scenery, which is still more exposed to danger. None of the methods yet proposed for this purpose appears as advantageous as soluble glass, for it does not act on vegetable matter, and completely fills up the spaces between the thread; and fixes itself in the web, in such a way, that it cannot be separated, and increases the durability of the fabric. The firmness which it gives to stuffs does not injure them for use as curtains, because it does not prevent them from being easily rolled. So far as the painting of scenes is concerned, the glass forms a good ground for the colours. To prevent the changes which some colours, Prussian blue and lake for instance, might undergo from the alkaline matter, it will be necessary before painting to apply a coat of allum, and then one of whiting.

There is no great difficulty in applying soluble glass to cloths, still this operation is not so easy as might at first be imagined. It is not sufficient to cost or dip them in the solution; they still require after this operation to be subjected to pressure. This object might perhaps be best attained by passing them between rollers plunged in the solution. When a cloth is only coated with soluble glass, and put into the fire, it will remain incandescent after it is taken out. This is not the case when it has been properly impregnated with the solution. A still better purpose is answered in this case, when litharge has been added to the solution. The stuff in drying yields to the shrinking of the mixture, and becomes inseparable from it, which is the reverse of what happens when it is applied to wood. A single part of litharge in fine powder is sufficient for fourteen parts of concentrated liquor.

Soluble glass is capable of many other applications, and particularly as a cement; for this use it is superior to all those which have hitherto been employed, for uniting broken glass, porcelain, &c.

It may be used in place of glue or isinglass in applying colours, although when emyloyed by itself, it does not make a varnish which will preserve its transparency when in contact with air.

NEW SOUTH WALES.

Sydney papers to the 20th. April have been received, containing the receipts of the revenues for the last quarter. The several branches, of which the customs form more than one-third, are on the increase, a convincing proof that trade is on the increase. The sale of crown lands has also produced a considerable sum: and it would seem that the time has arrived when this productive branch of revenue should be placed under same wholesome regulations, instead of being left to the uncontrolled disposal of the Secretary for the Colonies for the time being. The receipts of the internal revenue for this year are expected to amount to £300,000.—Two petitions have been forwarded to England from the inhabitants of the colony; one to the King, and the other to the House of Commons, praying that at the expiration of the present act of Parliament, and in passing a new law for the government of New South Wales, the chief evils and difficulties which they are exposed to, may be taken into serious consideration, and that a commission of enquiry may be first sent out to obtain evidence of the statements. "Although" continues the petition to the King "the colony exhibits the mark of agricultural, commercial, and financial prosperity, to an extraordinary and unexampled degree,—this flourishing condition of its affairs is unhappily counterbalanced by a lamentable depravity of manners, and by the fearful prevalence of crime." It then goes on to state, by a decision of the law courts it had been determined that the King had not the power of alienating crown lands without the sanction of Parliament, and that consequently the free inhabitants had no title, valid in law, for the possession of their estates, whether held under the old quit rents, or by purchase under the land regulations. Doubts were also entertained as to how far the marriage laws applied to the colony; "a question," says the petition, "on which your petitioners feel much anxiety, as affecting the inheritance of property and the welfare of their children." After alluding to several circumstances in the administration of the colony, especially the circumstance of the majority of the members of the Legislative Council being members of the Executive, it concludes by calling attention to the vast importance of any new enactment for the colony, and says, property, life, reputation, moral and political well being—whatever, in short, should be dear to men who have been taught to distinguish a rational and well founded freedom [illegible] worthy, would subvert the landmarks of social order, and, confounding all just distinctions, sap the foundations of Society; all these are at stake. The petition to the House of Commons is in the same strain, and touches upon the same topics, especially upon the increase of crime.

THE ATTEMPTED SEIZURE AND ESCAPE OF SANTA ANNA.

The Trial of Antonio Lopez, for attempting to rescue Santa Anna, was to take place in a few days.—The second attempt to rescue Santa Anna, it will be remembered, was made by a Bartholomew Pages, who was a Spaniard from Catalonia. His trial is also to take place soon, and certain death will be the issue. *Santa Anna's private secretary discovered the plot*, and exposed the Spaniard who was to liberate his master. The way Pages attempted to effect the escape of Santa Anna, is as follows: We gather our information from the Texian paper itself. On the 16th of August Pages arrived at Marion, Columbia, landing via Brazoria, with a small cargo of liquors and provisions, which belonged to himself. His object was to sell his cargo on board. The crew of the schooner (the Passaic, commanded, as we stated some days since, by a Capt. Huges) was composed of seven men, part foreigners and part native anglo-Americans; a number unusually large, considering the size of the Passaic, and her destination to ports of short passages. Information had been received from New Orleans that she was leaving for Texas under suspicious circumstances.—Immediately on her arrival, Pages proceeded up the river in a boat, had an interview with one of the prisoners, and subsequently delivered a bottle, sealed with green wax, of what he called bitters, but which on examination was found to contain opium in a considerable quantity. This deleterious liquor was to be administered to the captain and guard placed over Santa Anna and the other prisoners, and then, during the heavy, and probably intended eternal sleep of the former, the escape of the latter was to be effected. Suspicions being thus excited, inquiries were instituted, and an adventitious aid, or rather a principal agent in the discovery, made his appearance in the person of *****, who came forward to give notice of the plot, and to produce in confirmation of his evidence a document in Spanish, written and signed by Don Francisco Pizarro Martinez, Mexican Consul at New Orleans.—This document was to the following purport.

"That inasmuch as it is well known to him (the Consul) that Don Bartholomew Pages, a native of Catalonia, whose signature appears in the margin, is charged with a secret mission of the highest importance, for the fulfilment of which it is indispensably necessary that he should freely enter and leave the ports of Texas, which by law are closed to foreign trade; therefore the commanders of Mexican vessels of war or privateers to whom he, Pages, may exhibit the document, are requested and supplicated not to throw impediments or obstacles in the way of his voyage to Brazoria, in the American schooner, but to listen to what he may have to state respecting the affairs of Texas, and to aid, protect and assist him, because the service of the nation so requires it. Given at New Orleans, the 29th day of July, 1836, and sealed with the seal of this Consulate.

FRAN. PIZARRO MARTINEZ.

This document produced an effect wholly contrary to that which was intended. Immediately the captain of the guard over Santa Anna proceeded to take measures for securing the parties in the transaction, and accordingly came to the landing on the 16th, where he seized in the name of the Republic of Texas, the vessel; placed the crew and other individuals under arrest. Pages and a Spaniard were put in irons, and both of them at the last accounts, were under examination.—Santa Anna and Almonte have also been put in irons; and free communication with them is also interdicted, since which the captive President has made an effort to destroy himself by taking a large dose of opium, which produced, however, only nausea.

It is believed by the Texan authorities that the for New Orleans; and it is inferred that others were to assist, for ramifications have been discovered, including several subaltern agents. Suspicions are entertained that the vessel has Mexican owners; with her cargo she cost in New Orleans $4,500.

From the Montreal Herald Abstract, Oct. 20.

OUR PROVINCE.—Before we can profitably consider, what Lower Canada may become, we must somewhat more minutely consider, what she is.

For several sessions, the ungrateful and rebellious demagogues of the French Assembly were graciously pleased only to prorogue the provincial legislature at their sovereign will and pleasure, by leaving Quebec without giving warning either to His Excellency or to "mine hostess" than the stopping of the supplies. But so paltry a usurpation of the royal prerogative could not always satisfy the ambition of their noble minds; and, disdaining any longer to prorogue the legislature, they have at last dissolved it, and virtually annulled the constitutional act. That they have dissolved the legislature, is obvious, for they have made the repeal of the statute, which done, gives existence to the legislature, the condition of their again proceeding to business in their own proper persons; that they have virtually annulled the constitutional act, is equally obvious, for any general election would result in the return of the same factious representatives of the same ignorant constituents.

It is, therefore, a fact, to which even Lord Glenelg cannot shut his indolent eyes, that Lower Canada has lost her constitutional charter, and is either destitute of a government, or subject to the unchecked dominion of a governor-in-chief. From this fact even Lord Glenelg must draw the practical inference, that he must adopt some means or other of restoring to Lower Canada the benefits of legislation. That the province can proceed without a law-mill, is utterly impossible. Whether that law-mill is to contain three run of stones, as under the Constitutional Act, or two, as under the Quebec Act, the imperial cabinet and the imperial parliament must determine. To those august bodies, two grand courses are open—the course of concession and the couse of coercion.

Let not the "English inhabitants of this province" lay the flattering unction to their souls, that the former course cannot, under any circumstance, be preferred. We, on the contrary, appeal to experience, whether, but for the House of Lords, the damnable course of farther concession, of endless conciliation, of shameless pusillanimity, would not be gladly preferred and triumphantly adopted. Is not the will of "the great body of the people" an acknowledged book of reference to His Majesty's present ministers? Is it not to these incapables a Delphic oracle, a Sibylline volume, a whole college of augers? Is not in their ears, the clamour of the rabble, with reverence be it spoken, the voice of God? How then can these men consistently ask the imperial parliament to act on one principle here and on another at home? But we forget, that they have already acted on one principle in Lower Canada and on another in Upper Canada, and have thus thrown consistency overboard, as [neither useful nor ornamental. But this is not all. The general principle of the incapables has received special confirmation from Sir George Grey's admission in the House of Commons, that a little more agitation, a little more usurpation, a little more proof of "public opinion," might pave the way to the conceding of an Elective Council.

Let not 'the English inhabitants of this province' rashly believe, that they have now been placed in a better position by the fantastic insanity of the French Assembly. So long as the liberal whiglings were not driven to Parliament by dire necessity, they could afford to hold out against the demand for an Elective Council, in lieu of a Legislative Council actually existing on a different footing; but now that they must, as it were, propose a new constitution, they will find Roebuck eagerly backed by all the democrats of the House of Commons, whom they have, on more than one occasion, found it inconvenient to resist. If to conciliate these disorganizing traitors, the King's ministers did not scruple to sacrifice the Protestants of Ireland in the Irish Municipal Corporations Bill, 'the English inhabitants of this province' need not wonder to see themselves bound hand and foot as a peace offering to the same insatiable demons.

We therefore implore our fellow-[illegible] to knit themselves once more into an united phalanx, and to feel, that confidence in any but themselves may now be more fatal than ever. We entreat, we expect, we demand, that every one will place in our present anticipations a degree of confidence proportioned to the truth of our past predictions. To this we are entitled; and more we cannot ask.

So much as to the course of concession; the course of coercion we shall investigate to-morrow.

It has been generally rumored lately that Earl Spencer has become a convert to Popery. It has now been contradicted in the following letter to the editor of the Standard:—

Brington, near Northampton, June 15th.

"Sir,—I have seen with much surprise a paragraph in the papers, which states that the Earl Spencer has become a Roman Catholic. I beg leave to contradict that statement most positively. From my own knowledge I declare it to be false. Lord Spencer is in the habit of attending the parish church of which I am rector, every Sunday when he is at Althorp. His lordship was in his own seat there last Sunday, June 12. I administered the sacrament to him in that parish church on Easter Sunday last, and I know he received it again on Whit sunday last, in the parish church of Clayworth, near Wiseton, his lordship's seat in Nottinghamshire. I have the honor to be, sir, your obedient humble servant.

HENRY ROSE, *Rector of Brington.*

A banker of Ross, in Herefordshire, who was born and educated a Quaker, has lately, with his wife and children, been baptized and admitted into the communion of the Church of England.

Salisbury Herald.

Communications.

TO THE EDITOR OF THE CHRONICLE.

SIR,—I am sorry that any thing from my pen, should have *deserved* the censure, which you, in your judgment, deemed right to pass upon a part of my letter of the 14th inst. But as you are undoubtedly the best judge of what shall, and what shall not be deemed scurrility in communications for the Chronicle, I stand rebuked before you, being verily persuaded, that partiality for my opponent, had no influence whatever in branding the unwelcome stigma upon the forehead of my little messenger.

While, however, I thus bow to *your* judgment, you must excuse me if I do not so implicitly acquiesce in the *sayings* of W., who commences his last letter by accusing both X. Y. Z. and myself of personalities! I ask him: Where are they? I challenge him to produce a single personality in any part of *my* letter. And I as boldly challenge him to produce one, in that letter of X. Y. Z., which appeared simultaneously with mine. If X. Y. Z.—amused with the sophistry which W. envelopes a plain argument—in a sportive manner likens him to an able lawyer, who, having a bad cause in hand, leads his Jury through a labyrinth of law, in order to bewilder their judgment,—is he therefore to be accused of personality? I trow not. Or, if I, amazed at the utter imbecileness of his argument, should now say, I suspect him to be a mere school-boy, possessed of a good flowing style of language, but destitute of the mature judgment which enables a writer to grasp the whole of an argument,—can I therefore be accused of personality?—most assuredly not: and the cases are exactly parallel—as much personality in the one case, as in the other.

The only word in *my* letter that W. condescends to notice, is the word "sheriff," which he places in ludicrous juxtaposition with the "turnips" and the "moons" of X. Y. Z.; but if, instead of indulging in a vein of ridicule, your correspondent had combatted the argument deducible from the case in which the word is introduced, your readers would have had a more favourable opinion, not only of his abilities, and ingenuousness, but also of the goodness of his cause. Since, however, he has thought proper to pass, without note or comment, the three simple positions, laid down for his consideration, he conclude, that he wishes to shun the argument.

But W. also finds it very convenient to forget that certain questions were proposed to him by a "Churchman. Here also he is accused of shunning the argument. Were the questions beneath his notice?—Or were they unanswerable?

As the greater part of his last letter is in reply to X. Y. Z., and as I have no wish to fight the battles of that writer, who has hitherto shown himself fully adequate to the task of discomfiting such writers as W., I shall for the present confine myself to a few observations on his letter of the 30th, ult. In that communication W. triumphantly tells us, that "when the Royalists arrived here in 1784, they found the Church of England established in it by *Law*, by the laws of England, by an act of the colonial Legislature"—evidently forgetting, that one of the first acts of our own Legislature, *after* this "Province was erected, by virtue of His Majesty's Royal Instructions, addressed to Governor Carleton," was to annul all the Acts of the Legislature of Nova Scotia, and to commence a new code of laws for themselves. Observe—the Act was to annul *all* the Acts of the Legislature of Nova Scotia, relating to this province,—not *any* of the few Acts of the Legislature of New Brunswick which had then passed. Hence the clause, "Provided this Act shall have no retrospective force," applies only to the Acts of the Assembly of New Brunswick. For it would be a monstrous anomaly to say, that the Nova Scotia laws should be annulled, and in the next breath to order that they should not be annulled! Consequently W's. observation about the laws being *confirmed* instead of being *repealed*, is the wish of his heart, not the result of his judgment. Unfortunately for him, there cannot be found in our provincial code, an Act to establish the Church of England in His Majesty's province of New Brunswick. Again—in referring towards the conclusion of the same letter, to "An Act for preserving the Church of England," &c., your correspondent tells us! "This Act does not *profess to establish* the Church"! Very candid, truly, seeing that this is the *only* provincial Act on the Church question, which he can press into his service. But he says further—"for it was already established"—Where? Sir.—Give us *proof* for this assertion. I ask, where and when was it established *after* the erection of of the province, and the formation of our colonial Legislature. Tell us the King's reign, the number of the Session, and the number of the Act of Assembly which established it:—for nothing short of the Assembly's Act could establish it; and nothing short of the production of such an Act, will satisfy the people of New Brunswick. When His present most gracious Majesty gave his Royal Instructions to accept of a certain amount in lieu of the Quit Rents,—were these instructions considered a law of the province, *before* the House of Assembly agreed to them?—most certainly not. And just so far are the Royal Instructions of 1784, with respect to the Church establishment, from forming a law at the present day, inasmuch as the House of Assembly *never* passed a law to establish the Church in question. W. tells us the Assembly did *not establish* this Church—we believe him, and we thank him for the corroborating evidence.

"In conclusion, I repeat, that the Church of England is" *not* "*established* in this Province." If this Church, without a positive enactment of the Legislative Assembly, is established here, then I assert, that the Church of Scotland is also established in New Brunswick. For, "As each Church exists as an established Church in Britain only within the limits assigned to it by Law, in the colonies the two Churches meet on neutral ground; and from the fourth article of the Treaty of Union between England and Scotland—(prudently kept back by W.)—which declares, that '*there shall be a communication of all rights, privileges, and advantages, which do, or may belong, to the subjects of either kingdom*'; whatever advantages are conferred upon one Church out of Britain, can be claimed as a matter of right by the other."

CAMILLUS.

To the Editor of the Chronicle.

SIR,—I have perused the letter of your Correspondent 'W,' which appeared in your paper of the 21st instant. It is, I perceive, nothing but a bare reiteration of his former arguments and assertions. Accordingly, it remains for me only to restate my answers in order, and then abandon the controversy till something of a *novel* character shall be produced in opinion of Episcopal denomination.

First of all, then, it was argued by 'W,' that, by the treaty of Union between the Kingdoms of England and Scotland, the Church of England is established in all the colonies belonging to GreatBritain. It was answered, that the *clause* of the Treaty of Union, which bears on the point under discussion, has only a *retrospective* operation, and simply requires that every King or Queen, at his or her coronation, shall take and subscribe an oath to maintain and preserve inviolably the Church of England *where* it had obtained a settlement at the period of the ratification of the said Treaty. See my first letter, dated in September.

Secondly: It was maintained by your Correspondent, that the Church of England is established in this Province by the "Royal Instructions" of 1784. It was urged in reply, that these Instructions were merely intended as a sort of *Directory* for the guidance of the then Governor till the organization of a regular Legislature, which, however, when organized, never decreed that the Church of England should be held to be the established Church of New Brunswick. See my letter of the 10th instant.

Thirdly: It was alleged by 'W,' that the Act of 1758, which establishes the Church of England in Nova Scotia, extends to *this* Province; and, accordingly, that the said Church is established here. It was observed in answer, that this Act has not been recognized by an Act of our Provincial Legislature, and, further, that it had been directly repealed by the Act of 1791.

In his last communication, however, your correspondent maintains, that the Act of 1758 is recognised by our Act of 1786. I most flatly deny that it is. There is nothing, most assuredly, in the body or provisions of this Act, which, in the remotest degree, countenances such a declaration; and as to its *title*, I assert, that *it* has nothing to do with the matter, but, as Caius Julius remarks, "may have been indited by a lumberer, and penned by a lawyer's clerk." There was no unfairness, therefore, in my omitting quote the *proviso* of the Act of 1791, although 'W,' has been pleased to stigmatize my omission as unpardonable and disingenuous, which imputation, however, I do most heartily scorn.

I beg now, Mr. Editor, to conclude with this plain averment, that, till 'W,' or some of his co-adjutors can produce an Act passed by our Legislature, tantamount in all respects to the Nova Scotian Act of 1758, there is not a single intelligent, unprejudiced, and disinterested person in the Province, who will acknowledge that the church of England is *here* established by law, any more than it is at this moment in the cruel and repulsive Empire of Japan.—Neither the treaty of Union, nor the "Royal Instructions" of 1784, nor, in short, any other thing but *this* will do.

I am, sir, with my best thanks for the readiness with which you have admitted my communications into the columns of your very excellent Journal, respectfully yours, X. Y. Z."

To the Editor of the Chronicle.

SIR,—Among all the epithets, with which controversialists assail one another, there is none more frequently applied, nor with less precision, than the term Bigotry. We often hear of Church bigotry, sectarian bigotry, intolerant bigot, &c. A writer in your number of the 14th ult. charges your correspondent 'W.' with *bigotry*, for his able defence of the Church of England as established by Law in this Province. But 'X. Y. Z.' forgets that the controversy originated in the Courier, as long ago as last July, with a writer who both called in question the *status* of the church of England in this Province, and drew a contrast between the talents and learning of the Clergy of the Established church, and those of the Kirk of Scotland, greatly in favour of the latter. Comparisons, such as these, are very injudicious, to say the least, as they manifestly tend to excite ill feeling, where none but good feeling ought to prevail. I have never heard any churchman speak disparagingly of either the erudition or ability, or the piety or moral worth of the Clergy of the church of Scotland: but it would be paying them a compliment, to which they are hardly entitled, were I to admit that they are as deeply read in ancient lire, and as conversant in Mathematical, Physical and moral science as many among the clergy of the establishment.

But to come to the term, *Bigotry*,—it is perfectly evident that in the use of every general term, if the parties agree not about the kind and number of the simple ideas, which go to make up the mixed mode or complex term, their dispute is only about the meaning of a word—For instance; if one should say, that the term *Pack*, should be applied to the wallet in which the pedlar carries *shawls & handkerchiefs*; another should be equally positive, that it ought not to have the appellation, except it contained *penknives, thimbles and scissars*: and another should assert that it ought not so to be called, unless the chafman carried also in it *empirical medicines*, as Swaim's Panacea, Morrison's Pills, and other such infallible nostrums. And it is perfectly evident that the dispute would not be about the *wares of the itinerant worthy*, but only about the *name of the repository*, in which they are to be stewed.

So it is, with the word *Bigotry*. It is sometimes applied to one set of qualities, and sometimes to another; sometimes, to the qualities which adorn human nature, as firmness in maintaining opinions which have been formed after mature deliberation, and contains induction of particulars; at others, to obstinate party spirit, partial views, reading upon one side, early prepossessions unexamined, & such like. The celebrated Berkeley, Bishop of Cloyne, in the 'minute Philosopher,' a performance fraught with the deepest philosophical truths, and as a specimen of dialogue, unrivalled since the days of Plato, gives the following masterly definition of 'Bigotry' which I would recommend X. Y. Z. to study. 'Methinks, he says, I see a Bigot, whenever I see a man overbearing and positive without knowing why, laying the greatest stress on points of smallest moment, hasty to judge of the conscience, thoughts and inward views of other men, impatient of reasoning against his own opinions, and choosing them with inclination rather than judgment, an enemy to learning, and attached to mean authorities.'

NO BIGOT.

FOR THE CHRONICLE.

MR. EDITOR:—Will you have the goodness to inform your numerous readers, that a public meeting will shortly be announced for the assembling of the inhabitants of the province, to take into their most serious consideration, the best mode of awarding a tribute of respect to those SIXTEEN HEROES who so gloriously made their escape from the Royal Tar, steamer. Some persons propose erecting to their fading memories a Provincial Statue, to be made of *fire proof glass*, and to be placed in the middle of Loch Lomond, with a warm proof boat, for the accomodation of the NAMELESS *sixteen*, and especial seats to be reserved *for the five worthy blue noses* out of that number!! If the meeting be not soon convened, it is expected that the PRECIOUS FIVE will domicile in the United States, renounce the land of their birth, and enter a protest against *Fire, Water* and *Steam Boats*.

Nov. 3, 1836.

THE CHRONICLE.

ST. JOHN, NOVEMBER 4, 1836.

DIREFUL CALAMITY.

THE ROYAL TAR, STEAMER, DESTROYED BY FIRE! THIRTY-TWO LIVES LOST!!

On Saturday morning last, the melancholy intelligence of this dreadful disaster was brought to the city by Captain REED, who with part of the Steamer's crew, returned in the schooner *Ploughboy*, from Eastport. Throughout that day, a general gloom pervaded the City.

The *Royal Tar* left here on Friday the 21st ult. having on board seventy-two passengers, and a crew consisting of twenty-one persons, making a total of ninty-three human beings. There was also on board, a Caravan containing a number of fine animals, belonging to the menagerie lately exhibited in this Province, besides omnibus, horses, waggons, &c.

In consequence of the boisterous weather, the boat was detained at Eastport, Little River, and Machias Bay; and on Tuesday the 25th ult. when crossing Penobscot Bay, they were again under the necessity of coming to an anchor. It was at the latter place, that this dreadful disaster occurred, and by which, thirty-two human beings met a deplorable and premature grave. The cause of the fire is to be attributed to a want of water in the boilers, and we believe, was first discovered by the Steward, Mr. Brown, who gave immediate information to Captain Reed. Immediately after the fire was discovered, it appears that sixteen persons, (among whom were Messrs. Andrew Garrison, Capt. John Hammond, John Ansley, George Eaton, Stinson Patten, and Marshall, the engineer,) took possession of the quarter-boat—procured as much baggage as could be conveniently taken, and *ran from the vessel—deserted their fellow passengers, and left them to their melancholy fate!* Who can depict the heart-rending scene which must have presented itself at this awful crisis! Female and helpless children rending the air with shrieks of despondency!

To Captain Reed and the faithful band who stood with him in these sad hours of trial, too much praise cannot be given, and were it not for their unwearied exertions, many more must have perished.—But what shall be said of those *sixteen men; "those heartless fellows,"* who took possession of the *largest and best boat*, and then deserted their fellow passengers;—deserted *women and infants*, without one solitary effort to rescue a single soul from the awful death that awaited them. Can it be possible, that a citizen of Saint John could be of that number,—could be so lost—so callous to the feelings of humanity.—Had those *sixteen creatures*, or any of their number held commissions in the Navy or Army, we feel confident, that such vile conduct would have lost them their commissions; and such, no doubt, will be the case, if any one of that number has a commission in the Militia of the Province.—Such persons should be decmed forever unworthy of holding any commission or trust in the service of his country.

We believe that great stress has been put on the conduct of Hammond, who formed one of that wretched number; but surely the pusillanimous and timorous conduct of *fifteen* other persons should not be thrown on the back of one individual.—Had they evinced a feeling or willingness to aid their fellow passengers in danger, what was there to prevent their determination? Could one individual have overpowered fifteen strong healthy young men? No.—It appears that they made time to collect their baggage—take possession of the *best boat*, and then *haste away* from the scene of danger.—It has been stated that the wind "blew so hard, that they were afraid to bring the boat to;" but it is not so stated in Patten's letter; he does not say that any attempt of the kind was *even made or named*. Again, what caused them to put the boat before the wind, but a determination to run from the vessel and to secure themselves only? When they found that their own *precious carcases* were safe, why did they not pull to windward of the steamer, and wait, and see what assistance could be rendered to those whom they had so cruelly deserted? If Captain Reed, and the steward, Mr. Brown, could make *nine successive trips in the small boat*, and save so many of their fellow creatures from destruction, what might they not have accomplished, if they had had the assistance of the larger boat, and the help of sixteen robust, healthy, and determined men?—We hesitate not to say that scarcely a human being would have perished.

Those *sixteen braggadocios* having reached the Isle of Holt, and comfortably ensconced at "Squire Kimball's;" how *heroically and pathetically* they can write of their *actions, misfortunes, and losses*. Mr. Patten, one of the number, describes the scene of the burning steamer, as fully equal to the loss of the "*Kent*, East Indiaman." Now it happens, unfortunately for him, that he never saw the "*Kent*, East Indiaman," nor did he see or wait to hear the sufferings of those on board the *Royal Tar*, steamer; therefore, what he and his brave comrades saw, or fancied that they saw, when *running before the wind*, with a *dense cloud of smoke behind them*, must have been a very faint sight indeed. Had those sixteen fellows been driven from the Island by its inhabitants, and not suffered to land, until they had returned to the assistance of those on board the steamer, then indeed might a parallel case have been drawn, with something of the kind that took place at the burning of the Kent.—The captain of the brig Cambria, who came to the rescue of those on board the Kent, would not suffer some of the seamen to come on board his vessel, until they had returned to the Kent, and renewed their efforts to save the other passengers that were left on board. How much like this was the conduct of the sixteen? Again, were not the *ladies and children* on board the Kent, first put into the boats and saved, and after them, the men. No boat was stolen, nor did sixteen men desert them.

The following is Captain REED's statement, as taken from the *Observer*, of the 1st instant, and the subjoined letter is from Mr. FULLER, one of the proprietors of the menagerie, who was a passenger on board the steamer:

"The Boat left Eastport the same evening, but it blowing hard from the westward they put into Little River. The gale continuing, the Boat remained at her anchorage until Monday afternoon, when they left. There being a very heavy sea outside, and the wind still from the westward, they put into Machias Bay and again anchored. At 12 o'clock the same night, the wind shifted to the north west, when they left and again proceeded. At 1 A. M. it commenced blowing hard from the N. W. but nothing material occurred until half past 1 P. M. on Tuesday, when the Engineer reported to Captain Reed, that the water had become *too low* in the boilers, (not that the boilers were *dry*, as stated by Mr. Patten.) The engine was stopped, the safety valves opened, and the boat brought to anchor instantly, about 1½ miles from the Fox Islands, Penobscot Bay, when the fires were extinguished in the furnaces by the order and in presence of Capt. Reed, and to all appearance effectually. The force-pump was then set in motion to fill the boilers, but in about half an hour the vessel was discovered to be on fire, directly over the boilers, under deck. The fire hose was immediately screwed on to the force-pump, but in about five minutes the men were driven off by the intense heat and smoke. Owing to the dryness of the deck, the flames spread with astonishing rapidity, rolling up the scuttles of the engine room. It being evident that the fire could not be subdued, and that the steamer must be abandoned to her fate, Captain Reed lowered away the stern boat and got into it, with two men, while at the same moment the quarter boat was lowered and 16 persons got into her, the cable was slipped, the jib and mainsail set, and the steamer wore round to run for the nearest land. Both boats pulled from the vessel, when J. T. Sherwood, Esq. British Consul at Portland, James H. Fowler, Esq. of this city, and a man belonging to the Caravan, jumped overboard and were picked up by Capt. Reed. The quarter boat was put before the wind and ran for an Island 5 or 6 miles distant, while Capt. Reed lay to in the stern boat a short distance to windward of the steamer. She then presented an awful spectacle, the Passengers and Crew being driven to either end, and the elephant loose on deck. The shrieks and screams of those on board are represented to have been most appalling, and the whole scene terrific in the highest degree.

In about half an hour a schooner was discovered bearing down, which proved to be the U. S. Revenue Cutter *Veto*, Captain Howland Dyer, of Castine.—Capt. Reed boarded her and they ran down to the steamer, when the cutter hove to, and Capt. R. in the small boat with two seamen, succeeded, not without great hazard and difficulty, in saving 40 more persons, whom he placed on board the Cutter, at several trips.

In going alongside the steamer each time, there was great danger from the trash made for the boat, and the fear of the elephant jumping over, which he at last did, when several persons, who were hanging over the bows by a rafl, were drowned. Six horses and two camels had previously been thrown overboard; two of the horses were seen to land, but the fate of the rest and the camels and elephant are not known. The other animals were either burned or suffocated in their cages.

When the last survivor had been taken off the burning wreck, it had drifted 5 or 6 miles from its first position.—It had become a mere shell, being one sheet of flame from stem to stern, without any of the deck or beams to be seen, both masts and funnel gone, driving directly out to sea. The Cutter having sailed round the wreck to ascertain if any person had been left, made sail for the Isle of Holt, but had much difficulty in reaching it from the violence of the wind. The Passengers and Crew of the steamer were landed about 7 P. M. and received with the greatest kindness by the inhabitants, who treated them with exceeding attention and hospitality during their stay. The wreck continued drifting to sea, and was distinctly seen until about 10 P. M. when it suddenly disappeared and is supposed to have gone to the bottom.—On the arrival of the Cutter at Isle of Holt, it was found that the quarter-boat, with the 16 persons, had landed there previously in safety.

Every article of baggage and the letter bag were lost, no person saving more than what he stood in.—A number of trunks and portmanteaus were thrown overboard, but none had been recovered.

The Revenue Cutter was a very small vessel of the burthen of about 40 tons only, with two boats, neither of them of any service, from their small size.—Great praise must be given to William Brown, the steward, and the men in the boat for their very great exertions during nearly four hours in saving the lives of passengers, under the most trying circumstances, and in situation of great peril.

LOST.

Cabin Passengers.—Mr. Price, of St. John River; Mr. Siller, Mr. Curtis, Mr. Ryan, and a boy, of the Caravan.—5.

Forward Passengers.—Matty Smith; Peggy Cochlan; Mary Caton; Charles Curtain, wife and child; Margaret Martin; Margaret Hogan, and child; Thomas Mahony; Dennis O'Brine; Margaret Hickey; Fanny Martin; John Hogan; Eliza Hogan; and eight children.—23.

Crew.—Charles Ford, and John Day, Seamen; Margaret Watts, Stewardess.—3. *Total lost.*—31.

SAVED.

Cabin Passengers.—Mrs. Linton; Capt. Edward Waite; Capt. John Hammond; Messrs. J. T. Sherwood, M'Glinchey, Ring, S. Patten, A. Garrison, J. Ansley, J. H. Fowler, H. H. Fuller, A. Fuller, C. Fuller, Wheeler, W. A. Kipp, Marmon, Lowrey, J. Hetherby, Stevens, Layton, Carson, Burges, Hodges, Ganson, Willoughway, Potter, G. Eaton, Harrison, Murphy.

Forward Passengers.—Mary Donough; Owen Dakerley; Mary Muldoon; John Martin; Pat Moor Mic Moor; Mic Doolin; John Doylin; Edward Hogan; Mic Mahony; Wm. Margaroin; Richard Hensall; John Triner.

Crew.—Thomas Reed, Master; Mr. Atkins, Pilot; Francis Black, Mate; N. Marshall, Engineer; J. Kehoe, second do.; W. G. Brown, Steward; W. Conner, and D. Williams, Cooks; H. Luff, J. Northeway, and Owen Atkins, Seamen; Mic Kehoe, B. Blaney, Mic M'Fadyan, and D. M'Intyre, Firemen; Pat Daly, J. M'Elvey, and W. Noggins, Cabin Boys.

Mr. Fuller, one of the Managers of the Caravan, writes as follows:—

"Before you receive this, you will probably have heard of the terrible accident that has happened!—On Tuesday the 25th inst. about 2, p. m. the steamer *Royal Tar* was discovered to be on fire. Being sick in my berth, it was some time before I was aware of the fact: when I came on deck, the flames reached from the quarter-deck to the foremast—both boats filled and gone,—the Long Boat, with 16 heartless fellows, had rowed off and was soon out of sight; Capt. Reed, in the small boat, lay to near the Steamer. We made a signal, which was fortunately discovered by the United States Cutter *Veto*, from Castine then about four miles distant; she bore up for us, the wind blowing a gale, and fortunately arrived in time to save a great number, Capt. Reed, in the small boat, carrying them from the burning wreck to the Cutter. I was the last to leave the quarter-deck and was driven off by the fire, and after hanging nearly three hours in the water, was taken off in the last boat that went from the stern. Five boat loads were afterwards taken from the bows, the last about 1-2 past 5, p. m.: there were about 30 persons lost, 4 of our Company. It was owing to the exertions of Capt. Reed, that any, excepting those in the long boat, were saved, and had they been as diligent, nearly all would have been. The camels, elephant, poney, and some of the horses were thrown overboard, and we hope reached shore; I have sent to ascertain. Every trunk was lost. I must not forget to mention that the pilot, Mr. Atkins, the mate, Mr. Black, and the steward, Mr. Brown, used every exertion throughout this terrible scene."

WE, the undersigned, being part of the surviving Passengers saved from the Steam packet *Royal Tar*, at the time she was destroyed by Fire, on her passage from St. John to Portland, hereby tender our grateful thanks to Capt. THOMAS REED, Master of the said Steam Boat, for his extraordinary exertions and perseverance in saving the lives of his passengers, while in such imminent danger, while the said boat was on fire: the wind blowing a severe gale at the time, and Capt. R. having but one of her small boats left, it was with great difficulty and hazard that he succeeded in saving so many of his passengers from the burning vessel, and conveying them on board the Castine Cutter, which fortunately came to our assistance.

Capt. E. WAITE,	J. T. SHERWOOD,
J. H. FOWLER,	GEORGE EATON,
S. PATTEN,	JOHN ANSLEY,
A. GARRISON,	H. H. FULLER,
A. R. FULLER,	JAMES HETHERBY,
E. N. RAHLMAN,	WM. A. KIPP,
C. FULLER.	

Isle of Haut, October 26, 1836.

In the above Card of thanks, there are *three names*, at least, that ought not to have been permitted to appear, as those three persons were in the boat that ran from the scene of danger. Those three persons could have known nothing of the *dangers*, nor of the exertions made by Capt. Reed: neither could they have known any thing of the "Castine Cutter;" because when they ran away, the Cutter was not seen.—All the information respecting this awful disaster, those sixteen persons must have derived at the Isle of Haut, and not from personal observation, because at the time they ran off, no individual had suffered.—It was their treacherous conduct that soon caused much suffering and deprivation—much heart breaking, and many valuable lives to be lost.

THOMAS REED, Master of the late steamer *Royal Tar*, begs to tender his sincere thanks to Captain Howland Dyer, commanding the United States Cutter *Veto*, and his crew, for their great exertions in saving the survivors from the steamer when on fire in Penobscot Bay, on the 25th October; and also to Capt. William Barter, Captain George Kimbal, Capt. William Yeaton, Mr. Nathan Sawyer, Mr. Samuel Turner, Mr. Eben Sawyer, and Mr Wm. Staples, all inhabitants of the Isle of Haut, for their humane attention to the sufferers.

St. John, N. B. 29th Oct. 1836.

THOMAS REED, Master of the late steamer *Royal Tar*, begs to return his sincere and grateful thanks to —— MASE, Esquire, Collector of Customs at Eastport, for his polite and gentlemanly offer of the Revenue Cutter to convey him and his surviving crew of the steamer from Eastport to St. John; and to the several Officers of Customs, for their kind offers of their services. Also, to the Merchants and others, for their kind offers of aid and assistance to him and his crew, in their destitute situation.

St. John, 29th Oct. 1836.

P.S.—Since writing the above, we have been handed an extract from Mr. A. GARRISON's letter, written of course at the Isle of Haut, and at 'Squire Kimball's' loggings.—Mr. Garrison (one of the sixteen) attempts to give a full description, not only of his *own sufferings*, but of those whom he left behind; and particularly of the exertions made by Captain Reed in the small boat. Any description or detail coming from the *sixteen heroes*, comes to the City with a bad grace. The true and melancholy details of that awful disaster are best recorded from the pens of those who really were witnesses of the appalling scene, and who nobly performed their duties to their fellow sufferers. Those accounts we have, and such only, ought to be published.

Mr. Garrison describes both "*the sea, and the waves running mountains high.*"—It is true he does not state by what mountains we are to ascertain the height, whether the Chimborazo, Himmaleh, or the mountains of Ben Nevis.—One of the survivors informs us, that he saw no *waves or seas* as high as the top of the Omnibus, nor any *too high* for the *small boat* to repeat her trips from the steamer to the cutter.—We are also informed that the wind blew

hard from the *North West*.
well known, by all who are
with the North American c
North West wind does *not* c
high sea.—So much for the
rian from the