



AND CONCEPTION BAY JOURNAL.

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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 expence, 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. Forc 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 EXPRESS Packet, being now completed, having undergone such alterations and improvements in her accommodations, and otherwise, as the safety, comfort, and convenience of Passengers can possibly require or experience suggest, a careful and experienced Master having also been engaged, will forthwith resume her usual Trips across the BAY, leaving Harbour Grace on MONDAY, WEDNESDAY, and FRIDAY Mornings at 9 o'clock, and Portugal Cove at Noon, on the following days.

FARES. Ordinary Passengers 7s. 6d. Servants & Children 5s. Single Letters 6d. Double Do. 1s. And Packages in proportion.

All Letters and Packages will be carefully attended to; but no accounts can be kept for Postages or Passages, nor will the Proprietors be responsible for any Specie or other Monies sent by this conveyance.

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

Harbour Grace, May 4, 1835.

CAPTAIN PEARL of the Royal Navy, who was presented on Wednesday at the Levee, by Lord Auckland, has just received an honorary distinction, and valuable gold medal from the King of Holland, having on one side a finely executed portrait of his Netherlands Majesty, and on the reverse as follows:—"Presented to Captain James Pearl of the Royal Navy of England, by his Majesty William, King of the Netherlands, as a token of regard for the highly meritorious philanthropy displayed by him in rescuing one hundred and ninety eight shipwrecked persons from death, at the risk of his life when commanding the English ship Indiana, in the Indian Archipelago, in the year 1822; a part of the sufferers belonging to the Netherlands Possessions.—Morning Chronicle.

Our readers will be gratified to observe that such well merited honours have been conferred on Captain Pearl, not for destroying, for which honours are usually given, but for preserving the lives of his fellow creatures, and at the venture of his own—which ultimately occasioned to him the loss of a valuable property, as well as being obliged to clothe and feed the distressed sufferers for near three weeks. Nor did he, to call forth his aid, inquire to what nation they belonged. It was sufficient for his philanthropic feelings to know, that without his generous assistance they would perish. The distinctions conferred on him by the King of Holland were, in consequence of ten of the persons having been residents in the Dutch Possessions. What may we, therefore hope will be conferred upon him by our most gracious King, who well knows how to appreciate and reward such noble and meritorious conduct, which has truly confirmed and added to our national character for humanity and bravery throughout the Eastern world. This unequivocal confirmation of Captain Pearl's claims on his country, we are sure our readers will be glad to find to have been brought to notice. Captain Pearl has often been highly noticed for his gallant naval services. He commanded on the poop of his Majesty's ship Neptune, of 98 guns, in the battle of Trafalgar, under that highly distinguished officer, the late Admiral Sir Thomas Francis Freemantle, for which he was made a Lieutenant. He greatly distinguished himself on board the Mediator fire ship, when she broke the boom in Basque Road in 1809, and thereby led to the destruction of the enemy's fleet, as appears by James's Naval History, and the dispatches of Lord Gambier, on which occasion he was wounded and received a reward of £50 value from the Patriotic Fund. He further distinguished himself at the siege of Walcheren, by destroying a squadron of the enemy's gun vessels, near Batz; and ultimately during the late Burmese war, at the conquest of Arracan, he was selected and appointed by the Bengal Government, superintendent of transports and boats, employed to conduct the gallant general Morrison, C. B. and his successful army during the whole of that arduous campaign; in all the battles of which, and at the storming of Arracan, he served at the side of General Morrison, who in public orders expressed his admiration of Captain Pearl's conduct, which General Morrison further represented to the Governor General and Council of Bengal, who by public documents expressed their highest approbation of his valuable services.—Observer.

(From the Novascotian, June 18.)

THE GRANITE BARRENS.

'I hate the man,' says Sterne, 'who can travel from Dan to Beersheba, and cry that all is barren; but if the man were to ramble over much of the land or rather rock that lies between the North West Arm and Margaret's bay, it would puzzle him, as far as the mere country goes, to cry any thing else. It appears as if the immense fields of granite that stretch themselves on all hands farther than the eye can reach, had at one existed in a liquid state, and had become suddenly congealed, at a moment when

most fiercely convulsed by the rage of an angry tempest. But we are no geologists, to both our brains with primary and secondary formations—we care not how all these granite barrens were made, although we confess we have been sometimes puzzled to discover why they were made. At one time we were morally certain that they had been strewed all along the southern coast, to protect the Province from the assaults of the Atlantic—at another that Providence intended at some future day, to support a dense population in Nova Scotia, had provided plenty of stone to build walls and houses. To these sage suggestions, we do not doubt that some others, of even greater value, might be added by our friend Titus Smith, to whom every foot of the country is familiar—but we abandon them for another, forced upon us by some recent rambles to the lakes, and are now decidedly of opinion that these barrens were created for the sole purpose of demonstrating to our population, how very little is required to supply the reasonable wants of man, and to teach the great bulk of them, who are much more advantageously settled than the dwellers there upon, what cogent reasons they have to be content; and how even on the rudest soil and most unpromising aspects of nature, resources are multiplied by perseverance and industry, until where but a wretched and precarious pittance was to be gathered, comforts and even luxuries abound.

Our friend Titus aforesaid, delights to get among the trees and shrubs—the flowers and the fungi, and is never so happy as when tracing out the laws of their existence, and noting their habits, influences, and virtues.—the knowledge to be gathered, and the pleasure to be derived, from such pursuits are infinite. But we love rather to get among human beings, and examine them after the fashion of the Philosopher in dealing with the plants. Those mysterious things, the mind and heart of man—through all his various and families—we must confess have for us an almost boundless attraction. Tho' in the abstract, this desire extends to the whole human race, we are fonder of studying the lights and shadows of life as they appear in our own Province, than of contemplating all the world beside. It may be as well to know that the Curatii eat their parents, and the Greeks burnt them—that the Esquimaux has a strong stomach, and the Chilian a strong back; but it is better to know what our own countrymen are about—how they exist, and think and feel. To know whether the means of happiness, as far as is permitted, are within their reach; and to catch, as it were, the philosophy of life in each scattered hamlet or settlement, as at present appears. Much of this sort of knowledge may be of little avail—the hints gathered may be too insignificant, to weave into argument or illustration—but some of it cannot fail to have its influence on those steady streams of feeling which guide the practical wheels of life. We love, therefore to be among the people—to see them in their fields, and by their own fire-sides—to catch their opinions—to trace their moods of thought—to mark their springs of action that stimulate to industry, and the pleasures by which it is or may be crowned. With this view we love to spend an hour by the broad lum, or at the cottage door—and there does not exist a log house in the land, into which we would not dive for a while, certain of amusement and instruction.

In travelling through old Countries one is astonished to find such striking differences in speech and manners, as are observable between the inhabitants of neighbouring counties or departments: and in new ones, it is curious to remark the silent operation of causes by which similar contrasts and distinctions will slowly but surely be created. Look at our own country, for instance, as it is now—the different origin of our settlers, to say nothing of local circumstances, presents in many places distinct pictures rather of the countries from which they came, rather than any peculiar features of that which they inhabit. Place the traveller on McLellan's mount, and he would almost fancy himself in the highlands of Scotland—

let him ramble through Clare and but for missing the grape vines, he would be thinking of la belle France; and if he stand by the Chapel corner in Halifax, on a Sunday morning, it would require no great stretch of the imagination, to believe himself in Irish town. These are fragments, nearly complete, of the tessellated society of the old world—but after a season, from the active commingling of these original elements, comes forth a new population, the character and habits of which are formed partly of the peculiarities of their father lands—but to a still greater extent, by the constant pressure of local circumstances, which create a new form and feature—new trains of thought—and new modes of expression.

But even if the population had one common origin, so strong is the influence of local incidents and necessities, that these would gradually so mould the inhabitants of different districts, that there would be many habits—thoughts and sympathies, that were not shared in common; because in each district there is some peculiar walk of industry—or some powerful necessity or excitement, which in others perhaps does not exist. In Arichat for instance, the whole soul of the place is directed to the acquisition of fish and oil—there is little or no agriculture—and the population live and move and have their being, upon the waters and even though the French language, with an admixture of the dialects and manners of the Channel Islands were not there, this branch of the Provincial family, would differ largely from that settled in Cornwallis, Wilmot or Aylesford, who have no necessary connexion with the sea; and whose staple commodities are fat cattle, butter, poultry and other agricultural produce. In the vale of Annapolis, no man is without his orchard; and apples, cyder, and cheese, occupy a large portion of the attention of every family, and influence their thoughts, habits and discourse—while all along the line of the St. Mary's River, lumber and boards being the staple export every brook is filled with logs, and freshets and saw mills mingle in some degree with every project, and consequently in almost every phrase. Again, a man living on the Gulf shore, has no idea of the interests which in the alluvial Counties, is excited about dykes and weires, floodgates and embankments—and which almost require a language as well as laws of their own.

Let us back, however, to the Granite Barrens. The broad Peninsula, or rather tongue of land, which lies between the arm and Bedford Basin on the one side, and Margaret's Bay on the other, is perhaps about as bad a tract for agricultural purposes as there is in the Province—but yet it forms a part of our country, and supports a certain number of human beings, whose characters and habits are moulded by their situations, and therefore is not unworthy of a portion of attention. Even in this small space, there are broad lines of character, separating the inhabitants from each other in thought and habit, though not in kindly feeling. The shores and harbours of this district are occupied by fishermen, who cultivate small patches of land but who seek from the sea their chief occupation and reward. We speak not of these now, nor of Margaret's Bay, where the farm more nearly with the fishery, the attention of the people; but of those who occupy the centre and root of this tongue, and who are shut out from all access to the sea and are cut off from its pursuits and advantages.

These people are chiefly scattered through Spryfield, Harrietfields, and the roads leading through these and Hammond Plains, to the head and middle settlement of Margaret's Bay. To look at the situations selected by many settlers, one would conclude that they were either mad, or had been driven by the dread of some hostile race who had seized on the richer lands. The small fields which the most persevering industry has cleared, are often so hidden by the granite-rocks and bogs from which they appear to have been won, that a traveller can hardly find them—and nothing so oppresses the heart with a sense of the utter hopelessness