



"JUSTUM, ET TENACEM PROPOSITI VIRUM, NON CIVIUM ARDOR PRAVA JUVENTIUM, NON VULTUS INSTANTIS TYRANNI MENTE QUAE FIT SOLIDA."

VOLUME III.

PICTOU, N. S. WEDNESDAY MORNING, JULY 26, 1837.

NUMBER X.

THE BEE

IS PUBLISHED EVERY WEDNESDAY MORNING,
BY JAMES DAWSON,

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For the first insertion of half a square, and under, 3s. 6d., each continuation 1s.; for a square and under, 5s., each continuation 1s.—All above a square, charged in proportion to the last mentioned rate.

For Advertising by the Year, if not exceeding a square, 35s. to Subscribers, 45s. to Non-Subscribers,—if more space than a square be occupied, the surplus will be charged in proportion.

PICTOU PRICES CURRENT.

CORRECTED WEEKLY

APPLES, pr bushel none	Geese, single none
Boards, pine, pr 50s a 60s	Hay
" hemlock - 30s a 40s	Herrings,
Beef, pr lb	Mackerel
" - fresh, 6d	Mutton pr lb 4d a 5d
Butter, - 8d a 10d	Oatmeal pr cwt 22s 6d
Clover seed per lb 1s 8d	Oats 2s 6d
Coals, at Mines, pr chl 17s	Pork pr bbl 80 a 85
" at Loading Ground 17s	Potatoes 2s a 2s 6d
" at end of Rail Road 17s	Salt pr hhd 10s a 12s 6d
Coke	Salmon, fresh none
Godfish pr Ql 15s	Shingles pr m 7s a 10s
Eggs pr doz 5d	Tallow pr lb 7d a 8d
Flour, N S 26s a 27s 6d	Veal pr lb 3d
" American s r 55s	Wood pr cord 12s

HALIFAX PRICES.

Alowives 22s	Herrings, No 1 20s
Boards, pine, pr 50s a 70s	" 2 15s
Beef, best, 5d a 6d	Mackerel, No 1 none
" Quebec prime 50s	" 2 40s
" Nova Scotia 45s	" 3 22s 6d
Codfish, merch'ble 16s	Molasses 1s 9d
Coals, Pictou, 22s 6d	Pork, Irish none
" Sydney, 28s	" Quebec 90s
Coffee 1s	" N. Scotia 85s
Corn, Indian 5s	Potatoes 2s 6d
Flour Am sup	Sugar, 37s 6d a 42s 6d
" Fine 45s	Salmon No 1 75s
" Quebec fine 47s 6d	" 2 70s
" Nova Scotia 50s	" 3

ALEXR. McPHAIL,

BEGS respectfully to intimate to the Inhabitants of Pictou, that he has

OPENED SHOP,

next door to Mr James Dawson's Book-Store,

Where he offers for Sale, an assortment of

GOODS,

Suitable for the Season.

June 21.

BOOTS & SHOES.

ANDERSON HENDERSON,

HAVING returned from the United States, intimates to his friends and the public, that he has commenced the

SHOE-MAKING BUSINESS,

in its various branches, in the shop two doors east of store of H. Hatten, Esquire, where he is ready to execute orders with punctuality and despatch.

ON HAND:

A quantity of Buckskins, which he will make up into gentlemen's opera boots, according to order.

June 6.

From the Scotsman.

ARRIVAL OF THE DEE AT ABERDEEN.

THE "Dee" arrived in the bay on Friday morning, (May 5th,) and at noon entered the harbour. The quay was crowded with anxious spectators, and as the vessel neared the berth, the scene was truly heart-rending. The mourning relatives of the deceased seamen, though previously apprised of the unfortunate fate of those who were near and dear to them, seemed unwilling to give credence to any testimony apart from a positive confirmation by those who had been eye-witnesses to their decease, or, believing the fact, seemed anxious to seize with avidity, the earliest opportunity of taking a partial glance at the empty hammocks of the dead. Their weeping widows rushed on board with their helpless orphans in their arms, while parents and friends followed in equal grief. Of those who were privileged to meet their surviving relatives, we need say nothing—their joy was great—but the detention of a few who were left at Stromness, led the expectant friends to give vent to the most frantic grief, and almost again to despair. When a convenient opportunity offered, the surgeon, Mr Littlejohn, though in a very weak state, kindly and most readily expressed his willingness to give every additional information in his power. The most painful fact, in connection with the loss of the Dee's crew, is, the great mortality, as compared with the other vessels which were beset at the same time. Mr Littlejohn accounts for this on the following grounds.—When the Dee was beset she was among loose ice, the alternate opening and closing of which exposed her to great danger. The crew were, therefore, constantly exposed, had most harassing duties to perform, and little or no time to change their clothes. This state of things continued for about two months, and so immediate and certain did the destruction of the vessel at one time appear to be, that the beds, chests, provisions, &c., had to be taken on the ice. Here all hands remained for two days; and, as a proof that this was the first and chief cause of the fatality which immediately followed, Mr Littlejohn remarks that, almost immediately after they again went on board, they began to complain, and scurvy became more and more prevalent. To add to this, when the Thomas was lost, the greater part of the crew of the Dee went over the ice, a distance of four or five miles, to assist in carrying over part of the provisions. This second exposure had a most painful effect; and that it was the cause of increase of mortality is evident from the fact, that the proportions of the crew of the Thomas, which were divided among the other vessels, fell victims to the disease in a far greater ratio than the other men on board. That these were the chief causes is also evident, when we know that none of the other vessels were at all disturbed by loose ice, but, on the contrary, were immovable from the first day they were fixed, until they got clear.

On the 27th of September, the crew of the Dee, foaring a late season, went on half allowance. The mess was 3 lbs of bread a-week, 3 1-2 or 4 lbs. beef, and 2 1-2 lbs. of barley only allowed to make soup for 61 men! But Mr Littlejohn states that the scurvy was the great cause of the mortality and death, which must certainly have been attended with excruciating

pain, the disease having generally begun in the mouth—thus rendering the poor unfortunate man unable to take victuals. The extreme cold is mentioned in Mr Littlejohn's letter; but, as another evidence, we may add that, even in the cabin, while their hands were over the little fire they had, their backs were freezing. So intense was the frost, that even liquor was frozen, and at times the ink in the glass was solid as a piece of beef.

The coals were all exhausted by the end of January, after which, staves of casks, with any other lumber, were made use of. The want of fire now added to the pain of the sufferers, who were getting weaker day by day. Occasionally, a little refreshing soup was made from foxes, many of which they killed; but the ravage of the disease seemed to baffle every remedy. Spirits were allowed in small quantities, but seemed to do little or no good. A partial relief was, however, occasionally afforded in this way; and, in their last moments, some of the men asked for a little grog. No spirits were used after the Dee left the ice, and now death made sad havoc. From the 16th of March, the day on which she got clear, scarcely was there one man able to assist another; and our readers may form some conception of their deplorable state, when we mention the fact, that two or three of them were lying together in one blanket, underneath, literally a mass of vermin. The dying were often lying in the same bed with the dead for days together; and, when obliged to consign the latter to the deep, the bodies had to be hoisted up the 'tween-decks, with a tackle, and thrown overboard.

Mr Littlejohn says that it would have been quite impossible to have got any relief from the open sea from the time the vessel was beset until she got clear; and unless vessels had been cruising between 52° and 60°, they could not have been fallen in with. They did expect relief from England, but not in such high latitude as 52°.

There are no accounts yet of the Advice of Dundee, although she was seen with her sails set about two days before the Dee got clear. It has been stated that the Advice was leaky, and very likely went down; but Mr Littlejohn states that it was generally believed that she had gone to some of the Danish settlements. The last accounts that the Dee had from the Advice was about something more than a month previous to the time they all got clear. At that time, two of the crew of the Advice travelled over to the Dee, a distance of about seven miles, and represented the crew of the Advice as being in a very sickly state. They also mentioned that the vessel was leaky.

The Dee does not appear to be much damaged. None of the vessels appear to have suffered so much from the want of provisions as from the scurvy.

ARRIVAL OF THE NORFOLK AT BERWICK.—The Norfolk, of Berwick, arrived there on Wednesday afternoon. The captain and two of the crew, on landing at the pier, were greeted with the most deafening acclamations of the assembled multitude. Capt. Harrison was met by the Mayor and some of the other owners, by whom, and by troops of friends, as he passed along, he was most cordially congratulated on his happy return from regions so inhospitable and perilous.