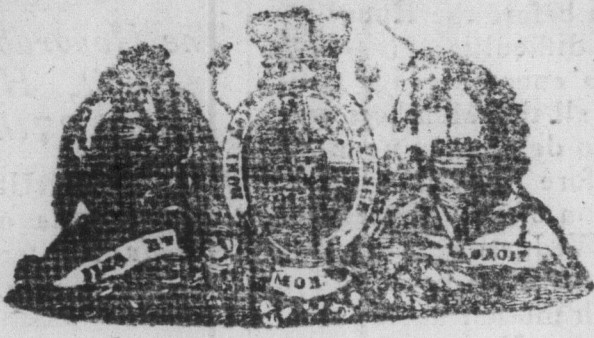


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The conduct of the radical leaders in the House of Commons, in reference to Lord John Russell's motion, has been just what we might have expected. They have fully justified all our previous estimates of their political honesty and consistency. In every case they loudly indulged in abuse of the ministry on account of their finality doctrines, and yet they favoured the letter with their votes, in order to keep them in office. Most immaculate statesman!—While they declared that the present cabinet was the worst that had ever been tolerated in England, they voted to a man for the perpetuation of nuisance! And yet these are the very men that prate loudest of all on the subject of consistency in reformers. These are the men who are constantly harping on their purity and integrity. These are the men also whom the self-styled liberals par excellence are continually praising for their self-denying honesty of purpose.

The most astonishing instance, however, of radical tergiversation we ever have met with, was exhibited, on Friday night last, in the person of Mr. Leader. It will be recollected that this pragmatical gentleman was returned for the city of Westminster chiefly through the interference of the whig ministers, who did not scruple to exercise on his behalf the most unconstitutional influence. Had it not been for the threats and promises so lavishly held out by the ministry and their understrappers, Mr. Leader would not, at this day, have had the privilege of a seat in Parliament, unless, indeed, he had crept in as a convenient appendage to the "Irish tail" in company with the rejected to Middlesex.

Mr. Leader spoke like an honest man, and voted afterwards in direct opposition both to his avowed convictions and his positive declaration. After acknowledging that he had no confidence in the ministry he consented to give them the benefit of his vote, knowing, at the same time, that ministers "would take credit for the vote," to use his own language, "as a vote of confidence."

But Mr. Leader did not merely assert that the ministers were undeserving of confidence, he absolutely said that they were deserving of contempt! These are his words:—"Could they (the ministers) pretend to have the confidence of the great party opposite? He knew that on many instances that powerful party gave their support to the government, but there was scarcely a debate in which the right hon. baronet, (Sir

Robert Peel) who was there leader, did not openly express the dissatisfaction and contempt with which he regarded the government, a contempt which he (Mr. Leader) thought they well deserved." And yet Mr. Leader, and those thought with him, voted for his "contemptible" ministry! Admirable consistency!

Again, Mr. Leader asked whether the government could pretend to possess the confidence of the radicals in the House of Commons, and after answering the question by stating that on every question of progressive reform the radicals voted against the ministers, to prove the sincerity of their opposition he and his radical brethren contributed to the support of the said ministers by giving them the benefit of a vote of confidence!

According to Mr. Leader's acknowledgment, however, the whigs are not entirely destitute of confidence. There is one party stuck to them through this and that. The Irish party, the O'Connell "tail" were unflinching in their support of Lord John Russell and his associates. Mr. Leader might have added the reason why "the tail" had more confidence in ministers than the radicals had. He might have said that "the tail" come in occasionally for a handsome share of official patronage, that sung places are being continually provided for them, that their numberless consins to the twentieth degree are taken under the paternal care of the government, while the poor radicals of England are forced to starve upon short commons. Hence arises the zealous attachment of the Popish members for Ireland, and their feverish anxiety to keep Lord John Russell and his colleagues in office. Hence also arises the grumbling denunciations of the English radicals, who, while they are dissatisfied with their portion, are nevertheless unwilling to cast away the only chance they have of obtaining a large share of the good things in the bestowal of the ministry. As we have observed before, they have the cunning to preserve their goose alive, in the expectation that hereafter they may possibly come in for a share of its golden eggs.

Mr. Leader's allusion to the whig party was among the happiest of the hits which he made on Friday night. He said that "there was a party to which he had not yet referred: it was called the pure whigs, a party, he believed, almost defunct, and which was confined almost exclusively to official persons, and to those who hoped shortly to become official persons." This will appear tolerably evident from a perusal of the analysis of

the division, which we have given in another article.

As to any other class in the community, it was very justly remarked by Mr. Leader, there was none which reposed any confidence in her majesty's present advisers. The House of Lords and the aristocracy of the country are well known to be irreconcilably hostile to Lord Melbourne and his associates. The landed proprietors, embracing the great mass of the wealth of the country, have surely every reason to feel dissatisfied with a ministry that has more than connived at the anti-corn-law agitation. All the learned professions, with here and there a solitary exception, perfectly agree with Mr. Leader that the ministers, who have so far debased themselves as to enter into an alliance with the disloyal Popish faction, "are deserving" of nothing else but "contempt." The electoral body in England, Wales, and Scotland, have no confidence in ministers. This must be abundantly evident from the result of all recent appeals to the constituencies of various places.

Who, then, have confidence in ministers? We answer, none are more warmly attached to them than the rebellious fraternity of Irish ribbonmen, at the head of whom we must place the Popish priestly of Ireland. They have, doubtless, their reasons for being satisfied with the policy of the present cabinet; but that very satisfaction implies a compromise of their character—a departure from their sworn allegiance to their lawful Sovereign—and a design to subvert the Protestant faith. With anything which implies less than this, the ribbonites can never rest satisfied. The objects of this widespread Popish conspiracy are, to emancipate Ireland from the domination of Great Britain—to seize upon the estates now held by landlords of British descent—and to banish from the shores of the sister island every vestige of Protestantism. They have vowed to accomplish these objects as soon as their schemes are ripe for execution, and their "preludatory" movements are not only tolerated, but absolutely encouraged, by the executive government of Ireland.—How can this species of subordination of treason be reconciled with the official oaths which the present ministers have taken? How can they claim any credit for loyalty, while thus in league with rebels?

Though, however, Mr. Leader pronounced the ministry to be undeserving of confidence—though he expressed his contempt of them and their proceedings—though he said that they had "lost character in the country"—and though he acknowledged that the only party sincerely attached to them was the Irish party, the ribbonite rebels—he gave Lord John Russell his vote. Out upon the despicable hypocrisy of these canting radicals! Of all cant the cant of the "philosophical reformers" is the most nauseating and contemptible.

THE GREAT WESTERN AND LA VELOCE.—The Great Western has cleared a profit of 9 per cent, in the first year, and on going into dock has proved the excellence of her structure by not having a wrinkle in her copper, notwithstanding the rough weather she was experienced. The French have successfully made a voyage with a much smaller vessel. La Veloce, of 220-horse power, and, we have

heard, of only 600 or 700 tons, from Rochefort to the Havannah, 5,550 sea miles, in 27 days 16 hours, or, subtracting two stoppages of 18 and 12 hours to take in a pilot, and for time lost to enter the Havannah in daylight, in 28 days 10 hours. This is at the mean rate of 64 marine leagues per day. In comparing the Great Western, our ingenious neighbours make the Great Western of necessity to stop at New York, and lose 8 days to take in a fresh supply of coal, one-half of which they allow her to consume in the rest of the voyage. By this means they make out the voyage, including 1 day 6 hours for loss of time as before, 31 days 3 hours, instead of 29 days 10 hours, and the consumption of coals 900 tons for the Great Western to 200 for La Veloce. Now we admit all this, except the data and conclusions.—First of all, the Great Western does not consume 30 tons of coal a-day but somewhere, we apprehend, under 30, or about 25. Secondly, we do not see why she must stop at New York, or even at all, at New York, or our belief is, that she would carry quite fuel enough for the whole distance. Thirdly, instead of 500-horse power, she is only 450. The comparison then stands thus:—To take about twice the tons 215 miles (her mean rate per day,) the Great Western consumes about double the fuel which the Veloce does for 152 miles, her mean rate. We presume this turns the tables. However, the Veloce, by what we have since heard from a private quarter, is most ingeniously contrived for the purposes of combining a sailing and steaming vessel. She is provided with the means of carrying almost any quantity of sail at pleasure, from that of a first-rate ship downwards. Her masts are iron cylinders, one sliding within the other like the tubes of a telescope. When there are fine lights winds she slides out all the tubes, and spreads every stitch of canvass before them. In stronger winds she slides down her top masts and carried less, and so on. When a sailing-vessel, she discontinues her steam and lifts up her paddles. Her yards too, we understand, have a joint in the middle, so that their ends can be dropped down to any angle by the side of the masts, by which the surface of exposed canvass can also be diminished at pleasure to actually nothing. On the whole, we understand, she is a complete combination of a sailing vessel and steamer, and can assume the character of either, or both combined, to perfection.—*Railway Magazine.*

BRITISH COLONIAL POSSESSIONS.

In North America—Upper and Lower Canada, New Brunswick, Nova Scotia, Prince Edward's Island, Cape Breton, and Newfoundland; containing an area of 435,000 square miles, or 279,400,000 acres, with a population of 1,500,000 of white colonists.

In South America,—Demerara, Essequibo, Berbice, Honduras, and the Falkland Islands; containing an area of 165,000 square miles, or 105,600,000 acres, with a population of 120,000.

In the West Indies,—Jamaica, Trinidad, Tobago, Grenada, St. Vincent, Barbados, Montserrat, Nevis, St. Kitt's, Arguilla, Tortola, and the Virgin Isles, New Providence, and the Bahama Islands, and St. George's and the Bermuda Islands; containing an area of 13,000 square miles, or 7,720,000 acres, with a population of 1,000,000.

In Africa,—the Cape of Good Hope, Mauritius, Mahe, and the Seychelle Islands, St. Helena, Ascension, Sierra Leone, the Gambia, Veera, Cape Coast, &c.; containing an area of 250,000 square miles, or 160,000,000 acres, with a population of 350,000.

In Australia,—New south Wales, Van Diemen's Land, Swan River, King George's Sound, South Australia, Norfolk Island, &c.; containing an area of 500,

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