



## AND CONCEPTION BAY JOURNAL.

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### Notices

#### CONCEPTION BAY PACKETS

##### NORA CREINA

Packet-Boat between Carbonear and Portugal-Cove.

**JAMES DOYLE**, in returning his best thanks to the Public for the patronage and support he has uniformly received, begs to solicit a continuance of the same favours in future, having purchased the above new and commodious Packet-Boat to ply between Carbonear and Portugal-Cove, and, at considerable expense, fitting up her Cabin in superior style, with Four Sleeping-berths, &c.

The **NORA CREINA** will, until further notice start from Carbonear on the mornings of **MONDAY, WEDNESDAY and FRIDAY**, positively at 9 o'clock; and the Packet-Man will leave *St. John's* on the Mornings of **TUESDAY, THURSDAY, and SATURDAY**, at 8 o'clock in order that the Boat may sail from the Cove at 12 o'clock on each of those days.

—Terms as usual.  
April 10

##### THE ST. PATRICK.

**EDMOND PHELAN**, begs most respectfully to acquaint the Public, that he has purchased a new and commodious Boat, which, at a considerable expence, he has fitted out, to ply between **CARBONEAR and PORTUGAL COVE**, as a **PACKET BOAT**; having two Cabins, (part of the after one adapted for Ladies, with two sleeping-berths separated from the rest). The fore-cabin is conveniently fitted up for Gentlemen, with sleeping-berths, which will he trusts, give every satisfaction. He now begs to solicit the patronage of this respectable community; and he assures them it shall be his utmost endeavour to give them every gratification possible.

The **ST. PATRICK** will leave **CARBONEAR** for the **COVE, Tuesdays, Thursdays, and Saturdays**, at 9 o'clock in the Morning and the **COVE** at 12 o'clock, on **Mondays, Wednesdays, and Fridays**, the Packet Man leaving *St. John's* at 8 o'clock on those Mornings.

TERMS  
After Cabin Passengers, 10s. each.  
Fore ditto ditto, 5s.  
Letters, Single or Double, 1s.  
Parcels in proportion to their size or weight.

The owner will not be accountable for any Specie.

N.B.—Letters for *St. John's*, &c., will be received at his House, in Carbonear, and in *St. John's*, for Carbonear, &c. at Mr Patrick Kieley's (*Newfoundland Tavern*) and at Mr John Crute's.  
Carbonear, June 4, 1834.

##### St. John's and Harbor Grace Packet

**THE EXPRESS** Packet, being now completed, having undergone such alterations and improvements in her accommodations, and otherwise, as the safety, comfort, and convenience of Passengers can possibly require or experience suggest, a careful and experienced Master having also been engaged, will forthwith resume her usual Trips across the **BAY**, leaving *Harbour Grace* on **MONDAY, WEDNESDAY, and FRIDAY** Mornings at 9 o'clock, and *Portugal Cove* at Noon, on the following days.

##### FARES.

Ordinary Passengers ..... 7s. 6d.  
Servants & Children ..... 5s.  
Single Letters ..... 6d.  
Double Do. .... 1s.  
And Packages in proportion.

All Letters and Packages will be carefully attended to; but no accounts can be kept for Postages or Passages, nor will the Proprietors be responsible for any Specie or other Monies sent by this conveyance.

**ANDREW DRYSDALE,**  
Agent, **HARBOR GRACE.**  
**PÉRCHARD & BOAG,**  
Agents, **ST. JOHN'S.**

**Harbour Grace,**  
May 4, 1835.

### THE EUPHRATES EXPEDITION.

Abridged from the Malta Gaz., March 1835.

The **George Canning** arrived here on Thursday last, having on board Colonel Chesney, with the officers and men who are about to proceed to Syria for the purpose of establishing a steam communication to India by the river Euphrates.

The experiment of a steam communication between our Indian possessions and the mother country was first tried at a great expense in 1825 by the *Enterprise* steamer, which made the voyage by the Cape of Good to Calcutta in 113 days; but as the average of a sailing vessel is not more than 120 or 130 days; no advantage adequate to the sacrifices was to be gained by the old route.—Ever since that period it has been a favourite speculation to establish a communication across the land between the Indian Ocean and the Mediterranean by which a great saving of distance and time may be gained in the transmission of mails and the passage of travellers to and from India. This object was considered so desirable by the last parliament that a sum of £20,000 was voted to promote it. Two lines presented themselves—namely, that by Egypt and the Red Sea, and that by Syria, the Euphrates and Persian Gulf. The former of these lines is in the course of experiment, by the new arrangements of His Majesty's Government in England, for carrying on the Mediterranean mail, by a monthly branch packet from Malta to Alexandria; whence, with the co-operation of the enlightened Pacha of Egypt, it is immediately to be transmitted to Suez, there to be again taken up by periodical steamers, which, it is to be expected, the community in India will be able to send up the Red Sea to meet it. The line, however, by the Euphrates, it is calculated, may be shorter.—Both are subject to physical difficulties, which it is of consequence should be investigated and tried. On the whole subject there is a detailed article in the *Edinburgh Review*, published January last, which seems to prefer, as far as distance is concerned, the line by the Euphrates.

To ascertain the real advantages of the route here pointed out, as well as the nature of its difficulties, if any, the present expedition is on its way. The **George Canning** has on board (for trial on the Euphrates) two iron steamers, in pieces, divided into cases of convenient weight and size, altogether nearly 150 tons, which it is intended to convey across the country from the Orontes, principally on the backs of camels. The larger steamer, to be called the *Euphrates*, whose engines are of 25 horse power, when put together, will measure 105 feet long by 19 feet on the beam; the smaller one, named the *Tigais*, will be 85 feet long by 16 on the beam, with engines of 10 horse power. The former will be armed with two, the latter one nine pounder carronade on traversing carriages, and each will have six one-pounder swivels, two tubs for Congreve rockets, and four wall pieces, with a proportion of muskets and pistols.

Although it is but common prudence that so interesting an enterprise should be thus prepared to defend itself in case of necessity, we have the most confident hope that Colonel Chesney and his companions will encounter nothing to disturb their peaceful dispositions and pursuits; and we are encouraged in this hope by receiving while we are writing, the *Courier de Smyrne*, of the 14th ultimo, which announces as follows, under date of Constantinople, 8th of February:—

"The government has just delivered to the British Ambassador the firmans which he solicited for the navigation of the Euphrates. The facility with which these firmans have been granted evidently proves that the Divan does not listen to the insinuations of foreigners; for it is well known that representations have been made with a view to disincline it to accede to this request. In the realization of so vast a project the Porte only thinks of the means of civilization which it will afford to the population of the interior, and every private consideration has given way to this object."

There is every reason to believe that the Pacha of Egypt, the promoter of science and commerce, whose influence is no less desirable, will act in a similar spirit.

### IRELAND.

**LORD MULGRAVE.**—The Common Council of Dublin has refused to give Lord Mulgrave the address invariably presented to new viceroys in Ireland. On a message being sent to them from the Board of Aldermen, the following resolution was carried without a dissentient voice:—

"The Sheriffs and Commons cannot agree to the request of the Lord Mayor and Board of Aldermen, to appoint a Committee to prepare an Address to Lord Mulgrave, on His Excellency's appointment to the Lord Lieutenancy of Ireland. The Commons entertain for His Excellency, as the representative of our Most Gracious Monarch, and personally, due respect; but His Excellency taking office here is not an event which the Commons can, in sincerity, honesty, or conscience, offer congratulations to His Excellency or the country, coupled with, and inseparable as the event is, from the recall of Earl Haddington, which the Commons, and every friend of order in the country deeply deplore as a national calamity—a recall forced on His Majesty, little to the honour of the parties concerned, by the majority in the Commons House of Parliament, the result of a coalition unprecedented in the annals of faction."—*United Service Gaz.*

The Marquis of Wellesley last night appeared in his place in the House of Lords, and being pressed upon the subject of his resignation, declared that he was not at liberty to assign any reason for it, and that he would not do so, on any less imperative requisition than a formal vote of the House.—It is perfectly clear, therefore, that although the Marquis does not choose unnecessarily to commit his quondam associates—and this is but the natural feeling of man of honour and a gentleman—still that great political inconvenience and embarrassment which would arise from the public avowal of his motives.

The noble Marquis stated that his resolution to resign was taken before he heard of the Repeal procession which escorted Lord Mulgrave into Dublin; consequently that fact could not have determined his course.—On Tuesday some further explanation will probably be given. The statement made by the *CHRONICLE* of Lord Albemarle's resignation turns out false; though if the *CHRONICLE* could speak the truth or be accurately informed on any thing, it might be supposed to be on such a topic as this. It, however, is said to have arisen from loud complaints of the noble Lord respecting the extreme difference of his reception in the highest quarter now and when he was formerly in office. On this subject the *STANDARD* of last night has the following remark:—"The King will not make Peers for Lord Melbourne, in any number sufficient to disturb the present proportion of political opinion in the House of Lords. The King holds no intercourse with his Ministers beyond what is necessary to carry on the current routine business of the country. The Ministers know, and the King knows, that they, the Ministers, have forced themselves upon His Majesty against his strongest inclination."—*Ibid.*

### LONDON, MAY 25.

**SPAIN.**—According to the *CONSTITUTIONNEL*, the question of an intervention in Spain has not been regularly and seriously agitated in the Paris Cabinet, though *FOURPARLERS* on the subject have taken place.

The only intervention, adds the *Constitutionnel*, that may occur in execution of the quadruple treaty of alliance will be an armed movement on the part of Portugal, at the same time that a combined English and French squadron occupies some of the places on the coast, such as Barcelona, St. Sebastian, and Cadiz.

**GREECE.**—The capital is distracted by military operations; the Morea infested by

banditti; the roads, even to the gates of Napoli, insecure; Marna, in a state of insurrection, and the Albanians making incursions on the frontier. The Greeks continue to emigrate in great numbers to Turkey, and the government is to the last degree unpopular. Hopes, however, are entertained of better times, when the King assumes the sovereignty, the period for which is now fast approaching.

**SANTA CRUZ.**—Captain Doyle of the brig *Elm*, arrived on Tuesday morning from the port of Guayana, informs our news collector that when he was on the point of sailing from that place, information reached there that the negroes on the Island of Santa Cruz had risen and destroyed fourteen plantations by fire.—*N. Y. Courier.*

**CAPE DE VERD MUTINEERS.**—One of the Schooners, on board of which was about 160 of the Portuguese soldiers who recently murdered their Officers, and committed other outrages at Port Praya, has been seized at Norfolk, and those on board imprisoned. Her consort was cruising in the vicinity waiting the result of her visit.

**DREADFUL STEAM-BOAT EXPLOSION.**—*Forty Lives Lost.*—The Boston papers contain an account of the explosion of a Steam-Boat at Memphis, Tenn. on the 13th May, by which forty persons lost their lives.

Another Fire took place at New-York, on the 29th ult. which destroyed about twenty buildings, in Barclay-street.

Parliament has voted £8,000,000 from the consolidated fund for the service of the present year. The Army and Ordnance estimate have been agreed to with but little opposition. £109,558 has been voted for maintaining the Yeomanry Corps for the current year.

The Right Rev. Dr. Croley has been appointed Catholic Primate of Ireland.

### LONDON—JUNE 14.

Our contemporaries have copied a paragraph from an Irish paper stating, on the authority of its London correspondent, that the privy Council had in their report to the King, advised his Majesty not to give a charter to the London University. The paragraph further professes to give the majority by which this resolution was adopted and declares that the Duke of Richmond was one of the Members of the Privy Council most opposed to granting the charter. We have no means of knowing what the sentiments of the particular Councillors are on this question, on which his Majesty has demanded their advice, nor do we pretend to know the final decision to which the Privy Council will arrive on the matter, but we have sufficient grounds for declaring that up to this moment they have not given to the King any such advice as that attributed to them in the Irish paper.—*Observer.*

It gives us much pleasure to find that the force to be raised in this country for the service of the Queen of Spain is to be commanded by colonel de Lacy Evans, an officer of such high distinction as to ensure that under his direction, the character of the British soldier will be fully sustained. The career of this gallant officer has perhaps no parallel in the British Army; for in a few months with no patron but his own merit, he rose from the rank of Lieutenant to that of Lieutenant-Colonel. He has served in the Infantry, Cavalry, and General Staff; and has seen as great a variety of service as probably may have fallen to the lot of any officer of similar rank, in India, America, France, Spain, and at Waterloo. Upon one memorable occasion, too, when but a junior officer, it is well known to military men that he had to sustain all the responsibilities of command, though not in actual command, to an extent that rarely indeed is the fortune of officers of his standing in the service at the time. We understand that the British force destined for the Queen of Spain is to consist of fifteen regiments of infantry, two of cavalry (Lancers) and three hundred artillerymen; and that it is proposed to raise