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EXTRAORDINARY ADVENTURE.

Captain Thompson, of the Ship Troughton, has written to the owners of that vessel, describing the extraordinary escape of himself and crew from the perils of the sea, and from an attack of pirates, who boarded them whilst the ship was wrecked. Captain Thompson's letter is dated from Canton, July 11, and it appears that he left Singapore in the Troughton, on the 19th June. On the 3d July he encountered a severe gale, which carried away the masts of the Troughton, and the men were obliged to work constantly at the pumps to prevent the vessel from sinking. After being for three days in danger of sinking, he succeeded in reaching the Mandarin Cape, where the vessel was boarded by between three and four hundred men, armed with pikes and swords, who came to the Troughton in two large boats from the shore. Captain Thompson then proceeds to say:—

"On seeing their intention was to murder us, the mate and myself immediately jumped into the cabin and seized our pistols, with which we kept firing through the companion and skylights. The skylights were now torn to pieces and thrown overboard, yet seeing we were determined one of them had the courage to enter the cabin; they then hove down fire-arms with the intention of burning us, but hopes of life at this time were but faint, for I had already received two severe wounds in the right side, and had I considerably. The cabins were now in flames, and also the berths in which the mate and myself had taken shelter; at this time, in two of its most awfully presented itself, and we were to the dreadful alternative of being chered or burnt alive. It was at this crisis that the idea occurred to me of blowing the ship up with all on board, rather than submit; we now threw three keels of gunpowder into the flames, which exploded, but from some unknown cause, did not take the desired effect, only blowing one of the beams, and starting the deck planks, of the companion of the mate. At the moment of the explosion I made my escape into one of the after-cabin; this the mate could not do, the cabin in which he was being on fire, and spears pointed at him, through the cabin; how he succeeded afterwards in getting the after cabins unburnt, is impossible for me to say; however, he got the larboard cabin any myself the board. The larboard cabin being on the flames and smoke soon drove through the stern window into the cabin, preferring, as he has since told me, to being burnt alive. Here I remained for a considerable time, and had great many spears darted at him, but fortunately was not wounded; at last, one, more humane than the rest of the villains, hauled him into the boat, and lashed him tight round the neck to a piece of timber that went across the stern of the boat. After the mate jumped overboard I found another barrel of powder, which I threw into the flames, but it had no effect. At this time I thought the mate had long since perished, and that myself and one of the seamen were the only living persons belonging to the ship. Shortly after I was surprised to hear the second mate call me by name, and begged of me to come upon deck and my life would be spared; but being in an ex-

hausted state from the loss of much blood and the cabin being on fire, I ventured, and on coming up the companion I received another severe wound in the head; and I really believe the villain would certainly have killed me if he had not been prevented by the rest. They then lashed me to the wheel chain, on my back, so tight as almost to stop circulation. Shortly after this they brought the mate from the boat, and lashed him along side me. They had by this time extinguished the flames, and were breaking and tearing every thing to pieces. They soon found the dollars, and after breaking and tearing to pieces a great many valuable packages, and taking every thing we had, to make sure that there was no more, by ten p. m. they left us. After they were gone, and the mate had recovered, the people were found locked in different parts of the ship, the cook and myself most severely wounded, and also one of the seamen; the steward was also dreadfully burned from the explosion of part of the gunpowder. Fortunately the mate was but slightly wounded, and, after dressing our wounds as well as we could, we got the ship to Macao on Wednesday morning, when the mate immediately went on shore and stated the facts to Sir George Robinson the superintendent of British trade.

The Sea's Bottom.—The bottom of the basin of the sea seems to have inequalities like those of the surface of continents. Were it dried up, it would present mountains, valleys, and plains. It is covered, almost throughout, by an immense quantity of testaceous animals, or those who have shells, intermixed with sand and grain. The bottom of the Adriatic Sea is composed of a compact bed of shells, several hundred feet in thickness. A celebrated diver, employed to descend into the Strait of Messina, saw there, with horror, enormous polypi attached to the rocks, the arms of which, being several feet long, were more than sufficient to strangle a man in many places, the eye perceives nothing but a bright, sandy, plain bottom, extending for several hundred miles without an intervening object. But in others, particularly in the Red Sea, it is very different; the whole body of this extensive bed of water is, literally speaking, a forest of submarine plants and corals, formed by insects for their habitation, sometimes branching out to a great extent. Here are seen the madrepores, sponges, mosses, sea mushrooms, and various other things, covering every part of the bottom. The bed of many parts of the sea, near America, presents a very different, though a very beautiful appearance. This is covered with vegetables, which make it look as green as a meadow; and beneath are seen thousands of turtle, and other sea animals feeding thereon. There are some places of the sea where no bottom has yet been found; still it is not bottomless. The mountains of continents seem to correspond with what are called the abysses of the sea. The highest mountains do not rise above 25,000 feet; and allowing for the effects of the elements, some suppose that the sea is not beyond 30,000 feet in depth. Lord Mulgrave used in the Northern Ocean, a very heavy sounding lead, and gave out along with it, cable rope to the length of 4,680 feet, without finding the bottom.—But the greatest depth hitherto sounded,

was by captain Scoresby, who in the Greenland seas, could find no bottom with 12,000 fathoms or 7,200 feet of line. According to Laplace, its mean depth is about two miles, which supposing the generally received estimates to be correct as to the proportion the extent of the water bears to the dry land on the earth's surface, would make about 290 millions of cubic feet of water.—*Rev. C. Williams works.*

GLASGOW MANUFACTORIES.—Among the numerous extensive manufactories, the following are unequalled for ingenuity and extent: Messrs Henry Monteith and Co's dyeing, discharging, and printing works at Dalmarnock; Messrs Charles Tennant and Co's chymical works at St Rollox, for the manufacture of sulphuric acid, chloride of lime, soda and soap. This manufactory, the most distinguished and extensive of any of the kind in Europe, occupies ten acres of ground, and within its walls there are buildings which cover 31,346 square yards of ground. There are upwards of one hundred furnaces, retorts, or fire places. The platinum vessels in one apartment alone cost upwards of nine thousand pounds.

The report of "the Society for promoting Christian Knowledge," for the past year, has just been distributed to the subscribing members; from which it appears that the extent to which its beneficent operations have been carried, far exceeds that of any other period of its history. The circulation of books and tracts, since the last report, has amounted to 2,278,048, being an increase of 116,825 upon the circulation of the year preceding. The amount does not include the publications of the Committee of General Literature and Education. The number of publications circulated by the Committee, including the Saturday Magazine is 4,741,187. The general receipts of the Society during the past year have amounted to £72,630, 14s. 11d., to which must be added the sums received on account of the special fund, for the Foreign Translation of Committee, amounting to £73,236 13s. 2d.

NEW-BRUNSWICK.—Rail Road to Quebec.—We have much pleasure in informing our readers that petitions both in this Province, and in Canada, have been numerously and respectfully signed, praying that His Most Gracious Majesty may be pleased to sanction the construction of a rail road between the city of Quebec in Canada, and St. Andrews in this Province.—We most sincerely hope that this grand projection may receive the favourable consideration of the King and his government, for unless it is viewed as a national undertaking, it will be next to impossible to bring such a gigantic fabric into successful operation.—*Courier.*

A statue is about to be erected in one of the squares of Antwerp in honour of Rubens. A subscription has been opened, and it is expected to produce from 80,000 to 100,000 francs, (nearly £4,000). The task of executing the statue will be confided to M. Geefs, a Belgian sculptor of acknowledged merit. Sir Fredetick Adam, has it is said, resigned the government of Madras.

A murder of surpassing atrocity has just been committed in the neighbourhood of Auray. A young girl, the only child of a retired officer of the *Grande Armee*, had been commissioned by her father to proceed to the fair of Vannes to purchase the monthly stock of provisions. She had in her little purse 72 francs, with which she proceeded to the house of her uncle where she was to pass the night. On her arrival she hastened to entrust her stock of money to the uncle, who, previous to her retiring for the night, said to her, "my dear child, you will sleep along with my daughter, and as you will have to be up betimes, you had better sleep in the front of the bed." The unsuspecting girl had not long been in bed when she imagined she heard a noise resembling the sharpening of a knife. The parting words of her uncle flashed upon her mind, and, in a state of alarm, she woke her cousin, who immediately proposed to change places, on condition of not being again disturbed. The terrified girl accepted this proposal, but could not compose herself to sleep. Scarcely an hour had elapsed when the door of the apartment slowly opened, and a cautious footstep approached the bed. There was no light, but by his breathing the girl recognised her uncle. To draw the knife across his own daughter's throat, and to sever the head from the body was the work of a moment, and as he huddled the head and the lifeless trunk into a sack, the warm blood gushed over the face and arms of the child who had been marked out as the victim of his horrible butchery. No sooner had the monster quitted the apartment than the half frantic girl dressed herself and escaped from the house. Proceeding with breathless haste to Vannes, she appraised the authorities of what had taken place; and on her deposition, officers of justice were immediately despatched to the scene of this revolting tragedy. The sack, containing the body of the unhappy victim, was found in a ditch in the neighbourhood of the premises.

Letters were received on Monday in Liverpool from Colonel Chesney, the commander of the expedition, dated Bir, on the Banks of Euphrates. The gallant officer states, that the larger of the iron steam-boats that went out from Liverpool in pieces had been put together and launched on the river, in which a steam-boat probably never floated before. The Pasha of Egypt had given a great deal of trouble, but Colonel Chesney was in excellent spirits when he wrote, and felt confident of success. The river, at the time when he wrote, was full of water, from the melting of the snows on the Armenian mountains, and the expedition was almost ready to proceed to Bassora.

During the last year the quantity of wine exported from Oporto was 38,297 pipes, of which Great Britain alone imported 32,297 pipes! And yet the Portuguese Cabinet demur to grant a treaty which may encourage the manufacturers of a customer seven times better than the whole world besides!

It is supposed that about 200 sail of ships lost anchors and cables between Yarmouth and Harwich, and from twenty to thirty were driven on shore, and lost in the late heavy gales. So many vessels have not put into Harwich with losses and damage, at any one time, for the last seventeen or eighteen years.