SUMMARY.

Great Britain, &c.

THE NATIONAL DEBT.—Mr. Buckingham has given notice in the House of Commons, that early in the next session he will submit to the House the following resolutions :—

"1. That a period, embracing the combined advantages of profound peace, unexampled prosperity, and superabundance of capital, is peculiarly favourable for the consideration of the best means of reducing the national debt.

"2. That a due regard to the present interests of the national creditor may be combined with prospective relief to all other classes, by the conversion of the whole of the funded debt of the country into terminable annuities.

"3. That it is therefore desirable to create a sufficient inducement, and afford the proper facilities for the voluntary transfer, at the full market value of the day, of every description of property now held in the various public securities of the country, into a new stock of national terminable annuities, on the principles of a high immediate interest, with a gradually decreasing rate for a given number of years.

"4. That such a stock, it commencing with the payment of £5 per cent. interest, and diminishing at the rate of a shilling only per cent. of such interest in each succeeding year, would secure to the existing fundholders a larger return for their capital than they now enjoy, for a period of thirty years to come; and at the same time relieve the country annually of one hundredth part of the burden of its debt, and lead to the entire extinction of both principal and interest of the same, within the period of one hundred years from the commencement of the operation."

LIVERPOOL, Sept. 8.—*Timber.*—Many cargoes of pine timber have arrived from different ports during the past fortnight, and the quays have been greatly crowded. The trade, however, have been disposed to purchase freely, and all the cargoes have been sold as they arrived, and prices have been on the advance. Quebec cargoes have brought 19½d to 20d per foot, St John's 20½d to 21½d per foot. Fair parcels of oak of the new import, sell at 2s. 8d. to 2s. 5d. per foot. Choice logs of large sizes are worth 3s. to 3s. 2d. per foot. There is still a large quantity of old and inferior wood in the market which is very dull of sale. Deals continue to be in fair request, the supply hitherto has not been abundant.

Increase of the Population of Liverpool.—A couple of years since there was scarcely a street in Liverpool in which there were not several houses to let, and it was calculated that, at that time, in the town and suburbs there were not less than 5000 houses of various kinds without occupants. It is now very difficult to obtain a good house in any part of the town and neighbourhood; so much so, indeed, that we know two or three families who have been on the look-out for houses for several months, and have not yet succeeded in obtaining them. In order to produce this change of things, there must have been a very large emigration from different parts of the kingdom, or a very great increase in the native population, or perhaps both those circumstances. Indeed, there is every reason to think, that rapid as has been the increase in the population of Liverpool during the last fifty years, it was never proceeding more rapidly than at present, and also that the increase is of the best sort; for, in addition to the fact that about five thousand houses, many of them large, handsome and commodious ones, have obtained occupants in the short period that we have mentioned, it is impossible to take a drive in any part of the neighbourhood of Liverpool, on either side of the river, without seeing numerous villas, many of them of a very superior kind, springing up. These are all very striking and gratifying evidences of local prosperity, and are abundantly confirmed by the bustle of the town and docks, and the general appearance of comfort in all quarters, among the highest classes.

[illegible] REGULATIONS. [illegible] to the [illegible] in the [illegible] or for [illegible] and are also [illegible] *London Gazette.*

A canvass is going forward in the borough of Westminster in favour of Sir George Murray, under the impression that Sir F. Burdett is about to withdraw from Parliament.

IRELAND.—The funeral of the late Earl of Fingal took place a few days since at Killeen Castle. The remains were removed thither from Kingstown, attended by the present Earl and the usual cortege. The ceremony was conducted after the ancient Irish mode observed on the death of a chief. The hearse was preceded by a crowd of females, covered entirely with white hoods and cloaks of linen. Several of them, well versed in the Irish language, harangued very eloquently on the public and private virtues of the deceased chieftain, deploring the loss sustained by all the tribe of Fingal and his relatives, and especially by the poor of the neighbourhood, to whom his Lordship has been uniformly a kind and generous benefactor.

At Moscow on the 4th of August, the famous bell, the largest and handsomest in the world, was raised from the ground, where it had long lain. It was cast in 1733, by order of the empress Anne, by Michael Motoron, a Russian metal founder. Its height is 21 feet; its diameter, 23 feet; its weight, 12,000 poods, 480,000 lbs. (432,000 lbs. English weight.) The bas reliefs with which it is adorned, the value of the metal, which is a composition of gold, silver and copper, render it remarkable as showing the advanced state of the art of casting in metal in Russia at that period. It was raised by a very ingenious contrivance of M. Montferrand, and is placed for the present on a pedestal.—*Hamburgh paper.*

A machine for pressing Peat, so as to make it answer all the purposes of Coal in furnaces, has been invented in England, by Lord Willoughby.

"The peat is cut and pressed into a chamber, upon which a powerful weight is made to descend. The moisture, squeezed out, runs through vertical grooves and is carried off, whilst every time the incumbent weight descends, knives pass through these grooves and keep them clean for the next operation. At the bottom of the chamber, a slide is withdrawn, and the solid peat is precipitated to any convenient receptacle. Being dried in a very short period, it welds iron, and is fit for all that coal furnaces can do."

The garments which Charles XII. of Sweden wore at the battle of Pultowa, and which were preserved by Colonel Roson, who accompanied him to Bender, were sold at Edinburgh, in 1825, for £22,000!

It was in 1797 that La Minerve (in which Lord Nelson had taken his passage to join Earl St. Vincent, a few days previous to the glorious 14th of February) captured during the night, the Sabina Spanish frigate, and silenced another.—The dawn of day discovered the whole of the Spanish fleet in pursuit of her. While the enemy's leading line of battle ships in chase were within gun shot of La Minerve, a man fell overboard. Notwithstanding the injury received in her recent actions, Captain (now Sir George) Cockburn, immediately tacked, exchanged broadsides with the Spaniards, picked up the man, and got off in triumph with the loss of his prize. Lord Nelson used to advert to this as one of the finest things he ever heard of.

UNITED STATES.

From the New-York Emigrant.

SPORTS OF THE HIGHLANDS,
By the Highland Society of New-York.

The members of the above Society, conceiving it to be conducive to health and friendly intercourse, to renew the Sports of their Native Land, assembled on Thursday the 29th of September, being Michaelmas day, at the Burns House, Warren Street, at 10 o'clock A. M. to arrange the process[illegible] first Sportive Meeting. Notwithstanding the inauspicious appearance of the weather, a considerable number of the Members were present—

"All plaided and plumed in their tartan array,"

and although propositions of postponement were made, the appropriate answer was, that those who had been accustomed to climb the hill and breast the storm, were not to be deterred by a clouded sky and a sprinkling of rain, from enjoying the favourite sports of their forefathers, especially as it was the first celebration of the kind in the land of their adoption. No notice of postponement having been given, the Chief proceeded to marshal the Clans opposite the Burns House, in the following order. In front were two blue flags bearing the cross of St. Andrew, each surmounted by a Lochaber axe displayed in the firm grasp of two sturdy sons of the Gael. Three paces in the rear was seen the Chief in a splendid dress of Green Tartan, bearing a shield on the left arm, exhibiting a star in the centre; immediately beneath appeared the hilt of the trusty claymore; also a brightly burnished pistol, which had passed from father to son, for upwards of two centuries. In his right hand, he bore a remarkably elegant dirk, the whole of which shone beautifully with the cairngorm, and rich silver mounting. The careless, yet neat appearance of the garters which encircled a well turned limb, and, indeed, the whole appearance of the individual, crowned as he was with the bonnet, in front of which were three Eagle feathers, and its top surrounded with dark waving plumes, exhibited a fine representation of a Highland Chieftain. In the rear of the Chief were placed three pipers, with the great Highland Bag Pipes, elegantly attired in the garb of the Gael. Next in the order of procession were seen a goodly number of the other members and their friends, all wearing the full Highland costume, and each seemingly vieing with the others in elegance and neatness of dress, and equipments.

At a small distance from the body of the members was seen the deputy chief in a rich Tartan garb, his whole appearance, both in dress and form, must have presented to all present, an elegant specimen of the full dressed and well equipped son of the mountain. This arrangement was completed by two members also arrayed in the Garb of the Gael, bearing Red Flags, and Lochaber axes as in front.

The Elysian Fields, at Hoboken, being the place agreed upon for the sports of the day; at one o'clock, the Society proceeded down Warren-street along Greenwich to the Barclay Street Ferry, each with his claman in hand, marching to the soul-stirring music of the Bag Pipes.

As this little Celtic band marched to the field of contest they were greeted by a hurra from the spectators, excited by the imposing effect of their appearance. For as they passed through the wilder scenes of the Jersey shore, the glittering equipments, and the varied dye of the Tartans, had a rain-bow like appearance among the trees, and reminded the spectator, of the days when the guardians of Scotland led their little gallant bands through the glen and defile to freedom and glory.

And when arrived at the place selected for the amusements of the day, the military manner in which they were drawn up in their respective positions, the planting of the four standards already mentioned, two at each end of the field, and the mingling of the tartens while spiritedly contending in the manly game of caman, led the mind irresistibly to the field of warlike contention, where many a noble struggle for independence so often distinguished the land of the mountain and the flood. After a number of games at caman or shinty, which were the first in order, the Society proceeded to the Elysian Cottage, where they partook of a cold collation, after which they were again summoned to the field by the bag pipe playing the "*Gathering of the Clans,*" when two of the best contested games of caman were played, evidently affording much delight to all present, while the strong arm wielded the caman, and the nimble foot followed the ball to the hail or winning spot, marked by the flags.

Next came the dance on the green, consisting of two reels in the good olden style, to the sound of the Bag pipe. Thus ended the sports of the heath.

On the Bag Pipe again sounding the Gathering of the Clans, the men of the mountain formed into procession and marched from the field to their native martial music.

[illegible] Highway robbery, murder, arson, house-breaking and theft are succeeding each other rapidly in Quebec. We mentioned in Monday's paper a cruel case of highway robbery on the Carouge road, on Saturday; the [illegible] however, indistinctly told; it was at Jacobrook between Spencer Wood and Mr. Sheppard's. On Monday, a peaceable inhabitant of St. John's suburbs, Antoine Belleau dit Larose, the father of a family of five young children, who, with his wife, depended on his labour for their support, was killed by a blow with a bludgeon near St. John's Gate, between eight and nine o'clock in the evening, when he was returning to his work at Mr. Turner's Bake-house, Fabrique-street, where he has been long foreman. The same night an attempt at arson was made at Messrs. Gilmour's property, at Wolfe's Cove, and every night there are thefts and attempts at house-breaking.

The insufficiency and unfit state of our gaols have produced a number of hardened and associated criminals, who are periodically let loose upon us. The multitude of low taverns, brothels and abandoned women, the want of all police, the general laxity in the execution of the laws, and the demoralizing effects of political squabbles, party spirit and division among the citizens, have given a new impetus to crime of every description, and the facility of communication by steam has established a frequent transfer of rogues and vagabonds of the worst character between Montreal and Quebec and even New-York, besides importations by sea.

The Magistrates, as we have already stated, are without any pecuniary resources for objects of police. They have nothing but gratuitous, onerous and disagreeable duties to perform, which are sure to be unsuccessful. The citizens have little energy or disposition to act in concert for the common welfare, and there is no law to authorise compulsory measures or raise funds. All efforts at protection are reduced to individual efforts, which must ever be unavailing, and give rise to new disorders, injustice, breaches of the peace and a total contempt of public authority, in fact the disorganization of society, unless sufficient public spirit should revive among the citizens, to submit to some sacrifices, and arm the public authority with means and general support for the protection of all.—*Neilson's Gazette.*

OCTOBER 17.

FIRES.

Saturday, Sept. 10.—Great fire in Lower Town.
Thursday Evening, Oct 6.—Fire in Palace Street.
Friday, Oct. 7.—Fire at St. Paul's Market.
Monday night, Oct. 10.—Incendiary attempt at Wolfe's Cove.
Wednesday Evening, Oct. 12.—Fire near the Exchange—Loss to the City, about half a million of Dollars.

The fire on Wednesday evening broke out about nine o'clock, in one of Mr. Buteau's houses, corner of St. James and Arthur-Street, occupied by Mrs. Leighton, as a boarding-house. The flames were penetrating through the roof when it was discovered, and must have originated in the garret. No timely assistance was at hand, or it might have been saved, as the fire penetrated but slowly into the apartments underneath. The wind was strong at North-East, and it was only by great exertions, favored by the rain which was falling at the time, that the whole range of Mr Buteau's buildings, and a great part of the Lower-Town, were saved.

The Commissariat, Ordnance and Alliance engines were the most efficient. They saved Mr. Atkinson's house opposite, and the wooden stores in the rear, with the aid of some seamen, who cleared away the wooden communications with the house on fire communicating with those stores.

The house burnt was divided into two under the same roof; the lower story of that occupied by Mrs. Leighton was occupied by Tremain & Moir, merchants, and the other by Rodger, Dean & Co.—Great quantities of merchandize and furniture were removed from these houses and the adjacent houses and stores, most of which sustained damage and loss.

The following, we believe, are the insurances of the principal sufferers:—

Mr. Buteau's house, £1200 at the Quebec Office.
Mrs. Leighton's furniture, £300 at the Alliance.
Messrs. Rodger, Dean & Co., goods, £1300 at the Quebec.
Mr. Dean's furniture, £500 at do.
Tremain & Moir, £450 at do.

The latter had also £1300 on goods in the store in the rear, at the Quebec.

The rear wall of the two houses burnt fell in this afternoon *en masse*, with a most tremendous crash. Fortunately no person was hurt.

Last night great depredations were committed by thieves at Ste. Foy, on poultry, &c. One farmer had a sow killed.

A robbery was committed last night on board a schooner lying off St. Paul's Market. The effects stolen consisted of two or three chests of wearing apparel.

HALIFAX, October 26.

We have been kindly favored with a Grenada paper of the 1st inst. from which we have copied a very gratifying account of the capture, by H. M. S. Vestal, within the short period of nine days, of three Slave Vessels—having on board 1256 Africans. The Phœnix, which was one of them, arrived here on Thursday, with Despatches to Vice Admiral Sir PETER HALKETT, and on Saturday morning sailed for Sierra Leone, where a Court of Admiralty, we understand, is established, the jurisdiction of which particularly extends to captured Vessels of her description. It is a melancholy reflection, that after the noble example set by England, and the immense sacrifice made by her in abolishing Slavery throughout her West India Dependencies, in devoting a portion of her maritime force in checking it, and in exerting her influence with other Nations towards more fully accomplishing the object, that the cruel and horrid traffic should still extensively, we fear, be carried on, and that Spain and Portugal should still protect the vile wretches engaged in it from any other retributive justice and punishment than the loss of property.—*Royal Gazette.*

GRENADA.

From the St. George's Chronicle, Oct. 1.

Since our last publication, the Africans, whose arrival we then announced, have began already to exhibit a considerably improved appearance; they seem, in general, to be in a pretty good state of health, one female only having died since their landing, and she was in an advanced state of disease at the time of capture: they also seem to enjoy a high flow of animal spirits, the natural consequence of their fortunate change of destination, a circumstance which they have been taught clearly to comprehend. Forty of them have already augmented the ranks of the 1st West India Regiment, and Guardians have been appointed for the remainder by the Court of Chancery. We have personally visited the "Negrinha," and find her to be altogether a vessel of very inferior description to be employed in a trade so hazardous—the space allotted for the reception of her cargo of human flesh, affords an area not exceeding 1600 superficial feet, or not quite five feet for each individual; the height from this area to the deck is barely two feet, and when to this limited space we add that no access could be had to the deck during the night, but that the accumulated filth of so numerous a body of people was daily washed into the vessel's hold, some idea may be formed of the effluvia thence generated; how a voyage across the Atlantic, under the scorching rays of a vertical sun by day, and so confined by night, could be performed with so trifling a loss of life, appears to us to be little less than miraculous.

"*Another—and another still succeeds.*"

Scarcely had the ink ceased to flow from our pen, when, on Thursday morning, we described in the distant offing three sail of vessels; the flag at the main-royal-mast-head of the larger, announced her to be His Majesty's Ship "Vestal," and that her cruise, on which she sailed on the 24th, in pursuit of a suspicious vessel had resulted in the capture, not of one, but *two* other slavers, and the discharge of eight guns in succession, proclaimed the number on board of both to be 800 or thereabouts. From one of the officers, we learn, that the "Vestal" did not get sight of the vessel of which she went in pursuit, after running 120 miles to the N. W., when, returning to the port, at day-light on the 28th, the "Vestal" being about 16 miles to the Southward of Point Salines, descried a sail 8 or 10 miles to the S. W. with which she came up after an interesting chase of four hours;—the chase proved to be to the northward. At sun-set, another suspicious vessel was just in sight from the frigate's deck, running down from the Eastward; as soon as it became dark, the "Vestal" tacked to intercept her—this was effected at half past eight o'clock, and the "Phœnix" Portuguese Brigantine was taken with 486 Africans on board; the original number was 516, of whom 32 died on the passage. The frigate, and her two prizes, came to anchor in the bay on Thursday noon. The "Empresa," after watering, sailed for the Havana. The "Phœnix" is now in the Careenage, and her cargo will be landed as soon as proper accommodation can be procured. Both of these vessels are of a very superior construction, and appear to possess every requisite to constitute them fast sailers. The "Negrinha" has been refitted, and will proceed next week, in company with the "Phœnix" to Sierra Leone, for adjudication.

Here we have an instance, within our personal observation, of no fewer than 1256 of our fellow-creatures redeemed from a worse than Egyptian bondage, through the instrumentality of a single vessel, within the limited space of only eight days! We question whether the records of this particular portion of British naval history can furnish a parallel; certain it is, we know of none. To Captain JONES, his officers and ship's company, the British public are indebted, the cause of humanity is indebted; but, oh! how vast the inculculable debt of gratitude due to them by the at once unfortunate and fortunate beings, who reap the immediate fruits of their vigilance—the enjoyment of perfect freedom. Surely the fervent voice of prayer of these sable sons of Africa, and their most remote posterity, will be lifted up to the throne of the Most High, in gratitude for the benefits which have thus been providentially conferred upon them;—their minds, their hearts, their understandings may be so directed as to enable them to lift up that voice, is a wish in which we, in common with every other member of the human family, should freely indulge.

We are highly gratified to learn, that several ladies have materially contributed to their comfort, by furnishing them with pipes, tobacco, and various articles of clothing.—Messrs. Clarke and Challenor, of His Majesty's Customs, have also been unremitting in their endeavours to render their situation as agreeable as circumstances will admit. A confidential and experienced person has been appointed Superintendant; and it is but justice to say that he has been most assiduous in the discharge of his duties.

There is much cause to regret that the existing treaty with Spain renders the destination of the "Empresa" unavoidable; the impunity with which that nation has heretofore infringed that treaty, affords but too good grounds to authorize the belief that she will be disposed to pursue a similar line of conduct for the future.

By a strange coincidence of circumstances, two of the crew of the first Guinea-man, captured by the "Vestal," during the last year, constituted a part of the "Empresa,"—a perseverance in iniquity not without precedent in the more elevated ranks of life.

THE OBSERVER.

ST. JOHN, TUESDAY NOVEMBER 1, 1836.

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 schooner Ploughboy. Never before, we may safely say, have our citizens experienced so unexpected & 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 in 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 Capt. Reed, we have gathered 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 also 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 outside, and the wind still from the westward, they put into Machias Bay and again anchored. At 12 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 1 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 engine was stopped, the safety valves opened, and the boat brought to anchor instantly, about 1½ miles from the Fox Islands, Penobscot Bay, when the fires were extinguished in the furnaces by the order and in presence of Capt. Reed, and to all appearance effectually. The force-pump was then set in motion to fill the boilers, but in about half an hour the vessel was discovered to be on fire, directly over the boilers, under 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 lowered away the stern boat and got into it, with two men, while at the same moment the quarter boat was lowered and 16 persons got into her, the cable was slipped, the jib and mainsail set, and the steamer wore round to run 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 overboard and were picked up by Capt. Reed. The quarter boat was put before the wind and ran for an Island 5 or 6 miles distant, while Capt. 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 Castine.—Capt. Reed boarded her and they ran down to the steamer, when the Cutter hove to, and Capt. R. in the small boat with two seamen, succeeded, not without great hazard and difficulty, in saving 40 more persons, whom he placed on board the Cutter, at several trips.

In going alongside the steamer each time, there was great danger from the rush made for the boat, and the fear of the elephant jumping over, which he at last did, when several persons, who were hanging over the bows by a raft, 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 flame from stem to stern, without any of the deck or beams to be seen, both masts and funnel gone, driving directly out to sea. The Cutter having sailed round the wreck to ascertain if any person had been left, made sail for the Isle 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 hospitality during that day. The [illegible] distinctly [illegible] On the arrival of the Cutter at the 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 burthen 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 passengers, under the most trying circumstances, and in situation 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 Corhlan; Mary Caton; Charles Curtain, wife and child; Margaret Martin; Margaret Hogan, and child; Thomas Mahoney; Dennis O'Brien; Margaret Hickey; Fanny Martin; John Hogan; Eliza Hogan; and eight children.—23.

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

SAVED.

Cabin Passengers.—Mrs. Linton; Capt. Edward Waite; Capt. John Hammond; Messrs. J. T. Sherwood, M'Gincher, 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, Burges, Hodges, Ganson, Willoughway, Potter, G. Eaton, Harrison, Murphy.

Forward Passengers.—Mary Donough; Owen Dakerley; Mary Muldoom; John Martin; Pat Moor; Mic Moor; Mic Doolin; John Dovlin; Edward Hogan; Mic Mahony; Wm. Margarow; Richard Hensall; John Triner.

Crew.—Thomas Reed, Master; Mr. Atkins, Pilot; Francis Black, Mate; N. Marshall, Engineer; J. Kehoe, second do.; W. G. Brown, Steward; W. Conner, and D. Williams, Cooks; H. Luff, J. Northeway, and Owen Atkins, Seamen; Mic Kehoe, H. Blaney, Mic M'Fadyan, and D. M'Intyre, Firemen; Pat Daly, J. M'Elvey, and W. Noggins, Cabin Boys.

We have been permitted to make the following extract from a letter written by James H. Fowler, Esq. dated

"*Isle of Holt, October* 26, 1836.

"This will be handed you by Captain Reed, who proceeds with all possible dispatch for St. John, and to him I must refer you for the particulars of the melancholy loss of the Royal Tar. She was discovered to be on fire yesterday (Tuesday) about half-past one P. M. during a heavy gale of wind from N. W. and sad to relate, as nearly as can be computed from 20 to 30 persons have perished. The first intimation I had was from a gentleman who came and whispered in my ear that the Boat was on fire. I immediately ran on deck, and the first object which struck me was the flames issuing through the gratings in the main-deck. On glancing to leeward I saw one of the boats full of people a short distance off. The next moment I saw Capt. Reed with two others in the other boat, a little to windward. At this trying moment he called to me, and a few minutes after dropped the boat astern about three rods from the steamer, and feeling assured that his attention was fixed on me I sprung overboard from the quarter, and swam for the boat. Although I had all my clothes on, and the sea very rough, I providentially succeeded in reaching the boat, and we immediately after picked up Mr. Sherwood, the British Consul at Portland, and a man belonging to the Caravan, both of whom had let themselves down by the davit-falls, and were swimming for the boat. We then pulled to windward a short distance, and by this time the flames were bursting out in all parts of the Royal Tar. The small spaces forward and aft, which the fire had not yet reached, were crowded with the unfortunate half-frantic beings remaining on board, with no other prospect but immediate death before them—shrieking for help which it was utterly impossible to render them, for had we approached with the boat to the rescue of the few more which it might possibly have carried, it would doubtless have been sunk by the simultaneous rush made into it. A few minutes after, a small vessel was discovered running down for us, and soon came alongside, when Capt. Reed, in the most cool and determined manner persevered in his humane exertions until he succeeded with this one boat in bringing all that remained alive on board the Cutter; (for such the small vessel proved to be).—The unfortunate persons who perished were 4 or 5 belonging to the Caravan, three belonging to the Steamer, and the rest deck passengers, whose number cannot be ascertained. The elephant and horses took to the water and *possibly* reached the shore. We left the wreck a mass of flame about sundown, and succeeded in reaching a harbour at this Island, where we receive all the hospitality our immediate necessities require. I have lost *the whole* of my effects on board, with the exception of what I have on, which is my worst—and I am in fact without a coat. I shall proceed to Portland the first change of wind and endeavour to refit. I can never forget the kind solicitude with which Capt. Reed seemed to watch over my fate. He called me several times before I committed myself to the sea, and had I not been assured that his attention was fixed on me I should not have dared to make the hazardous experiment. Had I remained on board God only knows what the result might have been, and I hope none of my friends will ever forget his kind and brotherly treatment; next to Providence, I owe my life to him."

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 otherwise 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.

We cannot withhold the remark, that had the persons in the *other* boat performed an equally noble part, how many of those who now sleep the sleep of death, might not have been rescued from their horrid and melancholy fate?

WE, the undersigned, being part of the surviving Passengers saved from the Steam Packet *Royal Tar*, at the time she was destroyed by Fire, on her passage from St. John to Portland, hereby tender our grateful thanks to Captain THOMAS REED, Master of said Steam Boat, for his extraordinary exertions and perseverance in saving the lives of his passengers, while in such imminent danger, while the said boat was on fire: the wind blowing a severe gale at the time, and Capt. R. having but one of her small boats left, it was with great difficulty and hazard that he succeeded in saving so many of his passengers from the burning vessel, and conveying them on board the Castine Cutter, which fortunately came to our assistance.

Capt. E. WAITE,	J. T. SHERWOOD,
J. H. FOWLER,	GEORGE EATON,
S. PATTEN,	JOHN ANSLEY,
A GARRISON,	H. H. FULLER,
A. R. FULLER,	JAMES HETHERBY,
E. N. RAHLMAN,	WM. A. KIPP,
C. FULLER.	

Isle of Haut, October 26, 1836.

THOMAS REED, Master of the late Steamer *Royal Tar*, begs to tender his sincere thanks to Captain HOWLAND DYER, commanding the United States Cutter *Veto*, and his Crew, for their great exertions in saving the survivors from the Steamer, when on fire in Penobscot Bay, on the 25th October; and also to Capt. William Barter, Capt. George Kimbal, Capt. William Yeaton, Mr. Nathan Sawyer, Mr. Samuel Turner, Mr. Eben Sawyer, and Mr. William Staples, all inhabitants of the Isle of Haut, for their humane attention to the sufferers.

St. John, N. B., 29th October, 1836.

THOMAS REED, Master of the late Steamer *Royal Tar*, begs to return his sincere and grateful thanks to —— MASE, Esquire, Collector of Customs at Eastport, for his polite and gentlemanly offering Crew of the Steamer from Eastport to St. John; and to the several Officers of Customs, for their kind offers of their services. Also, to the Merchants and others, for their kind offers of aid and assistance to him and his crew, in their destitute situation.

St. John, 29th October, 1836.

From the Courier of Saturday.

Nearly all those who perished were strangers in a strange land, far from their homes and kindred. While we commiserate with their friends and families, we cannot help noticing a peculiar circumstance in the case of Capt. Reed, which renders his return to his home, at this moment, doubly afflicting. Since he left his family a week since, one of his children, a fine boy, seven years old, was taken suddenly ill, and died after an illness of only forty-eight hours;—and to his personal and pecuniary sufferings, is thus added a far greater pang, that of beholding one of his off-spring sleeping the sleep of death!

The Royal Tar was a new vessel of 400 tons, and had been fitted up at a great expense, having cost about £10,000. She was owned as follows: one half by Mr. John Hammond, and the other half equally between Mr. D. J. M'Laughlin and Messrs. Mackay, Brothers & Co. of this City. We understand she was not insured. The loss, therefore, to these enterprising gentlemen must be very great. We learn that there were large amounts in specie and bills on board, belonging to different persons, besides the expensive Menagerie establishment, &c. The whole loss, therefore, cannot be far short of £25,000.

ANOTHER STEAMER.—We learn this morning that several of our spirited Merchants are about to form a Joint Stock Company, for the purpose of replacing the Royal Tar, and that it is their intention, if possible, to purchase a first rate boat in England, and bring her out in the Spring. We sincerely rejoice at this, and trust we shall see Capt. Reed once more afloat in a gallant Steamer.

[FOR THE OBSERVER.]

MR. CAMERON,—Permit me through the medium of your paper, to urge the necessity of a Public Meeting being immediately got up, (say To-morrow evening, at Nethery's) for the purpose of making public resolutions, or other testimonials of approbation of the conduct of those individuals who particularly distinguished themselves at the late catastrophe of the *Royal Tar* steamer.—And also, to consider the necessity of a Joint Stock Company being *immediately* formed to put a new Boat on the line now vacant, provided the former Proprietors do not intend to do so. Yours, &c. A TRAVELLER.

Tuesday, November 1.

We learn that the River for 12 or 14 miles below Fredericton, was so strongly frozen over yesterday morning, that the steamer Fredericton had difficulty in forcing her way through it, and passengers from some of the settlements found great trouble in getting on board. The ice was about three quarters of an inch thick.

The Upper Canada Legislature is to meet for the dispatch of business on Tuesday next the 8th inst.

Severe snow storms were experienced at Quebec, Montreal, and other parts of Canada, &c. from the 10th to the 15th October.

Quebec is at present infested with gangs of thieves and murderers, who nightly commit the most audacious depredations on private property, and frequently bruise and murder unoffending persons in the streets. We have extracted a few of the particulars.

The gross amount of Customs revenue collected in England in 1835, was £19,614,979; in Ireland, £2,016,149; in Scotland, £1,529,810—each country exhibiting a large increase over the preceding year. England has 74 ports, Scotland 21, and Ireland 15.—The revenue collected at London was £11,773,000; Liverpool £4,273,000; Bristol, £1,177,000, &c.

BANK OF BRITISH NORTH AMERICA.—At the request of several gentlemen desirous of information on the subject of the "*Bank of British North America,*" Mr. CARTER attended a large and respectable meeting of applicants for Stock, and others, at Nethery's, on Tuesday evening last, for the purpose of explaining the nature and intention of this Institution.—We learn that the Gentlemen present were very much gratified with the clear and lucid manner in which Mr. Carter explained the various benefits likely to flow from the establishment of a Branch in this City.—*City Gazette.*

Mr. Carter proceeded to Fredericton this morning, on his route to Canada, via Bangor and New-York.

CORPORATION PROPERTY.—On Friday, a part of the Corporation Property in Carleton, lying between Sand Point and Negro Point, was leased at Auction for a term of twenty-one years, at an aggregate annual rent of £120 1s. 3d. The block in which the Pest House is situated, containing five lots, and four of the adjacent lots were reserved for Hospital Grounds. The portion leased consisted of ninety-five lots.—*Courier.*

LAUNCHED, on Thursday last, from the Ship Yard of Mr. John Owens, in Portland, a Ship of 678 tons, owned by Messrs. Owens & Duncan, and named the "*Atlantic.*" She is a noble looking vessel, and her materials and workmanship, having been under the personal inspection of Mr. Owens during the time she was building, is a sufficient guarantee of their being first rate.—*Ib.*

PROVINCIAL APPOINTMENTS.

His Majesty has been pleased to appoint Edward B. Chandler, Esquire, a Member of the Legislative Council of this Province.

Charles Drury, Esquire, to be Register of Deeds and Wills, for the City and County of Saint John.—*Royal Gazette.*

IN THE SUPREME COURT.

Michaelmas Term, 7th Wm. 4th.

Stephen Miller, and Richard Marshall Clarke, Esquires, Attornies of this Court, are called to the Bar, and admitted, sworn and enrolled Barristers.

Samuel Denny Street, A. B., Gent., having produced the requisite Certificates, is admitted, sworn and enrolled an Attorney of this Court.

ECCLESIASTICAL.—*Lunenburg, Oct.* 6.—We understand that at Digby, on Sunday the 25th ult. the Lord Bishop of the Diocese, admitted the Rev. W. H. Snyder, missionary at Weymouth, and the Rev. Henry Jarvis, of New Brunswick, to the holy order of Priesthood.

BISHOP'S MOVEMENTS.—A late number of our paper, contained notices of his Lordship's visitation in the most eastern parts of the Province, and to-day we give tidings of his 'care of the churches' in the extreme West. Since the ordination at Digby, we understand he has consecrated a 'church in the wilderness,' in Dalhousie settlement, parish of Annapolis, a service performed in the midst of a storm of wind and rain, to which his Lordship was exposed, in a ride of about fifty miles, over roads which we imagine are none of the best. On Friday last the Bishop was at Windsor, on his way to Halifax, and we believe is expected to be again at Aylesford this week.—*Col. Churchman.*

RICHIBUCTO.—We are extremely happy at all times to be able to announce the extension of Religious observances, and the increase of accredited Ministers of the Gospel in our infant community; and as we consider part of ourselves the inhabitants of the sister counties, we rejoice in all things which redound to their happiness and prosperity—more particularly in those which contribute to their spiritual comfort and future welfare. The congregation connected with the Church of England, at Richibucto, have for many years been struggling with complicated difficulties, rendered the more intolerable by ceaseless distractions. The Lord Bishop last summer paid a visit to that place, and we are led to expect from the result which we have now to communicate, that His Lordship commiserated the situation of the people under his pastoral charge, and determined to apply as soon as practicable a remedy. The week before last the Rev. *Henry James Jarvis,* A. M. a native of this Province, and a graduate of our University, arrived at Richibucto, accompanied by the Rev. John Black, Rector of Sackville, with a letter from the Bishop, announcing to the inhabitants that his Lordship had been pleased to nominate him Rector of that Parish, and the Missionary of the venerable Society for the Propagation of the Gospel. An event so long and so ardently prayed for, but so little expected, excited the highest feelings of satisfaction; and when the fervour of earnest hopes that the appointment would prove as salutary as the warmest friends of the Church and of Religion could desire.—*Miramichi Gleaner.*

COUNTY OF GLOUCESTER.—On Wednesday, the 12th instant, the Gentlemen of Campbellton, gave a dinner to the Honorable A. E. BOTSFORD, one of His Majesty's Legislative Councillors, at the Dalhousie Hotel, as a tribute of respect and attention to that Honorable