

THE



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New Series.

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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 expense, 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 Rielt's (Newfoundland Tavern) and at Mr John Crute's.
Carbonear, June 4, 1834.

St John's and Harbor Grace PACKET.

THE fine fast-sailing Cutter the EXPRESS, leaves Harbor Grace precisely at Nine o'clock every Monday, Wednesday, and Friday morning for Portugal-Cove, and returns at 12 o'clock the following day.—This vessel has been fitted up with the utmost care, and has a comfortable Cabin for Passengers; All Packages and Letters will be carefully attended to, but no accounts can be kept for passages or postages, nor will the proprietors be responsible for any Specie or other monies sent by this conveyance.

Ordinary Fares 7s. 6d.; Servants and Children 5s. each. Single Letters 1d., double ditto 1s., and Parcels in proportion to their weight.

PERCHARD & BAG,
Agents, St. John's.
ANDREW DRYSDALE,
Agent, HARBOR GRACE.

April 30.

BLANKS of every description for Sale at the Office of this paper
January 1, 1834.

(From the Bristol Mirror, May 31.)

DECLARATION OF THE KING IN FAVOUR OF THE CHURCH.

With a subject of exultation and gratitude which we cannot describe, but in which millions of our fellow-subjects will participate, we lay before our readers the following account of the interview between His Majesty, and the Prelates of the United Church, which took place on Wednesday. The Archbishop of Canterbury and Armagh, waited upon their Sovereign with a dutiful and affectionate birthday address of congratulation, which was delivered in the Royal Closet by the Most Rev. Primate of England.—After a short conversation, in which His Majesty said, amongst other things, "I now remember you have a right to require of me to be resolute in the defence of the Church," the King proceeded:—

"I have been, by the circumstances of my life, and by conviction, led to support toleration to the utmost extent of which it is justly capable—but toleration must not be suffered to go on in incontinence—it has its bounds, which it is my duty and which I am resolved to maintain. I am, from the deepest conviction, attached to the pure Protestant faith which this Church, of which I am the temporal head, is the human means of diffusing and preserving in this land; I cannot forget what was the course of events that placed my family on the throne which I now fill. These events were consummated in a revolution which was rendered necessary, and was effected, not, as has sometimes been erroneously stated, merely for the sake of the temporal liberties of the people, but for the preservation of their religion. It was for the defence of the religion of the country, that was made the settlement of the Crown, which has placed me in the situation which I now fill; and that religion, and the Church of England and Ireland [Ireland with peculiar emphasis,] the Prelates of which are now before me, it is my fixed purpose, determination, and resolution to maintain.

"The present Bishops, I am quite satisfied (and I am rejoiced to hear, from them, and from all the same of the Clergy in general under their governance,) have never been excelled at any period of the history of our Church, by any of their predecessors, in learning, piety, or zeal, in the discharge of their high duties. If there are any of the inferior arrangements in the discipline of the Church, which however I greatly doubt [the expression of doubt was again delivered by His Majesty with great emphasis] that require amendment, I have no distrust of the readiness and ability of the Prelates now before me to correct such things! and to you I trust, they will be left to correct, with your authority unimpaired and unshackled.

"I trust it will not be supposed that I am speaking to you a speech which I have got by heart; no, I am declaring to you my real and genuine sentiments. I have almost completed my 69th year, and though blessed by God with a very rare measure of health, not having known what sickness is for some years, yet I do not blind myself to the plain and evident truth, that increase of years must tell largely upon me when sickness shall come. I cannot therefore, expect that I shall be very long in this world. It is under this impression that I tell you, that while I know that the law of the land considers it impossible that I should do wrong,—that while I know there is no earthly power which can call me to account, this only makes me more deeply sensible of the responsibility under which I stand to that Almighty Being before whom we must all one day appear. When that day shall come, you will know whether I am sincere in the declaration I now make of firm attachment to the Church, and resolution to maintain it.

"I have spoken more strongly than usual because of unhappy circumstances that have forced themselves upon the observation of all. The threats of those who are enemies of the Church, make it the more necessary for those who feel it their duty to that Church, to speak out. The words which you hear

from me are, indeed, spoken by my mouth, but they flow from my heart."

His Majesty was affected to tears during the delivery of this declaration; and concluded the interview by inviting the Prelates to partake of the Holy Communion with him at the Chapel Royal on the 22d of June.

CAP II.

An Act to regulate the Cutting of Channels in the Ice, in the various Ports and Harbours of this Island.

[12th June, 1834.]

WHEREAS great inconvenience and delay and many disputes have arisen in the various Harbours in this Island out of which the Seal Fishery is carried on, for want of useful and proper regulations for Cutting Channels through the Ice, to enable Vessels to proceed on the Sealing voyage at the proper season; and it is deemed expedient to remedy the same: *Be it therefore enacted*, by the Governor, Council and Assembly in Colonial Parliament assembled, and by the authority of the same, that for the purpose of effecting such useful and proper regulations for the Cutting of Channels through the Ice, it shall and may be lawful for the Owners, Masters, and Agents of the Owners of all Sealing Vessels, or a majority of them, in each and every Port and Harbour of this Island respectively where such Vessels shall fit out, on due notice being given by one or more Justice or Justices of the Peace of the time and place of meeting, and which notice the said Justice or Justices shall upon requisition to him or them in writing for that purpose signed by any three or more Owners of Sealing Vessels, cause to be given and published, to meet at such time and place; and then and there for the said Owners, Masters and Agents of the Owners of such Sealing Vessels to choose from among themselves, by ballot a Committee, which Committee shall be called and known by the name of the "Ice Committee," and such Committee, or a majority thereof, shall appoint a Chairman and Treasurer, and shall and may, and they are hereby authorized to frame, make and adopt Rules and Regulations for the Cutting of Channels through the Ice, and for carrying into effect the general object and purposes of this Act at such respective Port or Harbour; all which Rules and Regulations being first duly published, shall have full force and effect for one year, and shall be as binding on all Persons affected thereby, as though the same were especially enacted herein: *Provided always*, that in every Port or Harbour where no Justice of the Peace may reside, it shall and may be lawful for any Sheriff's Office, or for any three Owners or Agents of Owners of Sealing Vessels, to convene a meeting as aforesaid.

II.—*And be it further enacted* that such Committee so to be chosen as aforesaid in each Port or Harbor respectively, shall serve until the appointment of a Committee at the next general meeting of the Owners, Masters and Agents of the Owners of Sealing Vessels in such Port or Harbor; which general meeting shall take place and be holden on the last Tuesday in January or the next convenient day thereafter in each and every year; which Committee so appointed as aforesaid, shall and may and are hereby authorized to confirm alter or amend the Rules and Regulations made by the former Committee; and which Rules and Regulations so confirmed altered or amended, shall after due publication as aforesaid, have full force and effect and be as binding on all persons affected thereby, as though the same were especially enacted herein; subject, nevertheless, to be repealed, altered or amended by any and every subsequent Committee in like manner appointed.

III.—*And be it further enacted*, that such Committee as aforesaid, in their respective Ports and Harbors, shall and may, and they are hereby authorized to furnish and provide, at the expense of the Owners of such Sealing Vessels as aforesaid, all necessary tools and implements for the purpose of cutting Channels in the Ice, for such Sealing

Vessels; and they are likewise hereby authorized and empowered, under such Rules and Regulations as they respectively shall make in the manner hereinbefore prescribed, to compel the attendance of a certain number of men from the crews of all and every Sealing Vessel and Vessels in each Port or Harbour respectively, or to levy a rate upon all such Sealing Vessels, not exceeding one Shilling sterling per man *per diem*, for every man of the crew of each and every such Sealing Vessels,—one half of which rate shall be paid by the Owner or Owners, and the other half by the Captain and Crew of such Sealing Vessels respectively; and also to levy a rate upon all other Vessels using any Channel or Channels, made under the order of such Committee, so that the said rate shall not exceed Forty Shillings Sterling, for every Hundred tons, Register tonnage, of such Vessel or Vessels.

IV.—*And be it further enacted*, that if any Owner or Owners, Master or Masters, or any of the Crew of any Sealing or other Vessel, shall refuse or delay to pay the amount of any such rate, for which he or they may be liable under this Act, or under such Rules and Regulations which shall or may be made as aforesaid, such rate shall and may be sued for and recovered in a summary way at the suit of the Treasurer of the respective Committee, before one or more Justice or Justices of the Peace, and together with all costs, shall be levied on the goods and Chattels of the Defendant or Defendants in such suit.

V.—*And be it further enacted*, that the observance of all Rules and Regulations of such Committee as aforesaid, shall be enforced by the imposing of such fine or fines as they respectively shall affix or regulate so that the same shall not exceed in any one instance the sum of Five Pounds Sterling; and that all Rates, Fines, and Penalties imposed by, or to be levied and collected under the provisions of this Act, or under any such Rules and Regulations, shall and may be sued for, and recovered by the Treasurer of the respective Committee, in a summary way before any one or more Justice or Justices of the Peace, or in any Court of Record in the Colony; and all such Rates Fines and Penalties so to be Collected and Recovered, shall be applied under the direction of the said Committees respectively, for the purpose of carrying this Act into operation.

LANDER'S AFRICAN EXPEDITION.

[The following account of Mr Lander's expedition up the River Quorra, was read at a late meeting of the London Geographical Society, at which Mr McGregor Laird, who accompanied the expedition was present.]

The expedition under Mr Lander, it is well known was fitted out by a company of enterprising Liverpool merchants, and consisted of two steam-boats, the Quorra, of 150 tons, wood-built, and of the usual construction, the Alburkah, an iron boat, of 57 tons burthen, weighing however, only 15 tons absolute weight, and drawing little more than three feet water, and a brig of 150 tons, which was meant to lie at the mouth of the river, and load with goods as they were brought down by the steam-boats. This little flotilla left England about the end of July 1832, and arrived off the Nun on the 19th of the following October, having previously run down the coast of Africa, from the Isles des Los, and touched at Sierra Leone, Liberia, Cape Coast Castle, and other settlements; to procure refreshments and embark Kroomen. It was in this way probably, that sickness so early showed itself in the expedition, Captain Harris of the Quorra, and two seamen, having already died before it entered the river.

Their first cares on arriving, were to moor the Brig in security, to await their return, and to tranship from her into the two steam-boats, an adequate supply of goods for the interior trade. The steam-boats proceeded up the river on the 27th, encountering no direct opposition from the natives, though they had reason to believe that King Boy was averse to their proceedings, and had even directed their pilot to run them ashore.