



"JUSTUM, ET TENACEM PROPOSITI VIRUM, NON CIVIUM ARDOR PRAVA JUBENTUM, NON VULTUS INSTANTIS TYRANNI MENTE QUATIT SOLIDA."

VOLUME II.

PICTOU, N. S. WEDNESDAY MORNING, AUGUST 31, 1836.

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THE BEE

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BY JAMES DAWSON,

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PICTOU PRICES CURRENT, CORRECTED WEEKLY.

APPLES, Am pr bbl	Hay (now)	60s
Boards, pine, pr 50s a 60s	Herrings, No 1	
" hemlock - 30s a 40s	Lamb	3d
Beef, fresh, pr lb	Mackarel	30s
Butter, tub, - 7d a 8d	Mutton pr lb	3d
" fresh - 8d a 9d	Oatmeal pr cwt	13s
Cheese, N s - 5d a 6d	Oats none	
Coals, at Mines, pr chl 13s	Pork pr bbl	none
" shipped on board 14s 6d	Potatoes	2s
" at wharf (Pictou) 16s	Salt pr hhd	10s a 11s
Coko 16s	Shingles pr m	7s a 10s
Codfish pr Qtl 14s a 15s	Tallow pr lb	7d a 8d
Eggs pr doz 5d a 6d	Turmps pr bush	none
Flour, N s pr cwt 20s	Veal pr lb	2 1-2 a 3d
" Ams F, pr bbl 45s	Wood pr cord	12s

HALIFAX PRICES.

Alowives 14s a 15s	Herrings, No 1	17s 6d
Boards, pine, m 60s a 70s	" "	2 12d 6d
Beef, best, 4d a 6d	Mackarel, No 1	none
" Quebec prime 50s	" "	2 "
" Nova Scotia 40s a 45s	" "	3 18s
Codfish, merch'ble 16s	Molasses	2s
Coals, Pictou, none	Pork, Irish	none
" Sydney, 25s	" Quebec	none
Coffee 1s 1d	" Nova Scotia	55s a 100
Corn, Indian 5s	Potatoes	4s
Flour Am sup 45s	Sugar, good, 45 a 55s 6d	
" Fine 38s	Salmon No 1	65s
" Quebec fine 35s	" "	2 60s
" Nova Scotia 35s	" "	3 55s

MRS. STALKER,

SILK DYER,

HEAD OF THE MINING COMPANY'S WHARF,
PICTOU,

Returns her thanks for past favours, and in soliciting a continuance of public patronage, trusts that the experience she has had in her line of business, gives her some claim to their confidence and support; and she begs to assure them that, in future, every attention shall, as usual, be given to please her employers.

She continues to dye every description of Silk, Gauze, Satin, and Velvet Dresses; Crapes, Gauze Thread and Lace Veils, Velvet and Silk Bonnets, Canton Crapes and Silk Shawls, Ribbons, Ladies and Gentlemen's Handkerchiefs, Gloves and Stockings. Black changed to Green, Brown, Fawn and Purple colours: Also, Silk and Canton Crape Shawls, Ribbons and Handkerchiefs cleaned.

Orders by Post or Carrier promptly attended to.
August 3d. tf

SHIP'S ARTICLES

For sale by the Subscriber. J. DAWSON.

From the Amulet, for 1836.

THE WRECK.

BY A POST CAPTAIN.

"Again the dismal prospect opens round,
The wreck, the shore, the dying and the drown'd."

HAVING arranged my affairs, and taken a farewell of my friends and acquaintances, I sailed from Quebec in the Medora, and with heartfelt feelings of delight anticipated returning to my native home, after ten year's absence from England. The vessel was in excellent trim, the crew in high order, and her captain skilful and steady; besides myself there were embarked Mr. P—— and his daughter as passengers.

With light hearts, we dropped down the magnificent St. Lawrence, having all sail spread to a fine breeze, and enjoyed the noble prospect which our advance to either shore presented. As we approached Anticosti it suddenly fell calm; and though we were at some distance, I felt uneasy, for, from having often sailed about the gulf, I was well aware of the risk which attends a proximity to that desolate island. Besides the uncertainty of the reciprocating currents, its coasts are extremely dangerous, being lined with reefs of flat limestone, which extend out to fifty fathoms water, so that there are few spots in its whole extent, where a vessel can anchor.

Shortly after the wind had died away, a heavy rolling swell began to set toward the shore from the south-west,—the common indication of a gale from that quarter. This drove us so fast toward the Island that there was no alternative but to drop the anchors, which was done immediately, in forty fathoms water. Yet there was no chance of their holding, but what might arise from their hooking in some crack in the rock, which was so perfectly clean that an armed deep-sea lead did not bring up a particle of sand. The anchors, therefore, could not hold; but though they came home, they kept the vessel's head to the sea, which had now become so heavy, that she pitched bowsprit in. The weight of the anchors and chain cables retarded our progress toward the shore, and afforded us hope that the wind, which we know was precluded by the swell, would arrive before any serious catastrophe could take place. The situation, however, became truly alarming; for at 6 P.M., we had driven within a mile of the reefs, on which such a surf was breaking, as left us no doubt of the result, if some change did not occur in our favor. At this critical time a man discovered from the mast head, the expected gale on the horizon, approaching rapidly, the waves being capped with foam. We could distinctly hear it roaring as it advanced, and never did any sound give me more pleasure. The men behaved nobly, both anchors were saved, and the Medora was again under a press of sail in an incredible short space of time. We contrived to carry on all night, and every time we tacked, Massey's sounding machine assured us that we were deepening our water, and crawling off shore in the direction of Cape Rosier.

At day break it was found that we were at least a dozen miles to windward of Anticosti, with a brisk gale to work with. This gladdened all parties, especially in the cabin, where the depression of spirits occasioned by yesterday's accident, gave way to an ebullition which made the breakfast table gay, not

withstanding the motion of the vessel. All was confidence and cheerfulness: Miss P——, in the joy of the moment was inclined to laugh at the terror she had manifested: while her father was so well pleased with the cool conduct of the seamen, that he declared he would make each of them a present on anchorage in England.

Moontime the wind strengthened, but as it veered westward in our favor, the hilarity continued, and we stood across the Gulf of the St. Lawrence in the hope that all danger was now over. But the murkiness of the sky, and the difficult navigation around us, made me still apprehensive, though I said nothing that might be disheartening. This continued a couple of days, and we had passed between the Magdalen Islands and Newfoundland, when my fears subsided; and after walking the deck to a late hour, I went down to my berth, confident of soon gaining the open ocean. I had not been long asleep, when I awoke and found the ship lying nearly on her beam ends; and by the rapid tumult of water past her sides, I knew that a heavy squall must have caught her. There was much confusion above and below; and the clattering of ropes and blocks, with the screaming of the wind, and the creaking of the timbers, announced the violence of the assault. I hurried immediately on deck—the night was pitchy dark, and the wind had freshened to a tempest, and the sea, increasing with it, rose mountains high; the top gallant masts were sent on deck, the jib boom run in, spritsail yard placed fore and aft, privateer braces rove, the hatches battened down, and every thing got as snug as circumstances would allow of. They then endeavored to keep the ship close to the wind, but the sea canted her head off, so that she made more lea than headway, and the rigging was terribly strained in the effort.

As the morning broke, the gale seemed, if possible, to increase, the sky was one dense cloud, and the rain fell in torrents. A tremendous gust now split the foresails into ribbons, while at the same moment a sea struck her with a force that made every timber and plank tremble. I grasped a rope near the mizzen rigging, and while thus clinging for safety, heard a wild cry of agony break through the howling of the storm; for, as the vessel righted, the foremast had snapped short off, and crushed several unhappy men in its fall.

The captain and his crew managed so admirably that the ship was prevented from broaching to; and in order to relieve the wildness of the helm, a hawsor was veered over the stern. Broad axes and tomahawks were distributed, and while one party proceeded to clear away the wreck of the foremast, another rigged the pumps and delivered the water which had been pouring in. These exertions were successful in easing the ship, but we discovered with some dismay, that she had opened to the force of the weather, so as to make it requisite to keep the pumps incessantly going.

I now descended into the cabin, where I found all was terror and confusion; every article that could move having rolled into the lee scuppers, and the water was streaming in at every seam. Poor P——, in deep anguish, was endeavoring to soothe the alarm of his daughter, while the interesting girl seemed to be equally intent upon concealing from her father the extent of her fears. My appearance and the tidings