

THE PEARL.

HALIFAX, FRIDAY EVENING, MAY 18, 1838.

The Halifax Packet Company's ship *Halifax*, arrived on Saturday last, in the short passage from Liverpool, of 20 days. She brings Liverpool dates of the 21st and London of the 20th April, from which we make the following extracts:—

DISCOVERY OF THE NORTH WEST PASSAGE.—The question which has been a geographical problem for upwards of two centuries, the North-West Passage around the continent of America, is at length determined. The fact of the continent of America being circumnavigated—the determination of the latitude of its northern extremity, in the attempts to ascertain which so many expeditions of different nations have been unsuccessful—the knowledge that the great mountain ridge extending from Magellan Straits to the most northern part of the Asian continent, previously known, actually reaches the shores of the Arctic Sea; all these are highly interesting discoveries, and we owe them, as we do so many other valuable geographical discoveries, to commercial enterprise. The result appears to prove that even in boats, the northwest passage is impracticable, since with all the credit due and that can be given to Mr. Simpson and his brave companions, if they had not found the Esquimaux, and got their skin canoe, it is evident they never could have reached Cape Barrow; and many other similar expeditions might set out without one of them obtaining the same success. The discoverers of the North West Passage, are Messrs. Dease and Simpson, two gentlemen employed by the Hudson's Bay Company.—*Morning Chronicle*, April 19.

NEW PEERS.—We have received from we believe to be very good authority the following sketch of the projected coronation peerages:—Peers to be raised to dukedoms—Marquis of Lansdowne, Marquis of Westminster, Marquis of Anglesey. Several other promotions in the peerage. Commoners to be raised to the peerage—Sir John Wrottesley, Sir Jacob Astley, Sir J. Hobhouse, Mr. Paul Methuen, Mr. Hanbury Tracey, Mr. Spring Rice, Sir F. Lawley, Sir C. Lemon, and about eight others. The whole number of British and Irish expected is about 26, exclusive of promotion from one rank to another within the peerage. The daughter of the Earl of Liverpool is to be created a peeress in her own right. The Irish peerages are all to be given to Mr. O'Connell's chief supporters. One Irish Dukedom is to be created in favour of Lord Sligo. The constituencies of Cambridge and Nottingham ought to lose no time in providing conservative successors for Mr. S. Rice and Sir J. Hobhouse.—*Standard*.

It is stated, and on excellent authority, that the Earl of Fitzwilliam has refused from the present cabinet a dukedom for himself and a seat in the upper house for his son—both tendered as part of the elevations contemplated on the approaching coronation. We understand that the noble earl accompanied his refusal by a statement to the effect—that although he in general supported the present administration, yet that there were many points upon which he differed materially from them, and that he knew not the moment when the course of proceedings might render it imperative upon him to withdraw himself altogether from them; and that under such circumstances he felt that he ought not to accept political favour at their hands.—*Evening Mail*.

A banquet upon the most magnificent scale is to be given to Sir R. Peel on the 12th May, by the conservative members of the House of Commons. It is a very few days since the design was first mentioned, and already the list of hosts exceeds the number of 230. The place at which the entertainment will be given is not yet positively fixed. It will probably be Merchant Tailor's Hall.

THE ARMY.—So soon as the Cavalry and Infantry in Ireland destined for Canada are embarked, a general move of its troops in that country is expected to take place. The two cavalry regiments to be transferred from the English settlement, the 6th Dragoons and 17th Lancers, will move earlier than was supposed; namely in about 10 days.

Within the last few days it has been confidently stated that the Duke of Cambridge will very shortly succeed Lord Hill in the command of the army, and no less a personage than Lord Brougham has been given as the authority for the announcement. Should his royal highness accept the post, we believe it would be only on the condition that Lord Fitzroy Somerset retained his situation as military secretary, the duties of which his lordship so unceasingly devotes himself to.

The depots of all the Regiments in North America have received orders to send out further draughts to the service companies.

PORTSMOUTH, April 16.—The transport *Burossa* fitting at Plymouth, is to go to Cork, to embark detachments of the 53d, 66th, 34th, 16th and 85th Regts. for conveyance to Quebec. The 71st have embarked on board the *Malabar*, 74, for the same destination. The *Edinburgh*, 74, Capt. Henderson, has been refitted at Spithead, and her lower deck guns have been landed for the better accommodation of the 2d battalion Coldstream Guards, which has embarked on board her for conveyance to Quebec.

The troop ship *Athol* commanded by Mr. Bellamy, master, having embarked another portion of the Coldstream, sailed from Spithead on Saturday. There has been much bustle and animation here in consequence of the embarkation of the Guards for Canada, such as remind us of former times.

THE WEATHER.—This is as severe a day as has occurred throughout the whole winter. Yesterday it blew almost a hurricane, and during this morning, and the whole of the forenoon, we have had heavy and frequent showers of sleet and hail. The London mail of Saturday morning, due last evening, did not reach Kingston until to day, and that of Saturday evening had not arrived when we were going to press.—*Dublin Evening Mail*, April 18.

It is the Earl of Durham's intention to pay a short visit to the north before his departure for Canada; and it is stated that his lordship is expected at Lambton Castle this day. It is considered that a voyage across the Atlantic will be more agreeable in May than in April, and therefore the departure of his lordship is again deferred to some unknown days.

GRAND ENTERTAINMENT TO HER MAJESTY.—The most extensive preparations, on a scale of surpassing grandeur have commenced at Goldsmith's Hall in this city, for the entertainment of the Queen, who has most graciously consented to accept the invitation of this, the richest company in the world. The festival is arranged to take place on the 24th of May, when a magnificent dress ball will be presented. It is proposed that afterwards there shall be a banquet in the superb hall, or dining room of the company, the grand painted window of which is to be illuminated from without by jets of gas light, and within the noble suit of rooms are to be lighted with gas in glass, so as to produce the effect of moonlight. The rarest flowers and exotics will add to the decorations, and it is said a miniature lake, containing gold and silver fishes, will be a prominent and novel part of the spectacle. Vocal and instrumental performers of first-rate talent are to be engaged. It is not generally known that the carpet in the banquetting room is valued at 1,600 guineas, and that the chairs cost 40 guineas each.

THE QUEEN'S VISIT TO IRELAND.—We have it on excellent authority, that her Majesty will visit Ireland early in August next.—*Dublin Freeman*.

CINCINNATI, April 25, 8 o'clock, P. M. **MOST AWFUL STEAM BOAT ACCIDENT. LOSS OF 125 LIVES.**—It becomes again our painful duty to record one of the most awful and destructive occurrences known in the terrible and fatal catalogue of steam boat accidents.

This afternoon about six o'clock, the new and elegant steam boat *Moselle*, Captain Perin, left the wharf of this city (full of passengers) for Louisville and St. Louis, and with a view of taking a family on board at Fulton, about a mile and a half above the quay, proceeded up the river, and made fast to a lumber raft for that purpose. Here the family were taken on board, and during the whole time of the detention the Captain was holding on to all the Steam he could create, with an intention of showing off to the best advantage the great speed of the boat as she passed down the whole length of the city. The *Moselle* was a new drag boat, and had recently made several exceedingly quick trips to and from this place.

Soon as the family were taken on board from the raft, the boat shoved off; and at the very moment her wheels made the first evolution, her boilers burst with a most awful and astounding noise, equal to the most violent clap of thunder. The explosion was destructive and heart-rending in the extreme, as we are assured by a gentleman who was sitting on his horse on the shore, waiting to see the boat start. Heads, limbs, bodies and blood, were seen flying through the air in every direction, attended by the most horrible shrieks and groans from the wounded and the dying. The boat, at the moment of the accident, was about thirty feet from the shore, and was rendered a perfect wreck. She seemed to be torn all to splinters as far back as the gentlemen's cabin, and her hurricane deck (the whole length) was entirely swept away. The boat immediately began to sink rapidly, and float with a strong current, down the river, at the same time getting farther from the shore.

The Captain was thrown by the explosion entirely into the street, and was picked up dead and dreadfully mangled. Another man thrown entirely through the roof of one of the neighboring houses, and limbs and fragments of bodies scattered about the river and shore in heart-rending profusion. Soon as the boat was discovered to be rapidly sinking, the passengers who remained unhurt in the gentlemen's and ladies' cabins, became panic struck, and with a fatuity unaccountable, jumped into the river. Being above the ordinary business parts of the city, there were no boats at hand except a few large and unmanageable wood flats which were carried to the relief of the sufferers as soon as possible, by the few persons on the shore. Many were drowned, however, before they could be rescued from a watery grave, and many sunk who were not seen afterwards.

We are told that one little boy on shore was seen wringing his hands in agony, imploring those present to save his father, mother and three sisters, all of whom were struggling in the water to gain

the shore, but whom the poor little fellow had the awful misfortune to see perish, one by one, almost within his reach. An infant child, belonging to this family, was picked up alive, floating down the river, on one of the fragments of the hurricane deck.

It was supposed that there was about two hundred persons on board, of which number only fifty to seventy-five are believed to have escaped, making the estimated loss of lives about one hundred and twenty-five. Oh! tale of woe.

The accident unquestionably occurred through sheer imprudence. The Captain of the boat was desirous of showing off her great speed as she passed the city, and to overtake and pass another boat which had left the wharf for Louisville a short time before him. Dearly has he paid for his silly ambition. The clerk of the boat, we understand, escaped unhurt.

FIRE IN S. C.—A slip from the office of the Charleston Mercury, of the 30th, gives the following information concerning the late dreadful fire in that city:

"Total number of dwellings and stores destroyed, including Norton's old rice mills, Kerr's wharf set on fire by flakes falling on a pile of light wood, and burnt to the ground—569. The number of out buildings destroyed, estimated at about 598—total number buildings destroyed, 1158. Such is the mere arithmetic of this frightful calamity, who shall count the mental suffering—the loss of hope, of security, of comfort? Upon the best estimates which have been made to us, up to the latest hour, we set down the loss of property at over \$3,000,000. The whole amount covered by insurance is not far from \$1,500,000. Of this, \$75,000 falls upon the Georgia offices, at Augusta. The new Hotel was insured, in this city for \$60,000, and \$40,000 in Augusta. It is believed now, that the offices here will pay all or very nearly all of their liabilities."

FRENCH BLOCKADE OF MEXICO.—The French Minister, Baron Defflandis, on board the French squadron at Vera Cruz, on the 21st of March, sent to the Mexican government his ultimatum for the settlement of the differences with that country. This ultimatum not having been accepted, the Minister, together with Capt. Barche, commander of the squadron, declared all the ports of Mexico in a state of blockade, and gave notice thereof by a circular addressed to the French Consuls in Mexico. He also notified Capt. Breeze, of the sloop of war *Ontario*, communicating to him a copy of the circular. All vessels are to be prevented from entering or departing from the Mexican ports, with the exception of Mexican fishing vessels, but no vessel is to be detained, which shall not have previously received a special notification of the blockade from one of the French vessels, which notification is endorsed on the muster roll. Neutral vessels already within the ports of the republic will be permitted to depart with or without cargo, within fifteen days. The French force at Vera Cruz consists of a frigate and five brigs, and another frigate is expected.—*Boston Daily Advertiser*.

The *Toronto Patriot* says, that the delivery up of Dawson, who was seized at Lewiston, has been formally demanded of the Governor of the State of New York. The *Patriot* expects no compliance.

LOUNT AND MATTHEWS.—The last Lewiston Telegraph was arrayed in mourning in consequence of the execution of Lount and Matthews. It contradicts the report of the death of Mrs. Lount. The *Hamilton (U. C.) Express* of the 14th, says, that after the execution of Lount and Matthews, at Toronto, on the 12th, their bodies were given up to their friends for interment—instead of being refused them, as was reported.

ST. JOHN'S N. F. April 10.—Several vessels belonging to the Northern Ports have arrived here from the Ice within the last day or two with pretty good trips of seals. Only one St. John's vessel (the *Kingarloch*, with about 2200) has yet reached port.

We are happy to learn that the "Nova-Scotia Whaling Company," of Halifax, with a capital of thirty-two thousand pounds, incorporated during the last session, is about going into immediate operation. A Board of Directors has been elected, consisting of Messrs. William Stairs, George P. Lawson, Edward Allison, John Leander Starr, W. A. Black, Stephen Binney, and James G. A. Creighton.—*Recorder*.

The brig *Albion*, which had been lying at quarantine, in consequence of several cases of small box which had occurred on board, and one passenger being ill of that disease when the vessel entered the harbour, came to the wharf yesterday. Capt. Leslie proceeded voluntarily to quarantine, and deserves credit for his endeavor to prevent the introduction of a loathsome disease.—*Times*.

Provincial Secretary's Office, Halifax, 8th May, 1838

His Excellency the Lieutenant-Governor, in Council, has been pleased to appoint Mr. John Forshner, Senr., George Wells, and Charles Oxley, to be Commissioners of Sewers for the Township of Wallace, and John Nathaniel Angus, to be a Commissioner of Sewers at Gore River, in the County of Cumberland.