



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 WHELAN, begs 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 be 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 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 6d., double ditto 1s., and Parcels in proportion to their weight.

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

April 30.

BLANKS of every description For Sale at the Office of this Paper.
Carbonear.

BOSTON, JAN. 31.

THE PIRATES.—In the U. S. Court on Monday Judges Story and Davis present, the Counsel for the persons belonging to the *Panda*, convicted of piracy on board the *Mexican*, commenced their argument in support of their motion for a new trial. Mr. Child asked leave to file an additional objection to the verdict, viz. That ardent spirit had been drunk by one or more of the Jury during the deliberations. Mr. Dunlap said that the jurors who were indisposed were permitted, by consent of Counsel, to receive medicinal and such reasonable refreshments as their health might require.—The five acquitted men were in court, and long depositions in favour of their convicted associates, were read. Mr. Child continued his opening, till the Court adjourned in the afternoon.

On Tuesday morning, Mr. Child concluded his statement, and Mr. Dunlap followed in reply, in an argument of two hours. Mr. Child requested time to condense his closing argument, and Judge Story, (says the Advocate) with great urbanity, assented to an adjournment till Wednesday morning, when the argument would be closed. Judge Story intimated that it would probably be a week before the Court would give their opinion on the motion. He remarked that this case had occupied almost every thought of his mind, when awake, for twenty five days, and that he wished to hear the Counsel to the last suggestion they could make for the prisoners.—*Boston Ec. Gaz.*

On Tuesday the 16th, Judge Story decided against the constitutional right of the Court to grant a new trial in a capital case, under any circumstances, after a verdict of a jury, whether that verdict were to acquit or convict. The motions for a new trial and an arrest of judgment having been thus overruled and decided against the prisoners, Mr. Dunlap, District Attorney, made the usual motion for sentence to be passed; and after the prisoners had handed in written statements in their behalf, all of which united in abusing the officers of the British cruiser, the States' witnesses—Perez, and in declaring their innocence, and in appealing to the sympathies of their auditors.

Sentence of DEATH was pronounced by Judge Story against all and each of the prisoners, to be carried into execution on the 11th March next.—The sentence was then translated into Spanish, and read to the prisoners. They began to talk, soliloquising, and declaring their total innocence, and calling God to witness. They were then ironed and remanded to prison, and the Court adjourned to meet next Tuesday in the Circuit Court Room, to hear what the Counsel have to offer in favour of having a bill of exception signed.

The reason why so distant a day was fixed for execution, was to enable the Counsel to send to Havana or to England for the log-book of the *Panda*, which has never been produced in Court. The witnesses testified on trial; that it was not found on board the *Panda*, at the time she was captured by the British.

STEAM NAVIGATION UPON THE DANUBE.—Very gratifying accounts have recently been received of the progress of steam navigation upon this noble river. Under the auspices of the Austrian Government, the whole region from Presburg to the Black Sea, and even to Constantinople, a distance of fifteen hundred miles, has lately been opened to the influence of steam. This project was first undertaken by Count Szechenyi, a Hungarian nobleman of great fortune and very enlightened mind, who, in quest of mechanical information, has made several journeys to this country. Unlike the majority of the Hungarian nobles, the Count has exhibited the most enthusiastic devotion to the improvement of his country, by the introduction of the useful arts, and his operations for improving the navigation of the Danube have been upon a scale so vast as to entitle him to the appellation of the Bridgewater of the German States. After expending great sums from his private fortune, he has at length re-

ceived assistance in his plans from the Prince Metternich. The most active exertions are accordingly to be made for the removal of the only formidable interruption which exists to the navigation of the Danube, the rocks at the rapids between Moldava and Glendova. Through these rapids, a channel or kind of canal is intended to be cut, by means of a diving-bell, which has lately gone from England for that purpose, accompanied by one of the seamen who was engaged in raising the specie from the wreck of the *Thetis* frigate. It seems, that no other obstacle than these rapids, and the occasional low state of the Danube in the summer months, exists, to the perfect accomplishment of its navigation by steam throughout its entire course from Presburg to the Black Sea. This river flows through so many districts of minerals and metals, that it is not improbable that the introduction of steam navigation may there exhibit consequences little less extensive than the miracles which have been wrought by the operation of the same power on the rivers which flow through the western wilds of the United States of America. When the position of the sand-banks and the proper direction of the channels have become known to the pilots, it is intended that the steam boats shall ply regularly by night and day, and perform the whole distance from Presburg to Constantinople. Thus, in the course of some three or four years, it will become common for the tourist or the merchant to pass in about six days from the mists of Germany to the sunny skies of the city of the prophet. Few changes, in even this changing age, can be comparable to this.

DEPARTURE OF THE PILGRIM CARAVAN.

(FROM ST. JOHN'S EGYPT.)

From the period of our return from the Fayoom, until my departure for Alexandria, I was unceasingly occupied in examining the city and environs of Cairo; where, as I have already observed, materials might easily be obtained for an instructive and interesting volume. Among the spectacles here witnessed by the traveller, none, perhaps, are more deserving of notice than the pilgrim caravan, which yearly, in the spring, traverses the Arabian wilderness to Mekka. From the decay of religious zeal in all parts of the Mohammedan world, the pomp and magnificence formerly displayed on these occasions have, for ages, been gradually diminishing. The Khalifs of Egypt, when they undertook the pilgrimage in person, frequently exhibited the extreme of barbaric grandeur; being attended by innumerable cavaliers in gorgeous costume, mounted on horses or dromedaries richly caparisoned in purple and gold; and even in later ages, the governors and Pashas entrusted with the management of the sacred cavalcade, expended considerable sums in what was regarded as a word of piety. But the passion for costly and glittering pageants, characteristic of barbarous times and nations, has long been on the wane in the East, where a more simple taste, introduced by good sense or poverty, is imperceptibly succeeding it.—Perhaps, as regards Egypt, the decay of Pilgrimage may be connected with the policy of Mahammed Ali; the pervading spirit of whose government is wholly adverse to the influence of religious fanaticism.

Early in the morning, shortly after the *salah el subh*, the firing of cannon, and an unusual noise and commotion in the streets, announced the commencement of the important day. The whole population of the city appeared to be agitated by the anticipation of some extraordinary event. Groups of men and women, congregating in the squares and public places, or hurrying hither and thither with shouts and clamour, as during the first movements of an insurrection, imparted to the scene an aspect of unusual interest; and a few turbulent spirits dexterously availing themselves of the effervescence excited among the multitude, might easily have converted the religious assembly into a political tumult. Residing in the Turkish quarter, we enjoyed the advantage

of beholding every thing that took place.—On no occasion had the Cairenes ever appeared so full of vivacity. All business was suspended, and the inhabitants, closing their warehouses and their shops, came forth attired in their holiday costume, to behold or join in the procession. The crowd, dressed in garments of various colours, with gay variegated turbans, were all moving towards the citadel, whence the sacred covering for the Kaaba, accompanied by the sultans, the pilgrims, and the military escort, was to descend into the city, and be conveyed to the encaenent in the desert. Mingling among the multitude, we proceeded to the street leading to the gate of victory, through which the cavalcade must necessarily pass; and, taking our stand in front of the coffee-house surrounded by Turks and Arabs, awaited the appearance of the procession. Directly opposite was a mosque, upon the projecting galleries of which were several ladies of distinction, leaning over the balconies, and looking earnestly in the direction of the citadel. As far as the eye could reach, the streets were occupied by a dense crowd, pressed so close together that the whole space appeared to be paved with turbans.—In a short time a Turkish horseman, whose business it was to clear the way for the pageant, appeared, and was immediately succeeded by a long file of heavily laden camels, bearing the baggage of the pilgrims. As the animals passed, the ladies occupying the high Saracenic gallery of the mosque, inspired, like the maenades of old, by the fervour of devotion, uttered one of those shrill indescribable shrieks of joy, peculiar to the females of the East, which, probably, accompanied the bacchanalian orgies of Osiris.—Next succeeded the military escort, horse and infantry, designed to protect the religious adventure from the attacks of the Bedouins. The common soldiers, in the ordinary uniform of the Nizam, had a plain appearance, but the officers in their magnificent dresses of green, scarlet, and gold, with their sparkling decorations, shall sashes, and glittering arms, recall to mind the old barbaric splendour of the East. On this occasion European instruments were judiciously dispensed with; the band, though scanty, being the genuine Turkish style, consisting of kettle-drums mounted on camels, and fifes, yielding those loud ear-piercing notes which alone the Orientals regard as music. Several of the drums, formed of copper, and parchment, were of immense size, resembling the nakarras of Mewar, with which, in former ages, they used to proclaim, from the ancient palace of Oodipoor, the opening of the festival of Bhavani. These were followed by the sheikhs, or saints, of Cairo, and the whole body of pilgrims, may from the distant Mussulman provinces of Africa, mounted on lofty camels, with green and scarlet housings embroidered with gold; intermingled with numerous fanatical devotees on foot, bearing flags containing mottoes and devices.

To these succeeded a man, in very peculiar costume, on a fine dromedary, carrying on his lap a cat, the favourite animal of the Prophet; which seemed to be well pleased with its situation, and as it moved along, regarded the surrounding multitude with the utmost complacency. This circumstance, though trifling in itself, conveys a high idea of the veneration entertained by the Mahomedans for the founder of their religion. At length came the MAMMAL, or sacred camel, bearing the covering for the Kaaba, suspended on a lofty frame-work, resembling a tent. This was the object of universal veneration: every individual in the crowd eagerly pressed towards the camel, in the hope of touching it in passing; while thousands of persons, principally women, thronged the large projecting windows on either side, and, letting down from above long shawls, or girdles, or the linen of their turbans, upon the holy veil, again drew them up, and pressed them with an air of deep devotion on their hearts or foreheads.—Meanwhile shouts of joy rent the air, as the Mamel went shuffling along, amid a sea of anxious faces, above and below, and waving turbans, and hisseved hair. The commander of the Haj, a Turk, of rank equal