

Company. Their plan, as first announced, was to build a line, composed of two British and two American ships, of great size each, as sufficient to keep up a communication twice a month, to and from New York; the reason for uniting the two classes being, of course, that British ships by treaty of commerce are not permitted to take foreign goods to the United States—they must be shipped in American bottoms; while on the other hand, American ships are not permitted to bring foreign goods to England, except for exportation only. By the union of both, all descriptions of goods are secured. These four were expected to make as many passages to and fro as eight sailing packets would. More were to be added as required. The tonnage proposed was 1'200, and the horse power 300; and the ships were estimated to cost £40,000 each. The annual expense of such a vessel was rated at £18,480, including fuel out and home, for six voyages, or for 42,000 miles.—This calculation, which we think worth preserving, is exclusive of the charges incident to freight. These, with the profit also on freight, are contingent. Set down this at four hundred tons measurement goods, with certain prices, and sixty, eighty, and one hundred passengers, of three different classes, and we have £4,600 receipts on freight. The expenses on the same being rated at £2520, the net freight, out and home, is made to amount to £3,880 or above fifty per cent. per annum on prime cost; or thirty per cent. with a net of £1,200 and £800 out and home. We subjoin for reference, the following items of the annual expenses of the floating establishment:—Commander £200 first mate £100; second mate £80; third mate £60; surgeon £100; twenty-five seamen and apprentices, 600l.; ten firemen, at 60s. 350l., one engineer at £150, one at £100, and one £80; 360l., one carpenter, 50l.; oil, tallow and tow or engines, and other small stores, 1,000l.;

The distance from London to New York is about 3,000 nautical or 3 500 English miles; and the speed of the vessels is taking from an average of the Dundee and Perth ships, Dublin and Liverpool post office packets, Clyde and Liverpool vessels, and Mediterranean packets; their averages giving a mean speed of ten statute miles per hour in all weathers. At this rate, the average passage will be from fourteen to fifteen days to New York, and allowing for prevailing eastward and current winds, about eleven to twelve days home. The quantity each vessel is supposed to take is for twenty days consumption, or about five hundred tons.

Such was the plan. On further reflection, it was so far altered, that the Company, increasing their capital from half a million to a whole one, at the same time concluded to concentrate their efforts, at present, on one grand ship to be built in this port—and hence the origin of the *Victoria*.

THE CANADA FRONTIER.

The following Message from the President of the United States was communicated to the House of Representatives on Wednesday last: To the House of Representatives of the United States: I transmit, in compliance with a resolution of the House of Representatives of the 11th inst, reports from the Secretaries of State, Treasury, and War,

with the documents referred to by them respectively. It will be seen that the outrages committed on the steamboat Sir Robert Peel, under the British flag within the waters of the United States, and on the steamboat Telegraph, under the American flag, at Brockville, in Upper Canada, have not been followed by any demand, by either Government on the other, for redress.

These acts have been, so far, treated on each side as criminal offences committed within the jurisdiction of tribunals competent to inquire into the facts, and to punish the persons concerned in them. Investigations have been made, some of the individuals inculpated have been arrested, and prosecutions are in progress, the result of which cannot be doubtful. The excited state of public feeling on the borders of Canada, on both sides of the line, has occasioned the most painful anxiety to this Government. every effort has been and will be made to prevent the success of the design apparently formed, and in the course of execution, by Canadians who have found a refuge within our territory, aided by a few reckless persons of our own country, to involve the nation in a war with a neighbouring and friendly power. Such design cannot succeed while the two Governments appreciate and confidently rely upon the good faith of each other in the performance of their respective duties. With a fixed determination to use all the means in my power to put a speedy and satisfactory termination to these border troubles, I have the most confident assurances of the cordial cooperation of the British authorities, at home and in the North American possessions, in the accomplishment of a purpose so sincerely and earnestly desired by the Governments and People both of the United States and Great Britain. Washington, June 20, 1838.

M. VAN BUREN.

THE STAR

WEDNESDAY, August 8, 1838.

To Correspondents.

"A BACONIAN" will please to observe that we never have "employed our pen against the interests of Science;" we have only offered such hints as we trust will prevent a mischievous precedent: if the measure alluded to were finally carried it would open an inlet to a thousand other applications upon grounds if not equally childish at least equally improper. As to our Correspondent's expressing his surprise "that the STAR should have been the foremost to complain;" we beg to assure him that it is our anxious desire, at all times, to meet imposition upon the threshold, whether it proceeds from friend or foe, Whig or Conservative, bond or free. Justice, we presume, has but one universal standard; and it is to the test of this alone that we shall bring the measures of all parties to what creeds or denominations soever they may chance to belong.—As this production of "A BACONIAN" has nothing prominent to recommend it, we must decline giving it publicity; he will therefore have to seek an abettor of his principles in some other quarter.

If any of our readers be desirous of information relative to the proceedings of the House of Assembly, we can only intimate for their satisfaction that to all appearance our incomparable Legislators, have at length discovered their utter inability to discharge the duties intrusted to them; and, by way of bringing the business to a close, have hit upon the ingenious method of dividing the Revenues between them, and so making an end on't: truly this is an age of discoveries!!

After all that has been said upon the probability of a War between Great Britain and the United States, every public document goes to prove that nothing is more earnestly deprecated by their respective Governments. Indeed when we take into consideration the peculiar character of our Ministry; their line of policy with France; the suspicious movements of Russia; the anarchy and acknowledged poverty of the States; the commercial intemacy of the two nations and above all the reciprocated well wishes of their religious bodies,—we see no grounds whatever to anticipate

such a calamity. At all events the prayers of the good and wise of both countries will be raised to avert it; and sure we are that the inhabitants of this Island particularly, will not be so unmindful of the duty they owe to their native or adopted country, as to omit their united supplications for the blessings of peace. Upon this point depends the destinies of the Colony: Let there be a continuation of peace, and, notwithstanding the occasional waste and folly of our Legislators, there may at least be some hopes of advancement; give us a war, and a black cloud will inevitably settle down upon our prospects; and poverty, and destitution and misery will stalk through the land.

Monday last being the day appointed for the monthly review and exercise of the FIRE COMPANIES OF HARBOR GRACE, there was quite a splendid turnout: all the officers and men were at their respective posts, and under the orderly and spirited commands of Captains Munn and Knight they appeared more than usually interested in the duties of the day; the Engines were pronounced to be in the best condition; and the whole affair reflects the highest honor upon the public spirit of the town.

[TO THE EDITOR OF THE STAR.]

SIR,—It is an old saying, and its truth is equal to its antiquity, that "one man is born with a silver spoon in his mouth and another with a wooden ladle." No matter what it is that a certain class of individuals take in hand—no matter how faint their industry, or how ridiculous their performances, money—money—money is the sure and never failing result. The turning of a finger; the scratching of a pen; nay, the common "greetings in the market place," will procure more money for some, than all the talent, industry and perseverance in the world will possibly acquire for others. It seems indeed as if they possessed the same mysterious influence over the circulating medium as the celebrated *Moore Carey* exercised over dogs; let them emit but the faintest whistle and pounce, shillings and pence like a fraternity of puppies will obsequiously follow them.—Else how can one account for the fact that the ingenious, the clever, the profound,—they who can tread all the mazes of thought, detect the remotest dependencies or explore the very depths of science, are often unvisited by a solitary farthing, till perhaps it comes, as seasonably as a prop to a fallen tower, to gingle on their tomb; while the whiting, the stupid, the superficial,—they who have scarcely understanding to comprehend the mechanism of a mouse trap, are surrounded by a host of luxuries as long as they have a breath to draw?

Mr. Editor I must here guard you from misconception; I do not mean to assert that all clever men are destitute, or that every whiting is rich: for, the latter assertion I myself, I can assure you, would be a living contradiction. And this brings me to the point: I must now tell you what alone I intended to do when I began this very roundabout yarn.—Well, you must know then that for many years past I have been endeavouring to get together a little cash; one project after another has been tried in rapid succession, but all to no purpose; failure—failure—failure have been the upshot of the whole. You know the effects of disappointment, and how sick the heart becometh when hope is deferred: my philosophy—hem!—I beg pardon—my patience was nearly exhausted, I was on the very brink of despair when I happened to alight on Mr. TEMPLEMAN'S Petition: this has blown up the embers of hope and once more cheered me to activity.—No sooner had I read the account of it in the papers than my former expectations revived; surely, cried I, the prospect is brightening; the same path lies open to me. Well, Sir, what do you think I have done? I have drawn up a petition to the Legislature stating that I too have done something for Science and that I too expect a reward. The petition is respectfully worded and accommodate to the style of the Honorable to whose energetic advocacy I mean to entrust it; it runs thus:—

To the Honorable the House of Assem-

bly in Colonial Parliament assembled.

The Petition of TIMOTHY TRUCKLEMAN TRAPCASH, private Professor of Philosophical principles, Pailomath &c. HUMBLY SHEWETH,

That Petitioner begs to approach your Honorable House with the sincerest sentiments of reverence and respect for your individual integrity, and with unfeigned feelings of the greatest gratitude for the manifold manifestations of your patriotic principles and parental protection.

That Petitioner is more than merely mindful of the many means and multiplied measures which like Mæcenas of old you have concocted and contrived to reward modest merit wherever you find it, and he is thereby encouraged to approach and appear before your honorable presence to apply for a portion, however small a part, of the present supplies.

That the cause of his claim is the curious contrivance of a Culinary Calendar by which any cook of a common comprehension may see at first sight, with perfect precision, the number of days devoted to banyan, to baking and boiling to brewing and broiling throughout the whole year. That in addition to this it tells the true time that it takes for a turkey to turn on the spit; for a fowl to get fat; for mutton to mildew and mustard to mix; besides a variety of very valuable knowledge never before known.

That he feels the fullest faith that your Honorable House will consider his case, and in your bounty bestow a reasonable reward for the curious contrivance of his Culinary Calendar: and as in duty bound &c.

I am sure sir this affecting appeal cannot fail of success; at least it is not my fault if it do. With many apologies for so long an intrusion upon your valuable columns.

I remain, Mr. Editor,

Your obedient Servant,

T. T. T.

OSSIAN'S SOLILOQUY.

"Come Ossian, quickly, come away!"
("Tis thus my Father's call)
From Cona must the VOICE decay,
My steps from Selama's lone hall?

Where glimmer Morc's lonely stone,
There will my place of slumber be,
The winds that in my grey hairs moan,
Shall never more awaken me!

Fly wind on viewless wings afar,
Ye cannot trouble with your sighs
The Bard's deep rest:—long is the night;
But heavy, heavy are his eyes!

The Halifax Recorder of the 21st ultimo supplies information from the Canacas several days later than that which we had previously received; but much of the intelligence is of a contradictory nature. It seems certain, however, that a very great deal of annoyance has been kept up on the border districts, by the guerilla sort of warfare which has been carried on by the Canadian refugees, joined with the Yankee pirates, who, in several instances, have eluded the vigilance of the regular forces. Upon some occasions, however, the patriot-rebels have suffered severely, and the prisoners taken have been numerous.

Sir GEORGE ARTHUR, an excellent and well experienced officer, is stated to have tendered his resignation in consequence of Lord DURHAM'S amnesty with the convicted traitors. If this is so, it prognosticates every thing that is hopeless for the cause of his lordship's mission.—Ledger.

SHIP NEWS

Port of Harbor Grace.

ENTERED.

August 1.—Sarah, Pynn, Sydney, 109 tons coals.

Port of St. John's.

ENTERED.

July 20.—Annandale, Walsh, P. E. Is-land, lumber.

Dolphin, Boudrot, Bay Verte, sheep, cattle.

Richard Smith, Langlois, Arichat, cattle.

Inverness, De Roche, Port Hood, cattle, butter.

21.—Neptune, Parker, Demerara, ballast.

23.—Nine Sons, Price, Fayal, wine, potatoes.

CLEARED.

July 12.—Devonshire, Wainright British Guiana, fish.

Neptune, M'Donald, P. E. Island, sundries.

Mayflower, Stewart, Brasd'or Lake, salt.

13.—Scipio, Curren, Trinidad, fish.

Breakwater, Pearse, Miramichi, ballast.

Luna, M'Alister, Barbados, fish.

17.—Catherine, Coffey, Quebec, ballast.

Dove, Bambury, Demerara, fish.

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