

comest unto Zoar. Then Lot chose him all the plain of Jordan, and Lot journeyed east, and they separated themselves the one from the other. It is to be understood that this advice on the part of Abram was barbarous, ignorant, wanton, and presumptuous, and a cruel and revolting expedient, and that, to avoid the charge of diabolical impiety, the suggestion which Abram ought to have offered would have been, to concentrate the population separately belonging to the two patriarchs, for the purpose of putting in action that law of nature which the author states that he has discovered, and which he asserts to be the true principle of population, viz. that "the fecundity of human beings varies inversely as their numbers on a given space." It cannot be pretended that the land, in a state of pasture, was not capable of producing more food for man. Consequently, when it is said that "the land was not able to bear them," it can only be asserted with reference to the manner in which the land was then occupied. It could not be that the land was not intrinsically fertile enough to produce more food, but that the parties would be more easily maintained in separation than in conjunction.

I would not have it supposed that I introduce this illustration of Abram and Lot, as bearing closely on the doctrine of emigration. I refer to it only as showing that the Bible records that, in the very infancy of society, the inconvenience of a crowded society was avoided by separation, rather than by concentration. In countries not separated from other countries by the ocean, this spread of population takes place naturally. In the case of an island, the only difference is, that the interposition of the ocean prevents that natural arrangement which would take place, if the dense population bordered upon fertile and unoccupied land. I was informed by M. Simond, to whom Mr. Sailler has justly referred, as a person eminently acquainted with the condition of the poor in different countries, and who is as zealous a friend of emigration as any man in Europe, that a greater expense would be necessary, to remove a pauper from New York to the back settlements of the United States, than to remove him from Ireland to Canada.

GIANTS.—IRISH, SCOTCH, AND FRENCH.—Most English persons who visit Scotland as strangers, are struck with the stature and proportions of the generality of its inhabitants, male and female, and those of our readers conversant with Edinburgh pleasantries, will probably acknowledge both the justice and keenness of the satire which terms a certain *pauc*, near a certain fashionable square, "the Giant's Causeway." However, we did not know till lately, that Scotland had produced a rival to the celebrated O'Brien, of Irish birth. When that extraordinary man was, some years since, exhibiting, amongst other places, at Yarmouth, a Scotch gentleman of good family and large fortune, who was passing through the town at the time, sent a note to him, stating his height, and requesting an interview, quite privately with O'Brien, as he did not, and could not make of himself a public exhibition. They met the same evening, at the hotel where O'Brien lodged, and upon measuring the Scotch gentleman's height was found to exceed that of his brother-giant of Erin, by half an inch!

Monsieur Louis, the French giant, who was in London last year, stated that his reason for exhibiting himself, particularly in England, was, "that he might make a fortune here, and return to France to enjoy it." A tolerably broad satire this, on our national taste for sight-seeing.

NATIONAL DEBT.—In the following calculation each reader can see how much of the National Debt, the Taxes and the Trade and Commerce of his country is averaged to him, and comparatively with France and America, it will doubtless be deemed of sufficient merit for insertion.

"The Debt of the United Kingdom divided equally among its inhabitants, average £34 15s. 8d. per head; the Taxes £27s. 11½d. per head, (but as Ireland does not contribute her quota, the average of Taxes upon the people of Great Britain, is about £37s. 6d. per head) and its trade and commerce in exports and imports, £39s. 9¼d. The debt of France equally proportioned, averages £65s. per head, the taxes £15s. and its commerce only £113s. 5¼d. The debt of America averages only £10s. 10¼d. per head, the taxes 9s. 2½d. and its commerce £33s. 4d. Now supposing the whole of the revenue of each country was derived from the exports and imports alone; it would appear that the taxes on the commerce of England amount to £68 14s. 10d. per cent.; on that of France, £74 15s. per cent., and on that of America, only £14 11s. 1¼d. per cent. I shall not go any further with the comparison but leave it to my readers to make their own deductions."—From Mr Thick's Review of the Government of England.

THE STAR

WEDNESDAY, MARCH 25, 1835.

We are not of those who delight to float on the troubled waters of strife and contention.

lion. But there are those amongst us who have launched their bark with a hope that the storm of political hate, and intolerant pride would waft them to the haven of political power, and ecclesiastical distinction.—We often look back with pleasure to the halcyon days of unanimity and good feeling that once shone on the people of our native Island, and deeply feel the humiliating contrast that now presents itself. We have pondered deeply on the causes of the change, and can with facility trace them to a very few individuals, whose bounden duty it was to check the first approaches of the evil.—Those few individuals will, if they subject themselves to the scrutiny of self-examination, find that they have not been guided by a spirit of christian charity, of christian meekness or christian humility. With them, the lust of power, and the gnawings of ambition, and the canker worm of retaliation have been too predominant. They should pause, they must pause; for tyranny under whatever garb, or pride under whatever specious of appearance, or intolerance under whatever profession, will, when carried to any extreme, show themselves to the thinking part of mankind, in all their naked deformity.

Tyranny may mangle the human body, until the quivering and mutilated remains give little indication of remaining life, but the inhabitant of the body, the immortal mind, when once it has tasted of the fruit of knowledge, and decided on its own rule of action, will but smile with contempt at the puny effort of its fellow mortal to bind it again to the darkness of ignorance, and the mummery of deception. If the body bend itself to superior force, without the full concurrence of its every day dictator, it is but the bending of hypocrisy, and the conviction of the minds own right of thinking for itself, gains redoubled power from the contest. Fear will produce hypocrisy, better than it will produce conviction, and oppression is nearest to destruction when it plumes itself most on its successful predominance. The tyrant is nearest to his end, when he quaffs most the cup of pleasure in fancied security; in the midst of the gorgeous feast the hand-writing of condemnation becomes most apparent.

If the shepherd worry his sheep, they fear him more than they love him; and are always ready to escape from such persecution, to the flock of another shepherd.

"Aspiring to be Gods, pure Angels fell, Aspiring to be ANGELS, Men REBEL."

(From the Public Ledger, March 13.)

The following report, which has been transmitted by his Excellency the Governor to the House of Assembly will shew the progress which has lately been made in the formation and improvement of roads in this district.

REPORT

Of the Commissioners of Roads for the District of St. John's.

TOPSAIL.

The sum of one hundred and fifty pounds was set apart by the Legislature to be expended in opening a Road to Topsail. In effecting this object of the Legislature, the Commissioners found that by adopting the Brookfield Road as far as it went, they should be availing themselves of nearly seven miles of existing road, and that at the same time it would form part of a new line to Topsail, having an advantage over the former route of possessing a far better level, while the distance is not increased.

The Commissioners have therefore opened a Road 9 feet wide to that place, from the termination of the Brookfield Road, a distance of nearly five miles.—They have also drained two miles, and have still on hand to be appropriated for the same Road, the sum of £23 2s. 9d., which together with the amount expended, will make up the £150 named by the Legislature.

Not less than 60 covered drains, and 8 bridges will be required, on this Road; two miles more of side draining, and some leveling is also wanted. To accomplish these objects an additional sum of about £100 would be necessary, the judicious expenditure of which sum, the Commissioners are sanguine would complete a bridle road to Topsail. The distance to that place from the eastern end of the western fishing ships' room, is 11½ miles.

A large tract of land bearing on its surface the heaviest growth of timber and a cor-

responding goodness of soil, has been thrown open by the cutting this road; and the Commissioners cannot but express their sense of the very general benefit that would arise from its completion, forming, as it appears naturally to do, part of a main line of Road, which extending from Topsail along the Southern shore of Conception Bay to Holywood, may thence with great facility be continued to St. Mary's and Placentia.

PORTUGAL COVE.

On the Portugal Cove Road the Commissioners have renewed 26 covered drains, for which purpose they have used stone wherever that material of a size sufficiently large could be procured. They have also built one bridge, and repaired the worst parts of the Road. To do this the sum of £44 8s. 10d. has been expended, and to maintain this Road in as good repair as it is at present, about the same sum annually may be required.

TORBAY.

On the Torbay Road the Commissioners have expended £59, in completing 8 good and substantial bridges, which were essentially wanted. Two others are required, one about two miles from Town over a stream running into Forrest Pond, which may be built for about £25, and a similar one near Torbay, for which £5 would be sufficient.—The completion of the two bridges here named would leave the Torbay Road in a tolerable state of repair.

PETTY HARBOUR.

Both the summer and winter path of Petty Harbour commence at the base of the South Side Hill, nearly opposite Mr. Job's Mill.—To ascend this hill with any kind of vehicle is, the Commissioners believe, never attempted, and they considered it most desirable to open such a communication as would enable carts with an ordinary load to pass between St. John's and Petty Harbour. The Commissioners consider they have attained this object, by adopting the Blockmaker's Hall Road, for some distance beyond Waterford Bridge, whence they have opened a Road nine feet wide to Petty Harbour, the distance to which place from the Court House in St. John's is nine miles on the new line just opened, and which the Commissioners have much satisfaction in stating does not exceed the length of the old summer route.

The sum of £52 2s. 4d. has been expended on this Road, and to complete the same as a bridle Road, would require a further sum of £150.

OUTER COVE.

The old tract to Outer Cove being a very circuitous one, and so hilly as barely to admit the passage of the most simple kind of cart, the Commissioners have from a point on the old road about 4¼ miles from Town, opened a new line to Outer Cove, which is also available for the inhabitants of Middle Cove, by a branch being carried to that place. The sum of £26 18s. 4d. has been expended here, and two bridges are still required that would cost a further sum of £30. After the expenditure of this latter amount, the Commissioners think the Statute Labour should put the Road into a state of usefulness.—The distance to Outer Cove on the new line is about seven miles, being a mile shorter than the former direction.

QUIDI VIDI.

On the South Side of Quidi Vidi Pond the Commissioners have expended £10 in making drains and other general repairs.

The bridge at the Eastern end of the before-named Pond was so bad, as not to admit of being repaired; and as the only tender to rebuild the same was for the sum of £25, an amount larger than the Commissioners considered themselves justified in appropriating for that purpose, they agreed to furnish materials and to erect the frame of a bridge at that place, provided the parties most interested therein, would convey the materials to the spot, and finish the same;—an engagement of this nature has been acceded to, and the bridge is now in progress.

The materials and proportion of labour to be done by the Commissioners will cost £14.

BROOKFIELD.

On the Road to Brookfield the Commissioners have erected two good bridges—one of wood over the stream near Mr. Hawson's, and another of stone about 3¼ miles from Town; also two covered drains at the Western extremity of the town—at a cost for the whole of £11 8s.

After the expenditure of the several sums before enumerated, and some incidental expenses, the Commissioners have still in hand the sum of £15 9s. 9d. which they purpose applying towards draining the road to Petty Harbour.

In the commencement of their labours the Commissioners endeavoured to give their own personal attendance at the several places where repairs were required, but they found that to insure a faithful performance of the contracts, and to determine various particulars connected with the most economical expenditure of the sum entrusted to them, would entirely withdraw them from their respective occupations; they were therefore compelled to procure a person who under their direction should give a general superintendance over the repairs contracted for. Such a person they have consequently em-

ployed, and from whose services they conceive much benefit has been derived to the public:—and from the experience of the past year, the Commissioners feel assured that the permanent employment of a person whose whole time should be devoted to a general supervision of the Roads in the district of St. John's would be a measure calculated to influence the most judicious method of expending any sums that may in future be appropriated for roads.

Should his Excellency concur with the Commissioners in this opinion, and deem it a matter of sufficient importance to bring before the notice of the House of Assembly they beg leave to state that the person they have employed the past year, Mr Thomas Bryne, is every way capable of discharging the duties to which they refer, and to whose ability and general good conduct they have pleasure in bearing testimony.

WM. HALY  
C. F. BENNETT  
H. P. THOMAS  
JOSEPH NOAD.

It has frequently been a matter of some little surprise to us that "The Liberty of the Press," so universally dear to all Englishmen and so generally comprehended within the standing toasts upon all public occasions at home, should in this Island of Newfoundland, have been only worthy of attention when all other matters written down as the *order of the day* had been gone through, and when it had become the duty of the President to advert to any popular topic by way of sustaining the *correctness* of the meeting. And yet, looking for all in all, the Pass of Newfoundland is not unworthy to be compared with that of any other Colony within the British dominions—taking into account its comparative scope and bearings, particularly as respects the political constitution under which it lives and moves, and has its being.

At the flag end of all the public meetings to which we have alluded "The Liberty of the Press" has been dragged out, and done up with a deafening "hurrah! hurrah! hurrah!" and a call upon some favourite of the day to rise and respond to the sentiment.—It has more than once been our painful duty under such circumstances to rise, and utter a few general remarks—as general as they could make them—to dismiss the subject, and upon the very last occasion, when we were called upon to perform this duty, we remember distinctly to have stated that the preservation of the LIBERTY OF THE PRESS did not depend upon the Editors and Proprietors of that Press, but upon the trade and interests of the country—it was for the Trade to have a Free or a servile one, and now depends upon them to make their election!—*Ibid.* March 17.

Notices

THE EXPRESS PACKET-MAN will continue, as usual to go round the BAY during the Winter months.

Rates of Postage—Single letters 1s.  
Double do. 2s.

And Packages in proportion.

ANDREW DRYSDALE,

AGENT HARBOR GRACE.

PERCHARD & BOAG,

AGENTS, ST. JOHN'S

Harbor Grace, February 13, 1835.

KELLYGREWS PACKET.

JAMES HODGE

OF KELLYGREWS,

BEGS most respectfully to inform his Friends and the Public, that he has a most safe and commodious Four-sail BOAT, capable of conveying a number of PASSENGERS, and which he intends running the Winter, as long as the weather will permit, between KELLYGREWS, and BRIGUS and PORT-DE-GRAVE.—The owner of the PACKET will call every TUESDAY morning at Messrs. BENNETT, MORGAN & Co's. for Letters and Packages, and then proceed across the Bay, as soon as wind and weather will allow; and in case of there being no possibility of proceeding by water, the Letters will be forwarded by land by a careful person, and the utmost punctuality observed.

JAMES HODGE begs to state, also, he has good and comfortable LODGINGS, and every necessary that may be wanted, and on the most reasonable terms.

Terms of Passage.—One Person, or Four, to pay Twenty Shillings Passage, and above that number Five Shillings each.

Not accountable for Cash, or any other valuable Property put on board.

Letters will be received at Bennett, Morgan & Co's. at St. John's. Kellygrews, January 14, 1835.