, both from the waves and the floating pieces of wreck. The exertion which were made succeeded in saving the lives of many, only five or six, as far as we have been able to learn, have been lost; many of the inhabitants of the town and officers of the garrison distinguished themselves on the occasion; amongst them were Mr. Matthew Hye, Mr. A. G. Erinan, a black man named Taylor, Lieut. Bates, Lieut. Smith, the Hon. R. B. Clarke, Mr. Hamilton Clark, Mr. G. Walley, Lieut. Pratt, and Mr. Sullivan.

As soon as the gale abated, his Excellency the Governor ordered out the Militia, and a detachment of the Regulars from St. Ann's, who lined the Bay and Reefs, and protected the property yesterday and last night.

In the country the result has not been quite so disastrous, the principal loss having falling upon the shipping, but many boiling houses are injured by the falling of chimnies, many small houses are blown down, and the corn crop materially injured.

[Here follows a list of twenty-two vessels that had been cast ashore and otherwise injured by the gale.]

A public meeting took place to-day at 11 o'clock at the Town-hall, to devise the means of relieving the unfortunate seamen. The Lord Bishop was called to the chair, and resolutions passed that a subscription be forthwith entered into for providing the means of sending the shipwrecked seamen to their respective homes.

THE HURRICANE AT BARBADOES.

(From the Barbadoes Globe, July 27.)

Her Majesty's ship Gannet was moored with four anchors, but she drew them all up, and had the gale lasted but one hour longer, she must have shared the common fate, notwithstanding that all her masts were struck at an early hour, and that she looks to be an excellent sea-boat.

The Ship Fortitude, though moored in ten fathoms water, and held to the last by her anchors, is reported to have struck once, and injured her rudder and stern post.

At 5 o'clock in the evening, the wind was quite moderate, and the sea considerably gone down; but these elements had wrought their work of destruction, and done injury to the shipping and their cargoes, which will scarcely be covered by £100,000 sterling.

The sugar works and dwellings both in town and country have escaped almost miraculously, but the young cane crop is considerably damaged—the corn crop almost entirely destroyed. Several chimnies, small cottages, and negro houses have fallen, but these can be easily replaced. It was an awful day—God in his mercy preserve the island from a repetition of the calamitous events which have signalled it in all our future memoirs!

A splendid work is publishing under the Prussian government on the subject of architecture.