

the Carmelite order, and is also a niece of the late Robert Walsh, of this city, and consequently a cousin of the famed literary gentleman of that name, now travelling in Europe. The priesthood, is said, pronounce her *insane*, and that he disease is a family one. *New York Courier.*

**The Slave Trade.**—By the Ranger packet, arrived at Falmouth, letters are received from Jamaica to the 31st July. Her Majesty's sloop Snake had arrived at Port Royal with the Corrida Cubi, Spanish slaver, captured off Porto Rico, having on board 171 slaves. She was about to proceed to Havannah for adjudication of the prize before the Mixed Commission. The Pickle schooner also captured another slaver. On the 4th of June she observed a very suspicious looking vessel standing in for the Height of Pines, to which she immediately gave chase, firing several guns for the purpose of bringing her to, but to which the stranger paid no attention, continuing to run directly for the land, under a heavy press of canvass, and soon after commenced heaving overboard casks and other articles to lighten her. The Pickle, gaining fast upon her, row fired shots with grape and cannister, which fell thick around her, but such was the determined obstinacy of the crew that it was perceived they lay flat on the deck on every gun being fired, and jumped up immediately after. After a chase of six hours, the vessel, which had hoisted Portuguese colours, ran ashore in the night, distant about two cables' length. Lieutenant Holland despatched his boats to capture her. It was now seen that the crew were pitching the negroes into the sea, and on the boats nearing, they jumped overboard themselves, swam, to the shore, and escaped into the thick mangrove bushes on the water's edge. On taking possession of the vessel, she proved to be the schooner Sierra del Pilar, 78 days from Onium, on the African coast, with 180 negroes on board, several of whom were in the most emaciated condition. She had originally 255; but death, and those who had escaped into the woods with the crew, had reduced the number to 180. The scene of misery and filth that presented itself on board the vessel is inconceivable. From having such an addition to her complement, the Pickle steered for the Havannah, the nearest port, where she arrived on the 12th. *Hampshire Telegraph.*

The protracted struggle between the Carlist and Christiano forces in Spain seems to have been brought to a termination. Don Carlos has not been vanquished by the gallant Sir Lacy Evans and his battalions, he has not been conquered by the direct interference of the British troops that were suffered to act in concert with the hero of Irun, he has not been overcome by the Queen's forces, supplied as the latter were with the munitions of war by the government of Great Britain. Far from it. He has been basely betrayed by his own General-in-chief. This traitorous act was prompted by the British government, and has been commended in terms of exultation by the organs of the administration of which Lord Palmerston is the foreign secretary. Naval and military officers holding her Majesty's commission have, we are confidently assured, been employ-

ed in the scandalous work of seducing Maroto from his allegiance to his acknowledged sovereign. Yes, the liberal ministry of England have countenanced this traitor in all his proceedings. The guilt of the murder of his fellow-chiefs, rendered necessary in order to carry his treachery into successful execution, must rest on the heads of Lord Melbourne and his associates! Shame upon the base crew that have sanctioned such diabolical acts!—*Liv. Standard, Sept. 13*

**Preparing to be Buried.**—An "oddy," of the name of Leigh, who for some years filled the honourable office of master of a flat, navigating the river Mersey, and by industry, and a rather more than ordinary share of good luck, has accumulated a small independency, is spending his latter days in Warrington, in making preparations for his funeral, which to appearance, seems to occupy the whole of his thoughts. Some years ago, he procured a large oak chest, fastening with secret springs, in which his mortal remains were, after death, to be deposited; but that idea has now been abandoned, and a new coffin has been procured. In shape, it is a beautiful model of a pleasure-yacht, and was built by Mr. Clare, of Sankey, of old English oak plank, 1 inch thick. It is provided with mainsail, foresail, and gaff topsail, and on the stern is inscribed the name of "Admiral Nelson." In length, it measures 8 feet 2 inches. Last week, it was brought into Warrington, mounted on wheels, and accompanied by its owner and a fiddler, and followed by a crowd of wondering spectators. Its final destination is fixed upon to be the St. James's Cemetery, at Liverpool, to which place, on its "bill of lading" being complete, it is to be drawn by horses, and followed by a certain number of John Leigh's fellow-flatmen, for whose refreshment on the way a large cask of ale is to be placed on the deck of the vessel. John Leigh's tomb-stone is also provided. It is ornamented by the picture of the flat Victory, and a rather ride representation of the sun, moon, and stars. Underneath are some twenty lines of poetry, of which the last four may be taken as a specimen. They run as follow:

May God be our pilot, and steer us the right way.  
And all our fleet anchor in heaven's bright bay.  
The seas I have seen, and the ships I have pass'd,  
But the Lord will call us all down to our graves at last.

**Steam Men-of-war.** We have lately been at some pains to ascertain the progress and estimate to the present extent of steam power in the United Kingdom and its dependencies, and the result of our inquiries is most gratifying and satisfactory. The increase of steam-vessels in the royal navy is remarkable, not only on account of their augmented size and locomotive power, but their heavy armament, improved form, capacity for stowage, and increased speed; whilst their performances under canvass are little, if at all, inferior to the best sailing ships. On reference to the Navy List for January, 1830, we find but eight steam-vessels described, and one only (the Dee, building,) calculated for war; the others, namely, African, Carron, Columbia, Confidence Echo, Lightning, and Meteor, (all still existing,) being, excepting the Columbia of 361 tons, small vessels under 200 tons, and

of 100 horse power, and principally employed as packets in the Mediterranean. We have now, in 1839, no less than thirty-three steam-vessels of war, besides thirty-eight employed in the packet service, exclusive of hired steam-vessels, making altogether seventy-one, some of which are upwards of 1,000 tons and 400-horse power, armed with heavy guns of great range, and capable of combating with any description of force that can be met afloat; and this splendid steam navy, which has a tained to its present extent in such a short period, is capable of transporting an army of 10,000 men to the continent, or, if need be, across the Atlantic, at any time when such a proceeding might be deemed necessary. We find, by the report of the commissioners appointed by the Board of Trade, Captain Pringle, R. E., and Mr. Parkes, that the total number of vessels of all sizes and classes, propelled by steam, belonging to the United Kingdom and the colonies, amounts to 810, the registered tonnage being 87,907; to which add the tonnage of the engine-room, not registered, 69,933; making altogether 157,840 tons, impelled by 63,250 horse power—*Naval and Military Gazette.*

**PROGRESS OF NATIONS IN AMERICA.**—In the newly American states, it is customary to celebrate the day on which the settlement of the district or town, or whatever it may be, took place. The fiftieth anniversary of the settlement of Cincinnati was lately celebrated, this being now a town of 50,000 inhabitants, exporting annually seven or eight millions of dollars' worth of agricultural produce, and having often forty of fifty steam vessels lying at one time at the wharves. The whole territory was purchased at the beginning for forty nine dollars. One old man attended the celebration, who had himself made the roof of the first house shingled in the place. A Mr. Tappan, whose age is about sixty, and who was lately chosen one of the federal senators for the state of Ohio, resides in a large town, called Ravenna, where he was the first man to cut down a tree. This state, in forty years, has acquired a population of 50,000, which it is expected she will be able to do next year. Next year, also, two more territories, called Iowa and Wisconsin, which began to be heard of in America last year, and are as yet totally unknown in Britain, are expected to be in a similar condition, and to make the same application. The United States will then be twenty-nine in number, instead of thirteen, as in 1775; and the stars on the national banner must be numbered accordingly. An additional illustration of the mushroom progress of all things in America is obtained from the fact, that the steamers on the western waters of the States have increased from 234 to 600 in the short space of five years.—The States have now 800 steamers in all of 155,000 aggregate tonnage, the largest being a vessel of 160 tons (l) which runs between New York and Natchez.—*Letter in the Athenæum, dated "Boston, January 16, 1839.*

**EXETER HALL.**—When it was resolved to pull down Exeter 'Change, and to widen the Strand, some of the industrial leaders and movers in the religious world started the scheme of building an "immense edifice," for the meeting of the various societies. Hitherto, there had been no central point of union: some of the chief societies held their meetings in the fine room of the Freemasons' Tavern. But, though this hall will hold 1,500 persons, it sometimes could not accommodate one-half who clamoured for admittance. In 1829 the project was taken up of building on the site of Exeter 'Change the present structure, which has received the name of Exeter Hall. It was erected by a company, who subscribed shares; and additional expense was defrayed by donations. The management of the hall is under the direction of a committee or society, of which Sir Thomas Baring, Bart. is chairman. The building was completed and opened in 1831. The stranger, walking along the Strand, might miss Exeter Hall, unless he looked sharp. The entrance is of an ornamental character; but, being narrow, and flanked by shops, it is apt to be passed in the bustle of the Strand. The entrance is a porch or portico, formed of two Corinthian pillars, with a flight of steps from the pavement; but the building extends a great way back. The principal room is 90 feet broad, 138 in length, and 48 high, and is lighted by 18 large windows. It will hold 3,000 with ease, and 4,000 crowded. The platform is at the east end, and can ac-

commodate 500 persons; it is fenced from the rest of the hall by a railing.—Underneath the large hall is a smaller one, for meetings of a more limited character; and there are various rooms appropriated to the use of particular committees or societies. Sometimes there are meetings in both halls at the same moment; and a speaker in the lower room will occasionally be annoyed by the reverberations of the thunders of applause shaking the great room above him.—*London Saturday Journal.*

The Star.

WEDNESDAY, OCTOBER 30, 1839.

From the Royal Gaz. Oct. 22.

BY AUTHORITY.

HIS Excellency the GOVERNOR in Council has been pleased (under and in pursuance of the Colonial Act 3 Victoria, cap. 5,) to appoint the under-mentioned Gentlemen to be Commissioners for the management and control of the several Light Houses erected and to be erected in this Island.

Viz.

- The Honorable John Sinclair
- Patrick Morris, Esq.
- Thomas Bennett, Esq.
- Henry Phillips Thomas, Esq.
- and
- Thomas Ridley, Esq.

The sittings of the Central Circuit Court, for the Fall term, commenced yesterday, agreeable to Proclamation.—His Honor the Chief Justice briefly charged the Grand Jury, after which Bills of Indictment were laid before them by the Hon the Attorney General, against several individuals, which were returned into Court as follows:—

- JOHN MULALLY, Larceny of 1 jacket and 1 pair trowsers—True Bill.
- WALTER NAIL, Larceny of 1 pair of blankets—ditto.
- JAMES MEAGHER, unlawfully returning from banishment contrary to Act 4 W. 4, c. 5.—ditto.

Mulally was put upon his trial—found guilty, and sentenced to 14 days' imprisonment. Neil and Meagher on being arraigned, pleaded guilty.—Sentences not passed.

**FIRE.**—At day-break yesterday morning, a large Barn at Brookfield, (the property of the Messrs. Thomas,) occupied by Mr. D. Reed, farmer, was destroyed by fire—together we understand, with about 80 tons of Hay, contained therein.—We have not heard in what manner the fire originated—through it is believed to have been through accident.

SOCIETY FOR THE PROPAGATION OF THE GOSPEL.

The following gentlemen have recently received appointments as missionaries from the above society:—

- For van Diemen's Land.—The Rev. Gregory Bateman, M.A., Trinity College Cambridge.
- For Upper Canada.—The Rev. R. J. C. Taylor, B.A., Trinity College, Dublin; Rev. John Radcliff.
- For Newfoundland.—The Rev. W. Bowman, perpetual curate of Greenborough; Mr. Johnstone Vicars; Mr. Thomson Boone.
- For Jamaica.—Mr. Robert Robinson, B.A., Queen's College, Oxford.

Boston, Sept. 21.—Brig Alpha, (a hewn brig, believed to be British) from Sydney, laden with coal, bound to New York, struck on the bar, at the mouth of the Connecticut River, on Sunday last, unshipped her rudder, stove a hole in her cabin, and sprung a leak. The Captain mistook Saybrook light, for New London light. She was abandoned after taking out two boxes of furs, some copper, and the best of her sails. Since then the Govt. Officers took possession, and by means of a small steamer, towed her into Sydney.

Ship News.

**Port of Harbor Grace.**  
CLEARED  
Oct. 17.—Norval, Wills, Sydney, ballast.  
20.—Castlereagh, Lokier, Civiti Vecchia, 1750 qts. fish.  
26.—Melina, Butler, Sicilly, 2532 qts. fish.

**Port of St. John's.**  
ENTERED  
Oct. 18.—Clondolin, Collins, Sydney, coal.  
Irene, Jose, Boston, molasses, and sundries.

American scit. A  
ton, four, port  
Margaret, Gave, S  
Dash, Huntress, I  
Packet, Madden,  
19—Harmony,  
general cargo.  
21.—Albion, Mart  
Antelope, Ebsary,  
Aranda, Poland,  
flour, bread,  
Friends, Whelan,  
Nine Sons, Price,  
Ranger, Carroll,  
American brig C  
pork.  
Erid, Walsh, Live  
22.—Despatch, Cl  
shingles.  
Ann, Blake, Bridg  
Eliza Bunting, L  
Harmony, Isis, L  
& sundries.

Oct. 17.—America  
Groom, Leghor  
Jane & Mary, Stee  
St. Patrick, M'G  
last.  
Steelast, Kirk  
18.—Glide, P  
E. Jackson, M. D  
Nancy, Sanna, C  
T. P. P. S. S.  
A. S. S. S. S.  
no. fish.  
Kingalton, Santo  
Spanish brig Dio  
der, fish.  
Spanish brig Begg  
Hebe, Duncan, O  
19.—Funchal, Ch  
22.—St. Patrick, S  
fish.  
Devon, Dench, O  
Spanish brig Norr  
Telemachus, Gibb  
Packet, Graham, S

Barthen per I  
Iron Sheathed  
Anchors, Cabl  
Boats, &c., &c  
Inventory to  
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THORN  
Harbor Grace,  
Oct. 16. 18

NEW PE  
&c. c  
FOR  
BY  
SUBSC  
Ex ELIZA  
from NL

370 Barrels Super  
50 Half Do. L  
50 Barrels Fine  
100 Do. Prime BE  
77 Do. Do. PO  
50 Do. Very Fine  
50 Boxes CRACK  
30 Pouches MO  
10 Kegs Negro  
1 Heshed Lee  
20 Barrels PITC  
20 Do. TAR  
4 Do. Bright V  
3 Do. TURPEN  
2 Dozen Carpet  
RIDLEY, B  
Harbor Grace,  
October 9, 1839

No  
WILLIAM STU  
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Harbor Grace, }  
23d Sept, 1839. }