

without opposition, of all the Prelatic Peers. "That is true," replied the Bishop; "but you do not consider that it was more honourable to follow such men as they were, than it is now to precede such men as you are."

**New-Brunswick.**

**DREADFUL CALAMITY!**

**STEAMER ROYAL TAR DESTROYED BY FIRE!** THIRTY-ONE LIVES LOST!—The above most melancholy intelligence was brought to the city early on Saturday morning last, by Captain REED, who with several of the Crew of the late Steamer Royal Tar, arrived from Eastport in the Sloop Ploughboy. Never before, we may safely say, have our Citizens experienced so unexpected and tremendous a shock as was caused by the news of this awful calamity,—it arrested the attention and excited the most sympathetic feelings of every person, of all ages and conditions of life. Deep and universal regret for our unfortunate fellow creatures whose lives were so suddenly snatched away, was depicted in every countenance, and flowed from every heart; as well as strong sympathy on behalf of the survivors for the very severe loss they have sustained and hardships they experienced in their perilous situation.

From conversation with Captain Reed we have gained the following particulars of the melancholy catastrophe, which we lay before our readers.

The Steamer, having on board the Menagerie, consisting of the animals lately exhibited in this Province, with six horses and the large Omnibus, all on deck; and about 71 passengers, and crew of 21, amounting in all to 92 persons, left the harbour of St John, bound for Eastport and Portland, on Friday, the 21st October, at 11 A. M. The Boat left Eastport the same evening, but it blowing hard from the westward, they put into Little River. The gale continuing, the Boat remained at her anchorage until Monday afternoon, when they left. That there being a very heavy sea out-ride, and the wind still from the westward, they put into Michias Bay and again anchored. At twelve o'clock the same night, the wind shifted to the north-west, when they left and again proceeded. At 1 A. M., it commenced blowing hard from the N. W. but nothing material occurred until half-past one, P. M., on Tuesday, when the Engineer reported to Captain Reed, that the water had become too low in the boilers, (not that the boilers were dry as stated by Mr. Patten.) The engines were stopped, the safety valves opened, and the boat brought to anchor instantly, about one and a half miles from the Fox Islands, Penobscot Bay, when the fires were extinguished in the furnaces, by the order and in the presence of Captain Reed, and to all appearance effectually. The force pump was then set in motion, and to fill the boilers, but in about half an hour the vessel was discovered to be on fire, directly over the boilers, under the deck. The fire-hose was immediately screwed on to the force pump, but in about five minutes the men were driven off by the intense heat and smoke. Owing to the dryness of the deck, the flames spread with astonishing rapidity, rolling up the scuttles of the engine room. It being evident that the fire could not be subdued, and that the steamer must be abandoned to her fate, Captain Reed ordered away the stern boat, and got into it, with two men, while at the same moment the quarter boat was lowered, and sixteen persons got into her, the cable was slipped, the jib and mastsail set, and the steamer was round to ran for the nearest land. Both boats pulled from the vessel, when J. T. Sherwood, Esq., British Consul at Portland, James H. Fowler, Esq. of this city, and a man belonging to the Caravan jumped over-board and were picked up by Captain Reed. The quarter-boat was put before the wind, and ran for an island five or six miles distant, while Captain Reed lay to in the stern boat a short distance to windward of the steamer. She then presented an awful spectacle, the passengers and crew being driven to either end, and the elephant loose on deck. The shrieks and screams of those on board are represented to have been most appalling, and the whole scene terrific in the highest degree.

In about half an hour a schooner was discovered bearing down, which proved to be the U. S. Revenue Cutter Veto, Captain Howland Dyer, of Canine. Captain Reed boarded her, and they ran down to the steamer, when the Cutter bore to, and Captain R. in the small boat with two

seamen, succeeded, not without great hazard and difficulty, in saving forty more persons, whom he placed on board the Cutter at several tips.

In going along side the steamer each time, there were great danger from the rush made for the boat, and the fear of the elephant jumping overboard, which he at last did, when several persons, who were hanging over the bows by a rail were drowned. Six horses and two camels had previously been thrown overboard; two of the horses were seen to land, but the fate of the rest and the camels and elephant are not known. The other animals were either burned or suffocated in their cages.

When the last survivor had been taken off the burning wreck, it had drifted 5 or 6 miles from its first position. It had become a mere shell, being one sheet of flange iron stem to stern, with out any of the deck or beams to be seen, both masts and funnel gone, driving directly out to sea. The cutter having circled round the wreck to ascertain if any person had been left, made sail for the late of Holt, but had much difficulty in reaching it from the violence of the wind. The Passengers and Crew of the steamer were landed about 7 P. M. and received with the greatest kindness by the inhabitants, who treated them with exceeding attention and hospitalty during their stay. The wreck continued drifting to sea, and was distinctly seen until about 10 P. M. when it suddenly disappeared and is supposed to have gone to bottom.—On the arrival of the Cutter at Isle of Holt, it was found that the quarter-boat, with the 16 persons, had landed there previously in safety.

Every article of baggage and the letter bag were lost, no person saving more than what he stood in. A number of trunks and portmanteaus were thrown overboard, but none had been recovered.

The Revenue Cutter was a very small vessel of the ton then of about 40 tons only, with two boats, neither of them of any service, from their small size. Great praise must be given to William Brown, the Steward, and the men in the boat for their very great exertions during nearly four hours in saving the lives of the passengers, under the most trying circumstances, and in situations of great peril.

**Lost**—Cabin Passengers—Mr Price, of St. John River; Mr Siller, Mr. Curtis, Mr. Ryan, and a boy, of the Caravan.—5

**Forward Passengers**—Matty Smith; Peggy Cochlan; Mary Coton; Charles Curtin, wife and child; Margaret Martin; Margaret Hogan, and child; Thomas Mahony; Dennis O'Brien; Margaret Hinkley; Fanny Martin; John Hogan; Luiza Hogan; and eight children.—23

**Crew**—Charles Ford, and John Day, Seamen; Margaret Watts, Stewards.—3. **Total lost**,—31.

**SAVED**—Cabin Passengers—Mrs. Linton, Capt. Edward Waite, Captain John Hammond, Messrs. J. T. Sherwood, McGlinchey, Ring, S. Patten, A. Garrison, J. Ansley, J. H. Fowler, H. H. Fuller, A. Fuller, C. Fuller, Wheeler, W. A. Kipp, Marmon, Lowrey, J. Hetherby, Stevens, Layton, Carson, Burgess, Hodges, Ganson, Willoughway, Potter, G. Eaton, Harrison, Murphy Forward Passengers—Mary Donough, Owen Dakorly, Mary Muldoom, John Martin, Pat Moor, Mic Moor, Mic Doolin, John Doolin, Edward Hogan, Mic Mahony, William Margarrow, Richard Hensall, John Triner. **Crew**—Thomas Reed, Master; Mr. Atkins, Pilot; Francis Black, Mate; N. Marshall, Engineer; J. Kehoe, 2d do.; W. G. Brown, Steward, W. Connor and D. Williams, Cooks; H. Luff, J. Northweay, and Owen Atkins, Seamen; Mic Kehoe, H. Blaney, Mic McFadyan, and D. Mcfatyre, Firemen; Pat Daly, J. McElvoy, and W. Noggus, Cabin boys.

All the accounts which have reached us concur in giving unqualified praise to Capt Reed, for his exceeding coolness energy and activity under the most trying circumstances, and throughout a scene of horror seldom equalled. His determination in keeping off the small boat and thus preventing its being sunk by the general struggle to reach it, was eventually the means of saving a great number of lives which would have been lost.

While we deeply deplore this distressing calamity, and sympathize with the friends of those who have met an untimely fate, yet we cannot help feeling thankful that so many have been saved. Had the fire occurred in the night or at a greater distance from land, few, if any, would have survived to tell the tale.

**HALIFAX, NOVEMBER 11, 1838.**

The following Candidates have offered since our last:—County of Halifax—Wm. Lawson, H. A. Gladwin, Joseph Howe, and William Amund Esquires. County of Juste-an-Corps—William Young, Esq. County of Sydney, John Young Esq. County of Cumberland—A. Stewart, Esq. County of Lunenburg—Garret Miller, Esq. Township of Halifax—Joseph Starr, and Thomas Forrester, Esquires.

The Mail for England, by His Majesty's Packet Delight, will be closed on Monday evening next, at 5 o'clock.

**MARRIED.**

On Tuesday evening last, by the Rev. John Martin, Alexander A. Black, merchant, to Mary Ann, eldest daughter of James Leishman, Esq.

**DIED.**

Monday morning, in the 90th year of his age, Mr. Joseph Kirk, one of the oldest inhabitants of this town.

Tuesday evening, aged 2 months, Charles, son of Mr. James Scott.

Wednesday Morning, Simeon, infant son of Mr. Edward Midalemass, of this town, aged 5 months.

**WESLEYAN METHODIST SUNDAY SCHOOL.**

A Sermon will be preached, and a collection taken, in aid of the above institution, at the Brunswick Street Chapel, on Sunday evening next, November 13th, and at the old Chapel, Argyle Street, the following Sunday evening. The friends of Religious Instruction, are respectfully invited to attend; service to commence at 7 o'clock.

November 11.

**H. W. BLACKADAR,**

BOOK AND JOB PRINTER,

One door north of Mr. McDonald's Tobacco Manufactory, and nearly opposite Bauer's Wharf.

Pamphlets, Cards, Catalogues, Handbills, Blanks, and Printing in general, executed with neatness, and at a very cheap rate. October 21, 1838.

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Engraver and Copper-Plate Printer,

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Maps, Plans, Bills of Exchange, Bill Heads, Address and Visiting Cards, Arms and Crests, Labels, &c. neatly designed, engraved and printed. Metal Seals, Door Plates, Dog Collars, and Dandy Ornaments, neatly engraved. May 13, 1836.