

VALUABLE LANDS

State in Tatamagouche, Maccan, Nappan, and Amherst,
FOR SALE.

PERSONS desirous of becoming purchasers of the whole or any part of the estates of the late Col. Desbarres, will please make application to the subscribers at Halifax. A plan of the

TATAMAGOUCHIE ESTATE

may be seen, and information as to the price of the lots into which it is subdivided, and the terms, which are liberal, may be obtained by reference to Alex'r Campbell, Esq., by whom applications will be forwarded to the subscribers, who will, when required, transmit Deeds to purchasers.

Robert McG. Dickey, Esq. will give the like information as to the

MACCAN AND NAPPAN ESTATES, and afford similar facilities to persons wishing to become purchasers.

IN AMHERST,

some time in September next, of which more particular information will be given to the public before the day of sale,

WILL BE SOLD

IN LOTS TO SUIT PURCHASERS,

And on very liberal terms:—

TWO EXTENSIVE AND VALUABLE FARMS,

Part of the Cochrane Estates.

One in the possession of Mrs F. Hunter, the other in possession of Mr James Shipley. Any information may be obtained thereon by reference to Alex'r Stewart, Esq., or to Robert McG. Dickey, Esq.

JAMES W. JOHNSTON,

ALEXR STEWART,

Attorneys to the Executors and Heirs of Col. Desbarres.

Halifax, July 12. m-m

SPRING, 1837.

R. DAWSON,

Has received ex bargues Sally, from Liverpool, and Isabella from Greenock,

A GENERAL ASSORTMENT OF IRONMONGERY, HARDWARE, AND CUTLERY,

CONSISTING OF—English and Swedes Iron; Crawley, Gorman, blister and cast Steel; Borax; spikes, nails, brads and tacks;

PLOUGH MOUNTINGS, complete; pots, ovens, goblots, and sauce pans; copper and iron coal scoops; copper, B. M., and metal tea kettles; griddles;

SADDLERS' ASSORTED FURNISHINGS;

coach lacings, cabinet and house brass furnishings; locks and hinges, (variety); fanner mountings; bed screws; garden hoes and rakes; Philad. plate mill saws, frame and other saws; razors; mathematical instruments; pocket compasses; butcher, shoe, table, jack, pen, and desk knives, iron and B. M. spoons; coffin furniture; plough traces; door knockers;

MATHIESON'S JOINERS TOOLS, (well assorted;)

Coopers' tools; lines and twines; Blacksmiths' and other files; coffee mills; spades and shovels; brushes, candlesticks; **CRIMPING MACHINES**; brass sofa and table castors,

COUNTER BEAMS & WEIGHTS

sad and box irons; cart and wagon bushes; chisels and gouges; Tailors' and other scissors; combs;

FENDERS AND FIRE IRONS;

Blacksmiths' bellows, anvils, and vices; quo irons, bullet moulds; patent shot, powder; window glass, putty,

PAINT AND OIL;

scythes, sickles; weavers' reeds; fiddle strings, mirrors, (variety); Tinsmiths' iron and wire; &c. &c.

A suitable assortment of WOOLEN, COTTON, AND SILK GOODS

A few Chinese and other rich **SHAWLS**; Palm leaf **HATS**, by the dozen; stuff and silk Hats, &c. &c.

ALSO:

TEAS, SUGARS, COFFEE, RICE, superior ginger, tobacco, snuff, cigars, molasses, vinegar, crockery, sets China, shoe leather, &c. &c.
Water street, Pictou, June 16.

BIOGRAPHICAL SKETCH OF HIS LATE MAJESTY WILLIAM THE FOURTH.

The deceased Monarch whose loss we are now deploring, and whose reign commenced under, perhaps, the most popular auspices of any King who ever swayed the British sceptre, was the third son of George the Third, and born at St. James's Palace on the 21st of August, 1765, at a quarter before four in the morning, and was baptised in the following month by the name of William Henry. It is said that it was his frankness of countenance and behaviour in his childhood and youth that induced his father to devote him to the naval service. In personal bravery he did not appear likely to surpass either of his brothers, but in corporeal strength and hardihood there was a striking distinction in his favour, while he betrayed an indifference to the more refining studies of which they were fond, and in which they rapidly excelled him. Aware of the subordinate rank and laborious station he was first to assume, and to continue for the full period allotted to other midshipmen, he was eager for its commencement, and reconciled to the continuance of the arduous undertaking.

The first vessel in which he sailed was the Prince George, a 98-gun ship, and named in honour of his royal brother. He was then 14 years of age, and well fitted for the service, to which the war with America gave unusual importance. The ship was commanded by Admiral Digby, and bore a part in the great naval engagement between the English and Spanish fleets, commanded by Admiral Rodney and Don Juan de Langara. While in this ship Prince William was also present at the capture of a French man-of-war and three smaller vessels, forming part of a considerable convoy. In neither of these instances were the actions very severe, but his royal highness did his duty.

Two actions of generous humanity performed soon after this period are recorded to the honour of the prince. The first, which occurred just before the conclusion of the war, is described by a midshipman of the Torbay in the following letter to his friends:—

“Port Royal Harbour, April 1783.

“The last time Lord Hood's fleet was here, a court martial was held on Mr Benjamin Lee, midshipman, for disrespect to his superior officer, at which Lord Hood sat as president. The determination of the court was fatal to the prisoner, and he was condemned to death. Deeply affected as the whole body of the midshipmen were at the dreadful sentence, they knew not how to obtain a mitigation of it since Mr Lee was ordered for execution, while they had not time to make their appeal to the Admiralty, and despairing of success in a petition to Admiral Rowley. However, his royal highness generously stepped forth, drew up a petition, to which he was first to set his name, and solicited the rest of the midshipmen in port to follow his example. He then himself carried the petition to Admiral Rowley, and in the most pressing and earnest manner begged the life of our unhappy brother, in which he succeeded, and Mr Lee was reprieved. We all acknowledge our warmest and grateful thanks to our humane, our brave, and worthy prince, who has so nobly exerted himself in preserving the life of his brother sailor.”

The war ceased before the prince's naval apprenticeship expired, and in the year 1783, then a fine midshipman of 18, he visited Cape Francois and the Havana, and it was during this visit that the second instance of his exemplary humanity occurred. Some of his countrymen had broken their parole of honour and oath of fidelity to the Spanish government, and were in danger of suffering under a sentence of death, when the governor of Louisiana, Don Galvez at the intercession of the prince, spared & liberated them. The following letter, which his royal highness addressed to the governor soon after from Jamaica, sufficiently shows the delight which he felt at acquiring for his countrymen so welcome a boon:—

“Sir,—I want words to express to your excellency my just sense of your polite letter, of the delicate manner in which you caused it to be delivered, and of your generous conduct towards the unfortunate persons in your power. Their pardon, which you have been pleased to grant on my account, is the most agreeable present you could have offered me, and is strongly characteristic of the bravery and gallantry of the Spanish nation. This instance increases, if possible, my opinion of your excellency's humanity, which has appeared on so many occasions in the course of the late war. Admiral Rowley is to dispatch a letter to Louisiana for the prisoners. I am convinced they will ever think of your Excellency's clemency with gratitude, and I have sent a copy of your letter to the King, my father, who will be fully sensible of your excellency's attention to me. I request my compliments to Madam Galvez, and that you will be assured that actions so noble as those of your excellency will ever be remembered by your's sincerely
W. H.”

The introduction of his Royal highness to the immortal Nelson, and his subsequent intimacy with the gallant and brave hero of the Nile, are circumstances of too much interest to be lightly passed over. They first met at Quebec in the year 1782, when Nelson was in the Albemarle off that station, and ordered to convey a fleet of transports to New York. A transient and casual interview created between them a strong attachment, and the Prince greatly regretted the departure of one whom he resolved from that moment to befriend to the utmost of his power. It was not long before they met again. Happily for both at the close of the war, they were appointed to the Leeward Island station, and had frequent opportunities of dining together. The prince had already beheld proofs of Nelson's superior courage and skill, and was now afforded the means of witnessing the young hero's resolute obedience to orders amidst circumstances of personal danger and strong temptations to avarice. The law excluded all foreign vessels from any trading intercourse with our West India Island; and America, being then independent, and as much a foreign nation as any other, Nelson, as senior captain on the station, ordered all American vessels to quit the islands within 48 hours, on pain of seizure and prosecution of the owners. Four vessels at Novis remained, which he ordered to be searched, and on being found to be American they were adjudged to be legal prizes. The proceedings exposed Nelson to considerable difficulty, but he ultimately triumphed, conscious of having done his duty, and happy in the applause of the disinterested witnesses of it. Among these were two individuals whose friendship and approbation requited him for every loss. One was Mr Herbert, the president of Novis, who became his bail in an action for damages, and whose niece he afterwards married; the other was Prince William, who had been an admiring observer of his intrepid conduct, and thus remarks upon it in a letter to a friend:—“It was at this era that I particularly observed the greatness of Nelson's mind; the manner in which he enforced the spirit of the navigation act first drew my attention to the commercial interests of my country. We visited the different islands together, and excepting the naval tuition which I had received on board the Prince George, when Admiral Keats was lieutenant of her and for whom we both entertained a sincere regard, my mind took its decided naval turn from this familiar intercourse with Nelson.”

Whilst the prince thus thought highly of Nelson, the latter thus speaks of his royal highness in a letter to Captain Locker, written at that period.—“You must have heard, long before this reaches you, that Prince William is under my command. I shall endeavour to take care that he is not a loser by that circumstance. He has his foibles, as well as private men, but they are far overbalanced by his virtues. In his professional line he is superior to near two thirds, I am sure, of the list, and in attention to orders and in respect to his superior officer, I hardly know his equal. This is what I have found him.” In a subsequent letter Nelson says, “His Royal highness keeps up the strictest discipline in his ship, and, without paying him any compliment, she is one of the finest ordered frigates, I have seen.” Such testimony as this is equally conclusive and honourable, and these incidents afford the finest possible illustration of the character of a free country like our own, in which the talent and merit of Nelson are at once seen through all the obscurity of his birth, and royal birth and blood stooping to earn and merit promotion by the same adventurous path with others. Indeed, so cheerfully did the prince perform the routine duties of his station, that after Lord Rodney's victory, when the Spanish Admiral wished to return to his own ship, Prince William, midshipman, came to announce that the boat was ready, on which the Don, lifting up his eyes in amazement, exclaimed—“Well may England be mistress of the ocean, when the sons of her King are thus employed in her service.”

The prince on his return to England in December 1787, after an absence of about a year and a half, was appointed to the command of the Andromeda frigate, and again sailed for the West Indies. On his arrival at Port Royal he received the congratulations of the House of Assembly, who voted him an elegant star, ornamented with diamonds, of the value of a thousand guineas, in testimony of the high respect and esteem of the Island for his eminent virtues, and the grateful sense they entertained of the attention he had paid to the duties of his profession and to the support and defence of that part of the British empire.

After passing through the regular duties of midshipman, lieutenant, and captain, his royal highness, at the close of the year 1790, received a commission as rear-admiral of the blue, having been about 18 months previously made a peer of England, Scotland, and Ireland, by the titles of the Duke of Clarence and St. Andrew, and Earl of Munster.

In 1790, when the conduct of the Spaniards at