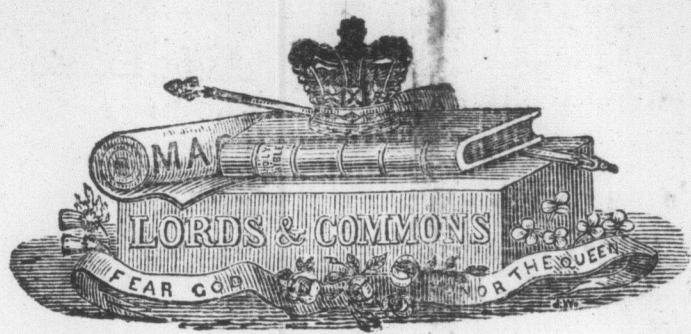


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Colonial Legislature.

HOUSE OF ASSEMBLY.

MONDAY, SEPT. 23.

The Speaker laid before the House a report of the Commissioners of Roads and Bridges from Harbor Grace to Carbonear, which was transmitted by the Colonial Secretary.

The House then went into committee on bill to provide for the poor of the District of St. John's, and the Chairman reported that the committee had come to the following resolution—viz.:—That it is the opinion of the committee that a select committee, consisting of Messrs. Winsor, Nugent, Kent and Brown, be appointed to prepare a bill to provide for the poor of the Island.

The Master-in-Chancery brought down from the Council the bill for incorporating the B. I. Society passed with amendments, which were read a first and 2nd time.

The Revenue Bill was then passed and sent to the Council for concurrence.

Mr. Brown moved, seconded by Mr. Kent,

Resolved,—That the expenses attendant on the printing of papers and records connected with the proceedings of this House are annually increasing, and have this year swelled to such amount as to form a principal item in its expenditure.

2d. Resolved,—That it is highly desirable that some mode be adopted by which no impediment shall be thrown in the way of printing parliamentary papers, and at the same time a standard price be arrived at, by which this House may be enabled to guard against imposition, and thereby lessen the present enormous expenditure.

3d. Resolved,—That it is the opinion of this House that the most efficacious method of printing parliamentary papers and records at the cheapest rate, is to advertise publicly for tenders for the performance of the same.

4th. Resolved,—That after the termination of the present session, tenders shall be advertised in the public prints of this town for the printing of documents ordered by this House—whether they be of papers for the use of members, or of the Journals containing a record of its proceedings.

5th. Resolved,—That a committee of five members of this House be appointed to carry the foregoing resolutions into effect.

The above resolutions being put, and the numbers being equal, the Speaker declined giving his casting vote—the resolutions being put as a whole and not *seriatim*.

Mr. Winsor moved an adjournment, which was lost.

Mr. Brown obtained leave to withdraw his resolutions, and gave notice for tomorrow of a motion that the House do pass said resolutions.

Ordered,—That the said resolutions have precedence on the order of the day for to-morrow.

TUESDAY.

Mr. Nugent presented a petition from John Rochfort, Samuel Carson, and Michael O'Dwyer, setting forth that the whole amount of the sum voted them for compensation for their services as District Surgeons had not been paid them, and requesting the consideration of the House.

Mr. Kent moved, seconded by Mr. Morris—that the order of the day respecting certain resolutions in reference to the printing of the House be discharged.

WEDNESDAY.

Mr. Nugent moved an address to his Excellency the Governor in reference to the petition of John Rochfort, &c. presented yesterday, requesting that the unappropriated amount of the vote for their services may be paid.

The address was then presented, read, & adopted.

Mr. Morris reported the following reply of his Excellency to the address of the House requesting that the employment of hired vessels to convey the Judges on Circuit might be discontinued:—

GENTLEMEN.—It will always be my object to practice all possible economy in the public expenditure, but without mentioning other circumstances, it appears to me that as the Roads on the Mainland are only partially and imperfectly formed, and as there is no suitable accommodation upon them, or in some of the places at which the Circuit Courts are held, for the Judges and their respective Ministerial Officers, it is, for the present, impossible to comply with this address.

The Master-in-Chancery brought down from the Council a message acquainting the House of the passing of the Revenue bill.

Mr. Morris presented a bill to provide for the due collection, and safe keeping of the Colonial Revenue, and the same was read a first and second time, committed, engrossed, read a third time, passed, and sent to Council.

The Master-in-Chancery brought down from the Council a message, acquainting the house that they had passed the Delegation bill, and bill to make provision for the greater protection of the Revenue.

The House then went into committee on amendments made by her Majesty's Council in Bill to Incorporate the Benevolent Irish Society, and the Chairman reported some amendments, which were read and agreed to.—Adj.

The Council yesterday passed the Revenue Bill, the Delegation Bill, and a Bill to provide for the greater protection of the Revenue;—the Contingency and License Bills are yet before them, as well as the Road and Leen Bill, all of which are in progress; and the business being now brought so nearly to a close, there cannot exist any impediment to the prorogation of this Session in all the next week.

A Bill was yesterday passed by the Assembly to secure more effectually the Collection and Safety of the Colonial Revenue, by requiring a security from the different Collectors of Customs in addition to that already existing under the Imperial head. This Bill is also before the Council for consideration.—*Newfoundlander*, Sep. 26.

TRANSIT OF LETTERS IN ENGLAND.

The post-office system of England, perfected as it has been of late years, is vastly superior to that of any other country.

The mention of the office of chief postmaster of England, occurs in 1581. In 1635, Charles I. directed his "postmaster of England for foreign parts" to open a communication by running posts between London and Edinburgh, Holyhead, Exeter, Ireland, &c. In 1653-4, the post-office revenues were farmed by the council of state and Proctor at 10,000l. per annum. In 1656, the parliament made some enactment for the erection of a new General Post-office, which was established at the Restoration in 1660, and from that period has only changed by a perpetual growth of activity and usefulness. The mail for letters was first conveyed by stage coach

es, on the 2nd August, 1785, and in 1789, by royal mail coaches.

In order to form some idea of the magnitude, and great facility of transacting business at the General Post office at the present time, we give the following extract from a recent parliamentary report:

"There are employed at present at the Island office of the General Post office in London, 84 clerks, 50 sub-sorters, 241 letter carriers, and about 30 messengers, in all, 405 persons.

"The operations of the Post office, belonging to the despatch of letters, or the evening work, as it is called, consist in:

"1st. Facing the letters, and stamping them, to show the date of their receipt. Stamping is performed with a hand stamp, at the rate of 200 letters per minute.

"2. Sorting, according to the different mail routes; in doing which 54 persons are employed. Mr. Bokenham states, that sorting is done at the rate of 30 letters a minute. Sir Edward Lees says, that 60 is the lowest number a sorter ought to sort.

"3. Examining and taxing the letters; in which business 21 persons are employed for one hour and a quarter each. Taxing is performed at the rate of 33 in a minute.

"4. Resorting, according to the different post towns.

"5. Telling: that is, making out the bills for the unpaid letters, against the different deputy post masters. Twenty tellers are thus employed for somewhat less than one hour and a quarter each.

"In the evening there are also the newspapers to sort. The first step is to put the directions all one way, the second is to sort. The 241 letter carriers, and the 50 sub-sorters, in all about 290, are employed upon this duty.

"The morning duty of the Post-office consists in unloading the mails, and delivering the letters, that is to say, in:

"1. Opening the bags, of which there are 700, and in checking the Deputy-postmasters' accounts for paid letters; 15 persons are thus employed; one person examines a bag in one minute and a half; 10 persons are employed in examining the taxings of unpaid letters, made by the deputy-postmasters.

"2. Sorting; 50 sorters are thus employed for two hours.

"3. Telling, that is, making out bills against every letter-carrier. Ten tellers, assisted by three check-clerks, are employed in this business during an hour.

"4. Delivering; the letter carriers, of whom there are 241, are to return by a certain time, and are to pay the money charged against them to the receiver-general; also 50 sub-sorters, who are in a situation between clerks and letter-carriers, assist in the early delivery of general-post letters"—*London Mirror*.

IMPORTANT CHEMICAL DISCOVERY.

One of the most valuable improvements in modern times has lately been achieved in the manufacture of SODA from common SALT, by the use of carbonate of

ammonia instead of the pestiferous method hitherto employed in the production of that alkali. The inhabitants residing in the vicinity of the soda manufactories at Birmingham, Liverpool, Newcastle, Glasgow, &c., owe the inventors of this invaluable improvement a heavy debt of gratitude, as by this discovery they have put an end to the dreadful nuisance which the public have so long endured. The necessity of decomposing the chloride of sodium by sulphur no longer exists, the newly-discovered process being perfectly free from all noxious vapour. Another important advantage is also secured—namely, that the improved method can with little additional outlay be adapted to the manufactories at present in operation, and the workmen who have hitherto been frequently thrown out of employment and subject to the loss of their wages in consequence of the numerous indictments that have been laid against their masters for nuisances will no longer be subject to this evil. The process, when submitted to an eminent chemical lawyer for his opinion, was pronounced by him to be one of the most brilliant and ingenious discoveries in modern chemistry.

Anecdote of Lord Exmouth.

The following instance of intrepidity on the part of Lord Exmouth, is alike honorable to his feelings as a man and his gallantry as an officer. On the 26th January, 1796, when the Dutton transport, crowded with troops and their families, was driven on the rocks under the citadel of Plymouth, Lord Exmouth, then Captain Edward Pellew, was driving along shore with his lady to dine with a party at Plymouth, when seeing crowds of people running to the shore, and learning it was a wreck, he left his lady to proceed onward, and joined the crowd. He soon saw, from the situation of the unfortunate vessel, that unless some person of experience could get on board to take the command, the loss of five or six hundred lives was inevitable, as the officers had pulled ashore, and though urged to return, all of them refused. Captain Pellew with difficulty got a rope connected with the wreck made fast to himself, and by this means was hauled on board through the surf. Order was instantly established, and the gallant officer did not leave the Dutton until every soul was safely landed. To the honor of the boatswain he it said, that he obstinately refused to leave the ship until their deliverer agreed to go before him, who so far yielded the point of honor, that they both left the point of danger together. Captain Pellew shortly after received a letter from His Majesty, intimating his intention of making him a baronet, a title certainly more honorably acquired than if he had been conqueror, where the death of thousands had given importance to his victory.

MEUM AND TEUM.—On Saturday week, the owner of a small house in Newcastle, asked an old woman her tenant for her May-day rent.—"Wait till Moonda," said the Charist dame;—"wait till Moonda," and then we'll see whether t' house is yours or mine."—*Tyne Mercury*