

The Star



AND Conception Bay Journal.

HEARTS RESOLVED AND HANDS PREPARED, THE BLESSINGS THEY ENJOY TO GURD.—SMOLLET.

VOL. V.

WEDNESDAY, JUNE 3, 1840.

No. 307

HARBOUR GRACE, Conception Bay, Newfoundland:—Printed and Published by JOHN THOMAS BURTON, at his Office, opposite the MARKET PLACE



An ACT to make further provision towards defraying the expenses of the Civil Government of this Colony by raising certain Duties.

[Passed 29th April, 1840.]

WHEREAS by an Act passed in the Third year of Her Majesty's reign, entitled "An Act for granting unto Her Majesty certain Duties on Goods, Wares, and Merchandizes imported into this Colony and its Dependencies," certain duties of Customs are granted and made payable unto her Majesty: And Whereas it is expedient to make further provision in aid of the said duties—

Be it therefore enacted, by the Governor, Council, and Assembly of Newfoundland, in General Assembly convened, and by the authority of the same, that from and after the passing of this Act, there shall be raised, levied, collected, and paid unto her Majesty, her Heirs and Successors, upon each and every Merchant Ship or Vessel, other than Coasting, Sealing, and Fishing Vessels, that shall enter any Port or Harbor in this Island, from Cape Ray to Cape John, a Duty or Rate of One Shilling per Ton, for every Ton, Register admeasurement, of each and every respective Ship or Vessel as aforesaid: provided that the said duty shall be collected and paid but once in each year.

2nd.—And be it further enacted, that all and singular the said rates and duties, hereby imposed, shall be raised, levied, collected and accounted for, by and under the enactments, rules, regulations, and restrictions, expressed and contained in another act also passed in the third year of Her Majesty's reign, and entitled "An Act to amend the several Acts now in force respecting Light Houses, and to make further provision for the said Light Houses, and to consolidate the laws respecting the same:" all which enactments, rules, regulations, and restrictions, shall be in full force and operation, and shall be used and applied to fulfil the intents and purposes of this Act, so far as the same are applicable, and not repugnant to any of the provisions of this Act, as fully and absolutely to all intents and purposes as if the said rates or duties were set forth and contained in the said last recited Act.

3rd.—And be it further enacted, that this Act shall be and remain in full force until the Twelfth day of October, which shall be in the year of Our Lord One thousand eight hundred and forty-two, and from thence to the end of the next Session of the General Assembly.

4th.—And be it further enacted, that this Act shall not have any force or effect until her Majesty's pleasure thereon shall have been first duly signified.

An ACT to defray certain Expenses and outstanding claims on the Board of Road Commissioners in St. John's and for other purposes.

[Passed 29th April, 1840.]

WHEREAS it is necessary to defray certain expenses and outstanding claims of the Board of Road Commissioners in the Central District:

Be it therefore enacted by the Governor, Council and Assembly, that it shall and may be lawful for His Excellency the Governor, or person administering the Government for the time being, by Warrant under his hand and seal, to draw from and out of the monies granted for the repairing and making Roads in the District of St. John's, and now remaining in the hands of the Treasurer, uncontracted for, the sum of Seven hundred and Sixteen Pounds, towards discharging the several claims hereinafter mentioned, that is to say—

To defray the salary of the Chairman of the Board of Road Commissioners for the District of St. John's, being for the past year, One hundred and fifty pounds.

Towards indemnifying the Board of Road Commissioners for the District of St. John's, for expenses incurred in repairing Queen Street, Seventy-five pounds.

Towards indemnifying the Board of Road Commissioners for the district of St. John's, for expenses incurred in a Suit at Law with the Contractor for Building the Safety Wall in Duckworth street, Sixty-six pounds—provided that it be made to appear to the satisfaction of the Governor that the Committee are legally liable to pay such amount.

To indemnify the Board of Road Commissioners for the District of St. John's, for expenses incurred in making the Road from Goff's Bridge, Portugal Cove, to Westward Point, Eighty-five pounds.

To indemnify the Board of Road Commissioners for the District of St. John's, for expenses incurred in erecting Job's Bridge, Sixteen pounds—in making the Bay of Bulls Road, Twelve pounds—and in repairing Duckworth street, Seven pounds.

Towards enabling Michael Allen to complete his Contract for the Kings's Bridge Road, Eighty pounds.

Towards enabling William Quigley to complete his Contract for part of the Topsail Road, Sixty-five pounds.

Towards enabling Robert Shaw, John Furlong, Michael Foley, and Patrick Dalton, to complete their Contract for the River Head Road, Sixty pounds.

To Joseph Noad, Esquire, for his services in superintending the works at Quidi Vidi, One hundred pounds.

And Whereas by the Act of 2nd Vict. Cap. 3, entitled "An Act for granting to Her Majesty a supply of Money for making and repairing of Roads, Streets and Bridges in this Colony, and to regulate the expenditure of the same," the sum of Sixty pounds has been granted towards making a Public Wharf and Landing Place at Boden's Cove, in the Town of St. John's, and the said sum remains unappropriated—Be it therefore enacted, that the said sum of Sixty pounds be appropriated towards making a Public Wharf and Landing Place in the Public Cove situate West of the Premises of Messrs. Brocklebank's, denominated Bolan's Cove.

And be it further enacted, that all Monies granted for the making and repairing of Roads, Streets or Bridges or for remuneration of services, or indemnification of Commissioners or other Persons for or on account of Road Services by this or any other Act or Acts of the Legislature, and which shall remain uncontracted for, or unapplied for the period of three years, shall revert to the Treasury, to be reappropriated by the Legislature.

And Whereas it is expedient that there be laid before the Legislature a full report of the state and condition of all the Roads and Bridges of this Island—Be it therefore enacted, that the sum of Two hundred and Twenty-six pounds be placed at the disposal of the Governor to defray the expenses to be incurred in making General Surveys of the Roads and Bridges which have been made under the provisions of the several Acts of the Legislature for such purposes, and for making Reports thereon, detailing their state and condition, and all such information on the subject as may enable the Legislature to form a better judgement of the expediency of continuing or discontinuing the extension or improvement of any such Roads or Bridges.

HOUSE OF COMMONS.

The Sergeant at Arms stated to the House that five of its messengers had been served with notice of action by Mr. Howard, Stockdale's attorney.

The ATTORNEY GENERAL moved that leave be given them to appear and defend the action.

Lord Howick and Mr. O'Connell protested against such a course, as degrading to the House.

On a division the numbers were—for the motion, 142; against it, 51. Majority, 91.

From the Newark Mercury.

STOCKDALE v. HANSARD.—The nephew of Sir William Gossett, the Sergeant-at-Arms, has been to Hertford to serve notices on the sheriff of that county, forbidding him to execute the writ issued in this cause. The notice is similar to those served upon the Sheriff, Under-sheriff, &c., of Middlesex, and it is understood that the Sheriff of Hertfordshire has declined to execute the inquiry until he has had an opportunity of applying to the Court of Queen's Bench for further directions.

From the Era.

It will be fresh in the recollection of our readers, that Ministers were left in a minority on a motion of Mr. HERRIES, for the production of their Financial Accounts. These having now been forcibly drawn from them, we find that the deficiency for the previous year ending 5th of January, 1840, amounts to £1,512,792 3s. 11d., and that if we take annual deficiency of the last three years with the estimated one for that ending on the 5th of January, 1841, the deficiency will amount to £3,610,078 6s. 5d., whereas the surplus revenue over our expenditure for the four years ending in 1830, was £9,700,000!

Great are the present Ministerial dilemmas. Their position is becoming from day to day more uncomfortable; last week we announced their then intention to dissolve immediately after Easter, with a view to retirement from office, backed by a minority sufficiently large to give a somewhat effectual battle to their successors. They then still dreamt of a future—nay, an early return to office—but such glimmerings of a restoration to power are by this time banished from their expectations, never, never, to return.

Rumours have been rife throughout the week of Ministerial change, and such a character of certainty did these at length assume, that on one occasion a highly respectable Evening Journal (the *Standard*), published a second edition to announce their resignation.

Various causes have been assigned for this wavering of Government, whether to stay in or go out—internal disunion on the subject of the Corn Laws has been the cause assigned by some—others, with greater verisimilitude, look for the cause in Sir JAMES GRAHAM's motion of direct censure for their conduct towards China—others, again, assign it to a personal difference between some members of the Government and her Majesty—far other, however, is the real cause.

Alarm—intense alarm, has spread in the Ministerial camp; Government have turned their anxious attention to the proceedings at Glasgow—they are aware of the state of feeling in that city, and are conscious that their reign of iniquity draws fast to a close. They now, therefore, waver between abandonment of their post, in the vain hope of warding off impending enquiry, and a belief that they

may still avert the last consequences called for in the memorial to the QUEEN (which we give in another column), by remaining yet a little while more, Ministers of the Crown. No one reading that memorial (already signed by fifteen thousand persons), but that will feel persuaded of the powerful sensation it must have produced on the parties it inculcates.

A considerable extension of the system of telegraphs, at the port of Hull, is about to take place. A station is to be fixed at Flamborough Head, which will be in readiness for the Spring ships from the Baltic.

The property valued under the New Poor Law Act, in Ireland, amounts to twenty millions.

The Duke of Wellington had an audience of Prince Albert, on Tuesday afternoon week, at Buckingham Palace to present to his Royal Highness the diploma of a doctor in civil law, conferred upon his Royal Highness by the University of Oxford.

EFFECT OF A DUEL.—Lieutenant Colonel Hatchell, who seconded the Count Leon, in his late duel with Prince Louis Napoleon, has, we regret to learn, since been afflicted with an aberration of intellect.

The great naturalist, Blumenbach, recently dead, was in his 88th year.

The accounts from Caffreland were very satisfactory. Civilization was progressing. Wheat has suffered greatly from the rains, but what will be lost on that head will be gained in Indian corn, the crops of which were abundant.

It is understood that the foundation stone for both the new Houses of Parliament will be laid by her Majesty in person, with great pomp, in the course of the approaching summer.

PORTUGAL.

Lisbon, March 30.—As far as the result of the elections throughout the country has hitherto transpired, the Chartists and Government candidates appear to have succeeded almost everywhere beyond all expectation.—*Morning Chronicle of Tuesday.*

HANOVER.

March 26.—The King has again suffered from indisposition within these few days, which has been considered rather serious since. Her Majesty the Queen, it is said, sat up a whole night by his bedside.

UNITED STATES.

TIMES IN NEW YORK.—A new and distressing feature has appeared in our money market. It is a want of confidence among monied men, in the security afforded by Fire Insurance, in consequence of which, money cannot be obtained on Mortgages nor on Merchandize—Business has been nearly suspended, and a general feeling of impending danger from incendiarism pervades all classes.—*Cour. & Eng.*

The prospect before us.—We are credibly informed that one auction house in this city has more than three hundred applications from house-keepers to sell out

their furniture before the 1st May. We have no doubt that more than 1000 families will break up house keeping in this city, before the expiration of four months. —V. Y. Times.

It is stated that twenty-four manufacturing establishments at Paterson, N. J. have entirely suspended their operations, and that the men, women and children who were lately employed in them, are entirely idle, and very many of them literally dependent upon charity, for their scanty allowance of daily food.

It is estimated that upwards of seventy factories have ceased operations in New England, and at least one-fourth of the population of the United States are out of employment.

FIRES IN NEW YORK.—It is stated in the Fire Commissioner's report, that of one hundred and seventy fires which occurred in that city in the one hundred and twenty-two days preceding the first day of January last, Commissioners have no doubt that FIFTY FOUR were occasioned by incendiarism!

HOUSE OF LORDS,

April 6.

TEMPERANCE.

IRELAND.

The Marquis of *Normanby*, on presenting a petition on the subject of *Irish Temperance*, said he was anxious that that which he believed to be a most beneficial moral revolution should not be presumed to partake of a political character.

The Marquis of *Normanby*, in reply to a question from the Duke of *Buckingham*, said that he had made inquiries relative to the temperance processions in Ireland, and that there was nothing of a party nature in them.

The Earl of *Wicklow* expressed great pleasure in the progress of Temperance societies in Ireland, as he expected from them the happiest results to that country.

The Duke of *Wellington* then rose and addressed their lordships in behalf of the cause of Temperance.

TEMPERANCE.

DECREASE OF THE REVENUE

DUBLIN, APRIL 17.

The excise revenue in Ireland has been diminished to a vast amount by the spread of Temperance, especially in the South and West. The periodical returns heretofore made from the local districts to the Excise-office in Dublin yielded upon an average more than twenty thousand pounds each, and those returns are made about every two months. The last returns do not average more than from two hundred pounds to five hundred pounds each. The excise revenue of Ireland has considerably exceeded one million per annum. The amount now received can scarcely reach half a million! Possibly it is much less, as whiskey has been the great source of excise revenue in this country. The temperance system has been rapidly extinguishing this branch of the revenue; and in several counties the sums now paid to the collectors would not defray a fourth part of the salaries of the staff of officers employed in the collection. It is likely that the Chancellor of the Exchequer will find it necessary to allude to this subject, when

making his financial statement after the recess.

Eastern Policy. A letter from an officer of high rank dated *Calcutta*, Feb. 14, says, "I fervently pray that Ministers may select for this part of the world a Plenipotentiary well read in Eastern, especially Chinese, history; possessing great temper and patience, courage and determination, both moral and physical; a just man and a wise, considering his opponent (not his enemy) not with contempt, but with respect. A sound policy may turn this unfortunate misunderstanding to very great advantage; a mistaken policy may lead to consequences the most disastrous."

A Volcano in the Sea. Extract of a letter dated *Malto*, April 6, in the *Semaphore*: "The captain of an English schooner lately arrived reports that, on passing near the spot where, in 1831, an island rose out of the sea, between *Sicily* and *Pantelleria*, he saw a column of smoke issuing from the water. Admiral *Stopford* immediately sent the *Hydra* steamer to make observations. On her return, two days ago, Captain *Robinson* reported that, on sounding, he found between 60 and 80 fathoms of water, which proved that the bottom was even lower than formally. As the volcano, however, is still evidently at work, it will be well for all ships to steer clear of its site."

NAPLES.

We are enabled to state positively that the King of the *French*, at the instance of the King of *Naples*, has made an offer to *England* of his mediation upon the sulphur question; that the mediation of the King of the *French* has been accepted by the *British* government; and that in the actual position of the affair Lord *Palmerston* has thought it his duty to despatch to the commander of the *British* naval force in the *Mediterranean* an order to suspend for the present all hostile proceedings against *Naples*.

POLAND.

According to a letter from the frontiers of *Poland*, the 7th inst., inserted in the *Augsburg Gazette*, the expeditionary corps commanded by General *Perowski* had not suffered so severely as described in letters from Berlin. The writer says, that the rigorous and permanent cold which prevailed in the wilds of *Karakalpak*, and the deep snows which it had to traverse, had greatly impeded the expedition in its march, but that, after all, it had only lost 1600 and 200 camels. The enterprise, so far from having failed, would be resumed with new vigour in May, and General *Perowski* was, by the last accounts waiting on the banks of the *Emba* for the beasts of burden and troops which had long since left *Orenburg* to make up for the losses he had suffered.

Accident to Prince Albert. Yesterday an accident, which might have proved serious, happened to his Royal Highness *Prince Albert*, while journeying toward *Ascot-heath*, the spot selected for the turn-out of the stag for the royal hunt. His Royal Highness, who was mounted on a fine, high-spirit-

ed horse, left the castle about 9 o'clock, and in coming down the Home-park, the animal took fright and ran away. His Royal Highness, notwithstanding he is a good rider, was precipitated from his saddle to the ground, but fortunately was not much hurt, and having mounted another horse, which was speedily brought to him, proceeded on to the "meet." Her Majesty, who was driven in a phaeton by the Prince *Ernes*, had not quitted the castle gates when the occurrence alluded to took place.

H. M. S. Ringdove has succeeded in capturing and bringing into *Kingston* another slaver, with a quantity of negroes on board.

Death of Sir John Phillimore, C. B. This venerable knight died on Saturday last, at an advanced age. He was companion of the Bath, and aid-de-camp to the Queen, and was a Captain in the Royal Navy. He was made captain in 1807, or was one of the senior captains in her Majesty's service.

We are enabled to state positively that *Nourri Effendi* has presented to the conference of London, on the part of the Sultan, a proposal for the settlement of the Turco-Egyptian question, which has excited considerable surprise. This proposal is, that the dominion of the Sultan shall not be limited nor qualified in any degree, except as regards Egypt, and that the pachalik of Egypt shall be held by *Mehemet Ali* for the future, but upon a tenure considerably inferior to that of absolute and transmissible right. This is the only movement that the affairs of the East have recently experienced. That it is not a movement in advance, is sufficiently evident. To the project presented by *Nourri Effendi* no reply has yet been given. —*Morning Post*.

Death of Lord Castlemaine. Lord *Castlemaine*, who has been suffering under protracted illness, caused by internal abscess, died this morning at Anne street *Dublin Paper*.

FRANCE.

The opinion of the Paris press was still that war between Great Britain and Naples was more than probable. A rumour prevailed on Friday that General *Sebastiani* was about to proceed to Naples on a mission connected with the affair. On Thursday morning the president of the council admitted to an interview the members of the society interested in the monopoly of the sulphur trade in Naples, and afterwards proceeded to the *Tulleries*, where a cabinet council was held, under the Presidency of the King.

The Star.

WEDNESDAY, JUNE 3, 1840.

Our last page contains a few extracts from *Gosse's "Canadian Naturalist,"* which we are persuaded will be read with interest by many of our friends.

The Annual Meeting of the

Wesleyan Missionary Society, took place in this Town agreeably to public notice on Tuesday the 26th ult. The Chair was taken at half past 7 o'clock, by *J. MUNN, Esq.*, who in an able and felicitous speech, called the attention of the audience to the object of the meeting. He was succeeded by several other gentlemen, both lay and clerical, who severally excited much interest and sympathy in behalf of that portion of our population who are destitute of spiritual aid. The sum raised amounted, we understand to about five and twenty pounds.

POEMS

WRITTEN IN NEWFOUNDLAND.

BY HENRIETTA PRESCOTT.

A SPRING MORNING IN NEW-FOUNDLAND.

Oh, come! we'll wander in these sunny hours,
Over the grassy fields and rugged hill;
We'll wander far to seek the earliest flowers,
We'll search the leafy banks of each glad rill;
And if some bird should chase the lone wood's sadness
With music, joyous as the wild harp's tone,
We, too, will shout an answer of like gladness;
We'll sing a lay as merry as his own!
Awake! Is this a time to sleep,
When joy is on the Earth, and music in the Deep?

Though there be here no yellow cowslip glowing,
No primrose hidden in the hawthorn shade,
No purple hyacinth its soft breath throwing
Upon the air, along the forest glade!
Yet there are flowers in lovely clusters beaming,
Like fallen stars upon the wide lake's brim,
And silvery bells about the dark marsh gleaming,
While lily-leaves the waters' brightness dim,
Awake! Is this a time to sleep,
When joy is on the Earth, and music in the Deep?

WINTER.

Tho' ice-bergs, shaped like palaces,
Should gleam all cold and bright,
And e'en the broad Atlantic's waves
Be hidden from our sight,—
Though, from the fir-tree's feath'ry boughs
The icicles may drop,
And hang from rugged sea-cliff's brink,
Or from our own house-top,
We'll look around our "ingle-nook;"
and they who gather here,—
Have they not love to gladden them,
though all without be drear?

And let us seek for Beauty still, though death seem all around,
And shrivelled leaf and withered bloom have fallen to the ground;
And let us look upon the snow, as white and pure it lies,
Where the vales are gently sloping,
or the hill's tale summits rise;
Let us mark each branch and twig in the frequent "silver frost,"
And confess that even now, the trace of Beauty is not lost.

THE FOG GUN.

"They drift along before the gale
Whither, they cannot know,
For the fog is hanging like a veil
Around them as they go
Darker and darker grows the day,
Loud and more loud the storm,
The fog so dense each sailor may
Scarce see his neighbour's form—
The brave turn pale to think that night
May yield them to the wild sea's might."

"A sound comes booming o'er the deep."
* * * * *

"Again! again the welcome sound,
Nearer and nearer still!
It cometh from their native ground;—
The steep and well-known hill

Frowns through the evening's darkening glooms
As once again the Fog Gun booms.

They pass at length the guarded fort;
They pass the rocky height;
And now, within the sheltered port,
They're safe from ocean's might,
One cheer, one loud, long grateful cheer
Bursts forth from every lip,
As in their welcome rest they hear
The sound that led their ship,
And brought them o'er the raging sea,
To the calm port "where they would be!"

THE TREES.

We see not now the giant forms
Of trees of our own land;
There flourish in this land of storms
Few of their joyous band,
And these lift up their stunted boughs
Between the iron rocks,
And though unbroken, many a token
They bear of winter's shocks,
These lone yet leafy trees!

They still are green through storm and shower;
They wear their summer smile,
Though chill winds beat and rempests pour;
And we,—shall we the while
Neglect the lesson they may teach,—
A lesson of content?
Shall we not heed them when they preach
By signs so eloquent?—
Not heed the leafy trees?

Yes! we will heed them! we will strive
To smile, whate'er betide;
Like them, when chilling tempests drive,
Their wrath we will abide;
And trustingly we'll look above,
Nor heed the wastes around,
Feeling that He, whose name is Love,
Hath bow'd us to the ground,
To rise like leafy trees!

Ship News.

Port of Harbor Grace.
ENTERED

May 27.—DMary & Dorothy, Peverley, Hamburg, via Carbonear, 650 bags bread, 50 firkins butter, 1 bl. beef, 1 bl. hams & bacon, 30 casks gin, 10 bls. grits, 10 bls. oatmeal, 1 bl. pot barley, 1 hhd. vinegar, 75 bls. & 20 half bls. pork, 250 bls. flour, 69 packages cordage.
Providence, Bonton, Boston, 48 bls. bread, 383 bls. flour, 20 bls. beef, 20 tubs butter, 3 tierces rice, 12 hds. molasses, 5 hds. sugar, 20 boxes chocolate, 16 kegs & 1 box tobacco, 100 boxes raisins, 20 bls. pork, 2 dozen pails, 2 dozen brooms, 30 bls. pitch & tar, 12 boxes soap & candles, 12 suits oil cotton clothes, 12 pair boots, 6 red shirts, 7 bags coffee, 2 bales merchandise, 800 red oak staves.
June 1.—British Queen, Munn, Cadiz, 140 tons salt, 1 ton corkwood, 8 bales leather.

SPANIARD'S BAY.
ENTERED

May 13.—Nile, Ferguson, Liverpool, 160 tons salt, 12 tons coal, 20 bls. pitch & tar, 20 boxes soap, 164 bars iron, &c.

Port of Carbonear.
ENTERED

May 18.—Mary & Dorothy, Peverley, Hamburg, 350 bls. flour, 2497 bags bread, 30 bls & 20 half bls. pork, 80 firkins butter, 10 bls. oatmeal, &c. &c.

CLEARED

May 25.—Experiment, Badcock, Poole, 16,258 gallons seal oil, 5000 seal skins.

Port of St. John's.
ENTERED

May 17.—Jane, Hudson, Liverpool, general cargo.
American brig Washington, True, Philadelphia, flour.
Jane Eliza uth, Munden, Poole, general cargo.
18.—Viatic, Forster, Hamburg, bread, flour pork.
Richard Smith, Moore, Sydney, potatoes, oats.

American schooner Harvest, Small Alexandria, flour.
Nancy, Wilson, Liverpool general cargo.
Lightfoot, Pearse, Liverpool general cargo.
Forster, Cato, Hamburg, pork, butter, bread.
21.—Apollo, Jackson, Liverpool, gen. cargo.
Angler, Axtell, Novascotia, provisions, rum, molasses, shingles.
Ann, Price, Cape Breton, coal.
Courier, La Vache, P. E. Island, potatoes.
Drusilla, Elridge, New York, provisions.
22.—Nancy, Moreton, Viana, salt, oranges, and lemons.
Pearl, Earl, Bridport, general cargo.
Tyral, Farrell, Bridgeport, coals.
23.—Friendship, Hope, Teigamouth, general cargo.
26.—True Friend, Godier, Quebec, provisions & shoos.
Eurus, Hudson, Hamburg, provisions
Catherine, Humphries, Cape Breton, coal.
American Schooner Rosano, Taylor, New York, provisions.
27.—Haberdine, Hore, Teignmouth.
Edgecomb, Stoyles, Barbados, ballast.
Nancy, Flinn, P. E. Island, potatoes, oats, &c.

CLEARED

May 20.—Mercury, Humphries, London, seal oil and skins.
21.—Diana, Greig, London, seal oil, blubber, and seal skins.
American Brig Washington, True, Cape Breton, ballast.
Ranger, Bird, Barbados, fish.
Belle, Bell, Fayal, fish, herring, and salmon.
22.—Jabez, Tuzo, Antigua, dry cod-fish.
American Schooner Mokena, Perry, Cape Breton ballast.

On Sale.

BY THE

SUBSCRIBER,

ex-HOPE from BRISTOL,

Best Bristol Yellow Soap
Men's & Women's Hose
Buckskins
Flannels
Serges
Very superior Blankets
A capital Assortment of
Earthenware
Iron Tined Tea Kettles
Ditto Saucepans
Tin Tea Pots
Tin Pans
Nails, Spades, Shovels
Knives and Forks
Penknives, &c. &c.

GEO. HIPPISELY.

Harbor Grace,
May 27, 1840.

For Portugal Cove

The fine first-class Packet Boat
NATIVE LASS,
James Doyle, Master,

Burthen 23 tons; coppered and copper fastened
The following days of sailing have been determined on:—from CARBONEAR, every MONDAY, WEDNESDAY and FRIDAY morning, precisely at 9 o'clock; and PORTUGAL COVE on the mornings of TUESDAY, THURSDAY and SATURDAY, at 12.
She is completely new, of the largest class, and built of the best materials, and with such improved ments as to combine great speed with unusual comfort for passengers, with sleeping berths, and commanded by a man of character and experienced
The character of the NATIVE LASS for speed and safety is already well established. She is constructed on the safest principle of being divided into separate compartments by water tight bulk-head, and which has given such security and confidence to the public. Her cabins are superior to any in the island.
Select Books and Newspapers will be kept on board for the accommodation of passengers

FARES:—	
First Cabin Passengers	7s. 6d.
Second Ditto	5s. 0d.
Single Letters	0s. 6d.
Double Ditto	1s. 0d.

N. B.—James Doyle will hold himself responsible for any Parcel that may be given in charge to him.

Carbonear.

G. P. Dillan,

HAS JUST RECEIVED,
ex Ann from Bristol, Dash from Liverpool, Active from Dartmouth, and other Vessels,

AND OFFERS FOR SALE

AT HIS USUAL LOW PRICES,

The undermentioned Articles,

Ladies' Cloth Top'd BOOTS
Children's Morocco ditto, and SHOES
Men's, Women's, and Children's Strong and Fine SHOES
Sole LEATHER, HEMP
AWL BLADES, BRISTLES
HOSIERY
FLANNELS, SERGES
Fashionable Printed MUSLINS
MUSLIN DE LAINE
Colored MERINOES
COTTONS
CALICOES
SHIRTINGS
FUSTIANS
UMBRELLAS
RIBBONS and HABERDASHERY of all kinds
COMBS of every sort and description
Sweeping, Scrubbing, White-wash and other BRUSHES
CHOCOLATE
COFFEE
RAISINS, CURRANTS, SPICES
SUGAR, Loaf and Moist
TEAS
SOAP and CANDLES
SNUFF
Negrohead TOBACCO
An assortment of GENUINE DRUGS
SPADES, SHOVELS
Patent SYTHES
GRASS HOOKS
Iron Tined TEA KETTLES
SAUCEPANS
FOUNTAINS
Silvered formed BREAD BASKETS
TEA TRAYS
Brass and Japaned CANDLESTICKS
Brass Drawer and other KNOBS
Italian IRONS
BOX and HEATERS
Cinder SHOVELS
FIRE IRONS
BRASS COCKS
Iron Rimed and Stock LOCKS
COFFIN FURNITURE
Fancy SNUFF BOXES
STEEL PENS

AND A SPLENDID

Assortment

OF

Jewellery

AND

BRITISH PLATE

ARTICLES,

Consisting of

Gold BROACHES, handsomely Set
Gold FINGER RINGS
Gold BREAST PINS
Gold EAR RINGS
Gold EAR DROPS
Gold BRACELETS
Gold WATCH KEYS and SEALS
German Silver Four-pronged FORKS
Ditto ditto Desert Ditto
Ditto ditto Table and Tea SPOONS
Ditto ditto WATCH GUARDS
Ditto ditto PENCIL CASES
Silver Patent Lever and other

WATCHES.

Harbor Grace,
May 27, 1840.



PROCLAMATION.

By His Excellency HENRY PRESCOTT, Esquire, Companion of the Most Honorable Military Order of the Bath, Governor (L.S.)
H. PRESCOTT, and Commander-in-Chief in and over the

Island of Newfoundland and its Dependencies, &c.

WHEREAS on FRIDAY the 15th of this instant MAY, a most atrocious and diabolical outrage was committed by Four Men, at present unknown, on the Person of

MR. HERMAN LOTT,

of St. John's, who was then on his way from Carbonear to Harbor Grace in this Island. And whereas it is no less especially necessary to the ends of Justice than essential to the protection and safety of the lieves of all Her Majesty's subjects, that the perpetrators of this daring outrage should be detected and brought to punishment: I do therefore call upon all Her Majesty's faithful subjects to aid and assist Her Majesty's officers in discovering and apprehending the Persons concerned in perpetrating the aforesaid crime; and for the speedy detection of whom I do hereby offer a Reward of

£300 Sty.

to any Person or Persons (except the Person or Persons who actually committed the said outrage,) who shall give such information as will lead to the apprehension and conviction of the Offenders.—And I do also promise a FREE PARDON to the Person or Persons who (being an accomplice or accomplices, but not the actual perpetrators of the said crime) shall give such information as aforesaid.

Given under my hand and seal at the Government House at St. John's in the said Island, the 24th day of May, in the Third Year of Her Majesty's Majesty, and in the Year of Our Lord, 1840.

By His Excellency's Command,
JAMES CROWDY, Secy.

FOR LIVERPOOL.

(To Sail in a Few Days.)
And to return Direct.

The well-known, fast-sailing, first-class Brig



LOUISA & FREDERICK,

J. Stevenson, Commander,

Has sufficient room for SIX CABIN PASSENGERS,

And excellent Steerage accommodations
Apply to the Master on Board, at the Wharf of Messrs. RIDLEY, HARRISON & Co.

Harbor Grace,
May 27, 1840.

New Goods.

JUST RECEIVED,
EX-ANN, FROM BRISTOL,

An Extensive Assortment of

MANUFACTURED

DRY GOODS,

50 Tons SALT
10 Tons Best COALS.

And, ex-VETO, from New York,

160 Barrels Flour
45 Barrels American New Pork
5 Barrels Prime New Beef
Spirits Turpentine
Bright Varnish, Tar, &c.

Offering at Low Rates for Cash.

BY

THORNE, HOOPER & CO.

Harbor Grace,
April 29, 1840.

Literature.

Extracts from Gosse's "Canadian Naturalist."

With respect to Canada as a place of Emigration he speaks as follows:—"My opinion is, that much exaggeration, and very highly colored, if not absolutely false, statements have been made in many of the pamphlets, and in some works of higher pretensions, holding out expectations to the settler, which, in a majority of cases, he no more realizes than the loon who chased the rainbow, in the hope of obtaining the golden cup. Travellers generally come here in summer, when the country is clothed with beauty; they see the crops growing, they have no anxieties, no labors, and are usually inclined to be pleased with all they meet with; they pass a few months in going through the pleasantest part of the country, and then think themselves qualified to give a description of Canada, setting forth in glowing colors all the pleasures, and never noticing the disagreeables probably because they know nothing about them. A very remarkable instance of this infatuation has come under my own personal knowledge. A person whom I had known, thought of emigrating to Canada; but previously, he determined on coming to see it. Accordingly he arrived here in July, was of course kindly received by his friends, who, as was natural, laid aside all gloom and care, and even the ordinary labors of the farm, to entertain him, and endeavored to make him welcome to the best they had. He was charmed, enraptured, with all he saw; purchased a farm at once; built all sorts of castles in the air, in projecting alterations and improvements; remained a few weeks; and then returned to bring his family to his estate in the following spring. On his return, he published an account of his journey in the most flaming and hyperbolic terms, quite laughable to those acquainted with the country by experience. Supposing that because his friends sacrificed a portion of their time to his amusement, they had therefore nothing to do; he seemed to consider a farmer's life in Canada as one of ease and pleasure, of abundance and luxury. He returned the next summer to his paradise, found that there was some labor and toil and privation, which he had not anticipated; did nothing to his farm, spent his means, and the next spring gave up his purchase at a considerable loss, and went back poor and miserable. I fear this is too common a case."

Speaking of the favorable accounts which have been published by RESIDENTS, Mr. Gosse continues:—"They are generally from gentlemen who have capital; or at least means enough to make them comfortable, without personal labor, in any country. These, suffering none of the inconveniences and privations which assail ordinary settlers, usually write as they feel; and these accounts are mostly given while the novelty of a forest life, and the excitements of a new country, are fresh; before they have begun to feel the want of that society to which they have been accustomed, and of those luxuries and refinements which an old state of things can give. Perhaps it is not uncharitable to suppose that some of the praises bestowed may arise from the principle developed in the fable of the fox, who had lost his tail; the friends they have left are anxious about their welfare, and they feel reluctant to let those kind friends suppose they are disappointed, and endeavour to persuade themselves they are not. I have known something of this feeling myself. I have resided here some time, and have engaged personally in the labours of agriculture, and have made many inquiries; and I do not know an instance, with one single exception, of an English emigrant, who is not dissatisfied with his exchange. The exception is one of a gentleman who has money at his disposal, and who has been here but a short time, who, I have heard, takes off his hat, and blesses God that ever He brought him to such a garden of Eden as this. A subsistence can be procured here; but it is by incessant labor: the land in general infertile, and the season of preparing the ground for the summer's crops so exceedingly short, that a man can do but little with his unassisted exertions." After detailing the various difficulties with which the Canadian farmer has to contend, and enumerating on the other hand, the inducements to settle in that country, the author proceeds:—"Whether these outbalance the disadvantages, I can hardly tell. If a farmer in England finds that with all economy he grows poorer, and thinks he could put up with these evils and another which I leave not mentioned, the evil of exile from country and home, he might better his condition by coming hither, if he has the means of setting himself a-going when he arrives. But in common justice, in common humanity, he ought to have both sides of the question fairly laid before him, that he may know beforehand the difficulties he will have to encounter, and not have to repent of his choice when repentance is too late. I do not speak against emigration in general; but I think that emigrant makes a very unfortunate choice who fixes on the eastern townships of Lower Canada as his place of residence."

The mysterious Saw-whetter is thus spoken of by Mr. Gosse. "I will give you all the information I can about it; and that is very little. In spring that is, the months of April, May and the former part of June, we frequently hear, after nightfall, the sound you have just heard; from its regularity it is usually thought to resemble the whetting of a saw, and hence the bird from which it proceeds is called the Saw-whetter. I say "the bird," because, though I could never find any one who had seen it, I have little doubt that it is a bird. I have asked Mr. Titian Peale, the venerable Professor Nuttall, and other ornithologists of Philadelphia, about it, but can obtain no information on the subject of the author of the sound: it seem to be—

"Vox et præterea nihil."

Carver, in his amusing travels, mentions it as being heard near Lake Superior, naming it, if I collect rightly, the whet-saw. It may possibly be known, but I find nothing of it in Wilson or Bonaparte. Professor Nuttall was acquainted with the note, but told me plainly the bird was unknown. I conjecture it may be some of the herons or bitterns or possibly, from a passage in Bonaparte's Ornithology, the Evening Grosbeak

(Fringilla Vespertina) * * *

"I was once coming from Sherbrooke near midnight, when every think was profoundly still, and not a sound broke the deep silence, except the measured tramp of my horse's feet on the frozen road; on a sudden, from a thick forest, about half a mile distant, came the metallic tinkle of the saw-whetter. The unexpectedness of the sound struck me forcibly, and cold as it was, I stopped my horse for some time to listen to it. In the larkness and silence of midnight, the regularly recurring sound, proceeding too from so gloomy a spot, had an effect on my mind, solemn and almost unearthly, yet not unmixed with pleasure. Perhaps the mystery hanging about the origin of the sound tended to increase the effect."

CONFIDENCE.

Confidences are more frequently reposed in persons through a want of discretion than from excess of friendship, and are oftener betrayed through incontinency of speech than from motives of treachery. Lady Blessington.

POETRY

FIRST GRIEF.

BY JAMES HEDDERWICK.

They tell me, first and early love
Oulives all earthly dreams;
But the memory of a first great grief
To me more lasting seems;
The grief that marks our dawning youth
To memory ever clings,
And o'er the path of future years,
A lengthen'd shadow flings.

Oh, oft my mind recalls the hour,
When to my father's home
Death came—an uninvited guest—
From his dwelling in the tomb!
I had not seen his face before—
I shudder'd at the sight;
And I shudder still to think upon
The anguish of that night!

A youthful brow and ruddy cheek
Became all cold and wan—
An eye grew dim in which the light
Of radiant fancy shone.
Cold was the cheek, and cold the brow—
The eye was fix'd and dim;
And one there mourn'd a brother dead,
Who would have died for him!

I know not if 'twas summer then,
I know not if 't was spring,
But if the birds sang on the trees,
I did not hear them sing;
If flowers came forth to deck the earth,
Their bloom I did not see—
I looked upon one wither'd flower,
And none else bloomed for me!

A sad and silent time it was
Within that house of woe,
All eyes were dull and overcast,
And every voice was low!
And from each cheek at intervals
The blood appear'd to start,
As if recall'd in sudden haste,
To aid the sinking heart!

Softly we trode, as if afraid
To mar the sleeper's sleep,
And stole last looks of his pale face,
For memory to keep.
With him the agony was o'er,
And now the pain was ours,
As thoughts of his sweet childhood rose
Like odour from dead flowers!

And when at last he was borne afar
From the world's weary strife,
How oft in thought did we again
Live o'er his little life!
His every look—his every word—
His very voice's tone—
Came back to us like things whose worth
Is only prized when gone!

The grief has pass'd with years away,
And joy has been my lot;
But the one is off remember'd,
And the other soon forgot.
The gayest hours trip lightest by,
And leave the faintest trace;
But the deep, deep track that sorrow
wears,
No time can e'er efface!

Notice

CONCEPTION BAY PACKETS

St John's and Harbor Grace Packets

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 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 or Postages or Passages, nor will the Proprietors be responsible for any Specie to other monies sent by this conveyance

ANDREW DRYSDALE,
Agent, HARBOUR GRACE
PERCHARD & BOAG,
Agents, St. JOHN'S
Harbour Grace, May 4, 1839

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.

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 9 o'clock in order that the Boat may sail from the cove at 12 o'clock on each of those days.

TERMS.

Ladies & Gentlemen 7s. 6d.
Other Persons, from 5s. to 3s. 6d.
Single Letters.
Double do

And PACKAGES in proportion
N.B.—JAMES DOYLE will hold himself accountable for all LETTERS and PACKAGES given him.
Carbonear, June, 1836.

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'S BOAT; having two cabins, (part of the after-cabin 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 the trusts give every satisfaction. He now begs to solicit the patronage of this respectable community; and he assures them it will 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 7s. 6d
Fore ditto, ditto, 5s.
Letters, Single 6d
Double, Do. 1s.
Parcels in proportion to their size of weight.

The owner will not be accountable for any Specie.

N.B.—Letters for St. John's, &c., &c. received at his House in Carbonear, and in St John's for Carbonear, &c. at Mr Patrick Kilty's (Newfoundland Tavern) and at Mr John Cruet's.
Carbonear, June 4, 1838.

TO BE LET

On Building Lease, for a Term of Years.

A PIECE of GROUND, situated on the North side of the Street, bounded of EAST by the House of the late captain STABB, and on the east by the Subscriber's.

MARY TAYLOR,
Widow.

Carbonear.

Blanks

Of Various kinds For Sale at the Office of this Paper.