



Conception Bay, Newfoundland:—Printed and Published by JOHN T. BURTON, at his Office, CARBONEAR.

RULES OF THE MUTUAL INSURANCE SOCIETY

OF CONCEPTION BAY.

Adopted at a Meeting of the Ship
owners, held at Mr. William
Branscombe's, Carbonear,
on the 12th Feb., 1836.

RULE 1st.—This Scheme of Insurance
shall be Mutual.

II.—It shall consist of Owners or legal
Representatives of such decked Vessels,
as may be approved by the Surveyors here-
after appointed.

III.—It shall insure all Vessels, be-
longing to Conception Bay, together
with the three following Vessels belong-
ing to St. John's:—viz. the United
Brothers, Daniel O'Connell, and Belle
Isle; fitted out for the sealing and Coast-
ing Voyages, from 12 o'clock at night
on the 4th day of March, until 12 o'clock
at night, on the last day of May. But any
Vessel sailing on a sealing voyage after
the 10th day of May will be at the risk
of the Owner or Owners after 12 o'clock
at night on the last day of May. Pay-
ment of all losses to be made by the end
of June, and such payments are to be
made in Cash, (Spanish Dollars at five
shillings each.)

IV.—It shall remunerate the Owner for
a total loss occasioned by the Winds,
Seas, Rocks, Shoals, Ice, Lightning, Fire,
(in Port and at Sea), Enemies, Pirates,
Thieves, or by any other means whatso-
ever, provided the Master and Mariners
shall not be able to prevent it. It shall
not make good any loss arising from Bor-
ratory of the Master or Mariners; neither
shall it pay for any losses occasioned by
smuggling, or any kind of illicit Trade.

V.—It shall also pay the Owner for
such partial average losses, as shall with
the incidental charges amount to 15 per
cent, on the sum insured if the Vessel be
stranded at the time of sustaining such
partial loss but not otherwise, except that
the Committee shall be invested with a
discretionary power to allow average
losses in certain cases where they may
consider it in justice due to the claimant,
and they shall also have a discretionary
power to reward the crew of any Vessel
with a certain proportion of any wreck
saved by such crew, as may appear to
them (the Committee) just and reasonable.
The parties claiming, are not to be present
at the meeting of the Committee, during
the discussion respecting their claim; and
in all claims on this Society, a regular
protest shall be noted and extended, so
that it may be produced to the Commit-
tee previous to their decision.

VI.—It shall insure Vessels while en-
gaged in occupations within the limits of
this Government and its Dependencies
(including the Coast of Labrador), or
when laid up in Harbor; but they shall
be insured at all times, during the be-
fore-mentioned terms, as well in Port as
at Sea.

VII.—All Vessels must be surveyed
before they proceed on the Sealing Voy-
age, as well as all that may experience
damage and consequent repairs; but there
shall be no charge for any survey but
the first.

VIII.—The following Surveyors are
nominated, viz.:—For Carbonear, Mess.
Wm. Taylor, sen. Felix M'Carthy, sen.
and John Nichol, sen.; For Bay Roberts,
Port-de-Grave and Spaniard's Bay, Sa-
muel Mercer, Patrick Delaney, Wm. An-
drews, Ship Cove, John Richards, Bare-

Need, Robert Goose, sen.; For Brigus,
Wm. Percy, sen. Wm. Antle, Wm.
Munden; For St. John's, Daniel Dwyer,
Thomas Burke. Which Surveyors are
to value (if approved) such Vessels as
they may be directed to survey by a no-
tice from the Secretary.

IX.—Two of the foregoing Surveyors
shall be requisite to inspect each Vessel;
and no one of them shall be a party in the
surveying or appraisement of his own, or
of any in which he shall have share or
interest. It shall be their duty to see
that the Vessels are well found in an-
chors, cables, sails, and every other re-
quisite for the voyage, and particularly
to ascertain that the hull is tight, stanch,
strong, and in all respects fit to encoun-
ter the difficulties it may be liable too in
the proposed voyage. It shall also be
incumbent on them to see that a proper
place is provided for the gunpowder in
each, and that it is actually stowed away
in such place previous to the Vessels sail-
ing for the Seal Fishery. It shall also
be their duty to judge of the qualificat-
ions, and to approve or disapprove (as
may be,) any master that may be propos-
ed, who has not been a master of a Ves-
sel in the scheme before. The Survey-
ors are not to examine any Vessel before
they receive from the Secretary a written
notice that the Owners have signed the
Rules of the Society, as well as the Pow-
er-of-Attorney to the Secretary.

X.—The Surveyors shall give the Se-
cretary the certificate, stating their appro-
val of the Vessel, and the value at which
they have rated her, in which the master's
name shall be inserted as a proof that
they are satisfied with him; which certi-
ficate after being recorded by the Secre-
tary shall be handed to the Owner or
Broker, as a security for the Insurance of
the Vessel; but should the Owner or
Agent wish the Vessel to be entered for
a less sum than is expressed in such cer-
tificate, he shall exchange it with the Se-
cretary for another, containing the actual
amount at which she is enrolled, which
last shall then form the ground-work of
the policy; and a note shall be made in
the records of this Society to shew that
he is content to risk the difference on his
own account, but in case the Owner
should take any part of the risk on his
own account, then he is to receive his
proportion of any wreck that may be
saved.

XI.—The Surveyors are to observe
that a spare Rudder with two pintles fit-
ted, is carried in every Vessel that goes
on a Sealing Voyage, and only one Boat
is to be valued with the Vessel.

XII.—Every Insurer shall Underwrite
on each Vessel the Surveyors may admit,
agreeably to the Rules; according to the
value of his Vessel, relative to the whole
amount of the property in the Scheme,
and to the Vessel so to be Insured.

XIII.—Messrs. John Elson, George
Forward, and William Bemister, are elect-
ed joint Treasurers to this Society, who
agree to make no charge for any trouble
the office may give them. They are to be
accountable for what Monies they may
from time to time receive belonging to
the members of this Society.

XIV.—Mr. LORENZO MOORE is appoint-
ed Secretary; he is to provide policies,
and all the stationery; give to each insur-
er a copy of these Rules; attend the meet-
ing of the Committee; settle and collect
the amount of losses.

XV.—The Secretary shall fill up and
deliver a policy to every person sustain-
ing a loss within these Rules, in ten days
after having been called on for the same,

signed by him, in behalf of each insurer,
consonant to a Power-of-Attorney, to be
given him for that purpose; in default of
which, he shall forfeit a fourth part of
his Fees for the season.

XVI.—The undermentioned twenty-two
persons are nominated to represent every
individual member of the Society, in a
Committee, viz.—Messrs. Felix M'Car-
thy, sen. Francis Pike, Richard Brans-
field, sen. Richard Bransfield, junr. Ed-
ward Dwyer, Thomas Oats, Edward Pike,
John Nichol, jun. Nicholas Nichol,
William Brown, Edward Guiney, Charles
M'Carthy, jun. Daniel Lacey, John
Bransfield, jun. John Keilly, James For-
ward, Charles Hamilton, William Becket,
Edward Hanrahan, Nicholas Ash, Fran-
cis Taylor, George Penny; by whose
judgment, or a majority of any eleven of
them, when regularly convened, and
when given in writing, to the Treasurers,
we engage ourselves to abide, each per-
son for himself, his heirs, and assigns, as
regards the particular share of any indi-
vidual insurer. It is, nevertheless, to be
understood, that although such power is
vested in the Committee, they are to gov-
ern themselves by these Rules.

XVII.—No member of the Committee
shall be competent to vote at a meeting to
consider of a loss, in which he may be
interested, either as Owner or Represen-
tative of the Owner.

XVIII.—If any underwriter shall re-
fuse to pay his proportion of any loss, so
allowed by the Committee, to the Secre-
tary, on demand, after it has become due,
the Secretary shall sue for the same at
law, in behalf of the sufferer.

XIX.—In the event of a total or aver-
age loss, the master shall note a protes-
t, call in two or three special Surveyors,
if need be, and if wreck be saved, employ
an Auctioneer to sell it by public Vendue
for the benefit of the Underwriters; or,
if it should appear to be for their inter-
est, he shall freight it to Carbonear or
St. John's; preferring Carbonear, where
it shall in like manner, be disposed of,
if in Carbonear, by order of the Treasur-
ers, and at some time previous to the
close of the season. The net proceeds,
Auctioneer's account of charges, &c. shall
be given to the Treasurers within a month
at latest. The net proceeds of such sale
be divided amongst all the members of
the Society, according to the value of
their property in the scheme. The ex-
pense of Surveying, Noting, and extend-
ing protest, shall be borne by the Own-
ers of the Vessels requiring such Docu-
ments.

XX.—Should a Vessel deserted by her
crew in consequence of being in danger
of perishing amongst Ice, or Rocks, &c.,
be afterwards recovered, and found to
have sustained damage to the value of
Forty per cent, on the original certificate,
on a just Appraisalment, the Owner may
abandon to the Scheme; but if he do thus
abandon, it must be declared within
three days after arrival, and after it comes
to his knowledge. No Vessel shall be
allowed to be abandoned but by regular
survey, and unless it be proved that it
will require at least forty per cent, on the
sum insured on such Vessel to complete
the repairs.

XXI.—No Vessel shall be sold or
transferred from the persons in whose
name she is entered in the scheme, with-
out security being given for the payment
of all demands the society may have on
any such Vessel.

XXII.—Two Shillings shall be paid
for each Vessel to Mr. WILLIAM BRAN-
SCOMBE for the use of his room to hold

the meeting in.
XXIII.—The Treasurers and Commit-
tee shall have access to the Record Book,
and other documents in the hands of the
Secretary, whenever they desire it.

XXIV.—In case a Vessel be lost, and
any of the wreck or materials saved, the
Master shall furnish the Secretary with
an inventory thereof, immediately on his
arrival at home.

XXV.—The owners of all Vessels to
be insured, shall sign the Rules, and the
Power-of-Attorney to the Secretary, on
or before the fifth day of March; and
give to the Secretary at the time of sign-
ing, the names of the Vessels to be en-
tered in the scheme; thereby binding
themselves to the scheme, that such
Vessels shall be entered and liable to pay
for the loss of any Vessel on the Seal
Fishery.

XXVI.—There shall be a fine of Five
Shillings upon each member of the Com-
mittee who without offering a reasonable
excuse shall omit to attend at the proper
time appointed to settle matters.

XXVII.—This Scheme shall not in-
sure for more than ONE THOUSAND
POUNDS Currency, on any one Ves-
sel.

XXVIII.—Every Vessel insured in
this scheme must carry a Flag of three
yards long and two yards deep, a white
ground and the letter C in the centre.

XXIX.—The Secretary shall be paid
Thirteen Shillings by each Vessel for his
Fee, and the Surveyors Three Shillings
each, for every Vessel they survey.

LORENZO MOORE,
SECRETARY.

LOCUSTS.—The Egyptian locusts abound
in the vicinity of New Orleans; and are
commonly termed 'black jacks.' Their
size varies from two to three inches; al-
though the females are seldom under
three inches.

Charleston Rail Road.—During the
month of October, 3013 passengers were
conveyed upon this road, and 6,847 bales
of cotton, were received by it in Char-
leston. The receipts of the Company for
the same time, amounted to 36,462 dol-
lars 26 cents, independent of the mail.—
American paper.

The Journal of Commerce states that
it is not true that a draft has been offer-
ed and protested for any portion of the
25,000,000 of francs, due from France—
nor has the French Government as yet
intimated its satisfaction, or its dissatis-
faction on, with 'explanations' tendered
by the President.

THE NEWHAMPSHIRE BORDERS.—We
are happy to learn from the Concord
Statesman, that the statement contained
in a letter from Columbia, which was
first published in the Newburyport He-
rald, of the killing of several persons, in
a contest between a Sheriff's posse, and
a number of the inhabitants of the dis-
puted territory, is untrue. There has
been no lives lost in the quarrel, and
only two persons hurt.

The Bangor Republican states, that the
Railroad between that place and Old
Town, is now in a rapid state of progress.
The distance is about twenty miles.—
About one thousand men are employed
in this undertaking.

The insignia of a Knight Grand Cross
of the Guelphic Order has been conferred
on Major-General Sir James Cockburn,
Inspector-General of the Royal Marines.

THE POLITICAL POSITION AND FEELINGS OF THE CANADIANS.

In our last remarks under this head, after showing how dissonant the state of society, political and general, was in the United States and Lower Canada, we stated that there were other considerations that would weigh with the people of Canada, before they threw off the mild yoke of Great Britain. To those points we now address ourselves. We need not dwell upon the peculiar amalgamation of religious toleration, which has lately been instanced, and still prevails in the Federal Union; those at all acquainted with the state of society there know very well that the religion of the French Canadians is an object of distrust to the people of the United States; and as a proof of this, it is worth while to glance at the proceedings which have lately taken place in the neighbouring State of Massachusetts, upon a petition which was brought before the Representatives of that State by the Ursuline nuns at Charlestown, praying for an indemnity for the destruction of their Convent. This petition was referred to a Committee of the Representatives, and the majority of the Committee recommended that a grant of money should be made to the nuns to indemnify them for their loss; the minority of the Committee recommended that no grant should be made: and it is worth while to make some extracts from the concluding part of the Report, of the minority, that we may be enabled to form some idea of the reasons they had for declining the grant. The Report was submitted to the House on the 10th of March, 1832, and part of it is as follows:—

"It is indifferent to us, that Popery sends its votaries in among us—men who are biased by the policy of a foreigner, who is a despot in religion and political and general rule, and mingles both in one system of tyrannical Government, plants his institutions, religious and literary in our soil, and moves by his invisible, yet certain influence, a vast number of persons and interests? Our own principles, our own laws, our institutions for the promotion of knowledge, virtue, justice, and religion, are essentially Protestant. Popery, uncurbed, unlimited, armed with strength, invited to exert and diffuse itself, is inevitably adverse, and must go against that prosperous state of things to which we hope to render our policy and our measures subservient.

"It is not to enjoy the rights and perform the duties of freemen that Catholics pour themselves, like a deluge, into our community; but to reap the harvest that others have sown, and to riot on the fat of the land. Because the Catholic religion in a Protestant State is *imperium in imperio*, an empire within an empire, and on the most favourable supposition, portends the fate of a kingdom divided against itself; it is recommended to this House not to make a grant from the Treasury to Benedict Fenwick and others, on account of the destruction of the Ursuline Convent on Mount Benedict.

(Signed)
"JOSEPH FIELD,
"NOAH COOLEY."

It is only necessary to add that the House of Representatives adopted the opinion of the minority in preference to that of the majority of their Committee, and negatived the motion for a grant to the nuns by 413 votes to 67. These proceedings need no comment, they exhibit too plainly the distrust and hostility to the Catholic religion, which exists in the State of Massachusetts, and which it is to be observed, is not confined to that State alone, but notoriously pervades the greater part of the Union, particularly the Northern States, which are contiguous to the Canadas. How can it be for a moment believed that the people of Lower Canada, the great majority of whom are Catholics, and proverbially much attached to their religion, would seek the protection of the United States? On the contrary, examples of this kind, naturally contribute to make them feel grateful for the protection Great Britain affords them in the exercise of their religion.

UNITED STATES.

Two Murders.—The following notice is from the Memphis Gazette:—On the 19th inst. George Robeson, Esq., formerly of Tipton county, Tennessee, was shot on the St Francis road, thirty miles from this place, by a fellow whose name was William C. Johnson. The circumstances are briefly these: Robeson resided in Jackson County, Arkansas, had come to this place for the purpose of making some purchases; he fell in company with Johnson, who said he was going to pass through the Territory, and would be glad of his company; Robeson had a waggon in company in care of a white man and a negro; Robeson and Johnson travelled in front of the waggon some miles or two; Johnson perceiving a good opportunity, whilst Robeson was a little in front, drew a pistol and shot Robeson in the back part of the head, with two bullets and three buck shot; Robeson fell dead; Johnson took Robeson's saddle and blanket, and one hundred and twenty dollars; concealed the body of Robeson on the road side; the horse of Robeson ran back to the waggon; Johnson was pursued forthwith, overtaken one hundred miles from the place and brought back—positively denying everything until he was carried to the fatal spot, when he confessed the whole facts, told where he put the body of Robeson, his saddle, big coat, hat, pocket book, and how much money he got. The citizens being much enraged at the atrocity of the act, about sixty of them held a council and determined to hang him. This was told him—He said it was right, he ought to die.—They then drew down a saplin, tied a rope's end to the top of it, and hung him till he was dead! dead!! dead!!! Johnson said that his age was 21 years, that his father lived in the State of Illinois, and that himself and his brother had sold goods in that State till recently. This lawless spirit of executing summary justice regardless of the forms of law, seems to be extending to every class of crime.—Johnson was as clearly murdered as was Robeson, and the evil example of the murder much more mischievous.

A NEW PROJECT.—A Dr F. Eucklew, of New Brunswick, N. J. in a communication to the Mayor of New York, expresses himself as follows on a new project:—"It is a railway through each of your streets, constructed on handsome turned pillars of marble, stone or wood, of sufficient height to admit all ordinary passing under it. It is unnecessary for me to set forth all its advantages and conveniences, or anticipate and refute objections. Attached to it may be hand some sidewalks and lateral passages to the public and other houses at their second stories. Merchants will be able to reach their residence, at the upper part of the Island in a few minutes, from their stores at the southern extremity, thereby avoiding for a length of time, the necessity of their going out of the city for a residence. It would be free from dust and the noise of the pavement, and may be so constructed and conducted as to be free from annoyances or danger. Anthracite coal may be used in the production of steam, which produces neither smoke or sparks of fire.

An arrant imposter transplanted to New South Wales as a convict, has been playing curious pranks in that settlement having represented himself as Lord Lascelles, eldest son of the Earl of Harwood, and drawn upon his noble father in England for £50,000 arrears of his pretended annuity of £7,000. He effectually gulled many of the natives in this new character. His real name is James Dow, alias Luttrell, having been transported from Dumfries for swindling.

A Saxon Geologist has discovered an enormous seam of coal in Eubœa, and estimates its possible extent to amount to 35 million cwt. The importance of this sable treasure is so much the greater to Greece, as the Mediterranean has hitherto been supplied with coals exclusively from Great Britain, and the Greeks already see in vision, the transfer of the coal trade from the pits of Lambton to the isles of Greece.

Mr Balwell, in his system of Geology, states that in South Wales, adjoining the British Channel, an almost exhaustless supply of coal and iron stone is yet entirely unwrought. It has been stated that this coal field extends over about 1,200 square miles, and that there are 23 beds of workable coal, the total average

thickness of which is 65 feet, and the quantity contained in each acre is 100,000 tons or 64 millions of tons per square mile.

A DIAMOND FOUND IN NORTH CAROLINA.—That a diamond has been found in North Carolina in a mineral association, similar to that of the Diamond Mines in Brazil, is a fact which the scientific world will hear with much interest. And without regarding it as a circumstance likely to give rise to new investments, (which we think it will not occasion) the announcement will we conceive, not be a matter of indifference to any.

CURIOUS WAGER.—FAT AND LEAN.—Whilst I was on a visit to Lord Barrymore, in August, 1799, who then resided in the Steme at Brighton, the conversation after dinner was about pedestrianism. Bullock (at the time well known on the turf) a heavy and corpulent man was of the party, and offered to start against his Lordship on foot for 100 hundred yards, provided he would give him 35; at the same time he (Bullock) was to choose the ground. The bet was instantly accepted, and the following day was fixed for this grand exploit. The prince (Regent) (Lord Barrymore kept the place on the qui vive) was present with a numerous assemblage—many bets on both sides depending—the odds against Bullock, who did not hesitate to take them; when to the surprise of Lord Barrymore, who did not weigh 10 stone (the other 10) and considered himself sure of winning his wager, Bullock had fixed on one of those narrow alleys (with only room for one person to walk, and a high wall on each side) well known at Brighton as the east of the town; and, as the previous wager was specified and witnessed on paper, no objection could possibly be made. At starting each party took his place, Bullock 35 yards in advance, and though Lord Barrymore soon got close to him, his arms extended, and being the most powerful, kept the other behind, and laughing at his case took his time to win, to the annoyance of the many who lost their money.

UNIVERSITY OF DISCONTENT.—A gentleman had a heard put up on his land, on which was written, I will give this field to any one who is really contented; and when an applicant came, he said, Are you contented; the general reply was, I am. Then, rejoined the gentleman, what do you want with my field?

AFFAIR OF HONOR.—Many years ago a dispute took place in one of our towns of Pennsylvania between a Dutchman and a Kentuckian, who terminated in a challenge. The conditions were that the parties should be placed back to back, and after marching five paces each, turn and fire, when they pleased. The Kentuckian turned as soon as he had reached his five paces, but the Dutchman continued walking on. Hullo!—mister, cried the Kentuckian, where are you going? To Villadelphia, answered the Dutchman, to sell mine hogs. It is said that his march is onward to this day.

THE STAR.

WEDNESDAY, FEBRUARY 17, 1833.

(From the Royal Gazette, Feb. 9.)

BY AUTHORITY.

HIS EXCELLENCY THE GOVERNOR has been pleased, by the advice of His Majesty's Council, to establish BOARDS OF HEALTH at the following Places in this Colony, and to appoint the undermentioned Gentlemen to form and compose the same at the said places respectively; Viz.

At HARBOR GRACE—

- Thomas Danson, Esq.
- Peter Brown, Esq.
- John Stark, Esq.
- Thomas Ridley, Esq.
- Rev. John Burt
- Charles Dalton
- John Haigh
- William Punton, Esq.
- Nicholas Stabb, Esq., and
- John C. Nuttall, Esq.

At CARBONEAR—

- John Buckingham, Esq.
- James Power, Esq.

- John Elson, Esq.
 - Thomas Chancey, Esq.
 - Rev. John Burt
 - George Ellidge
 - J. McKenna, and
 - Stephen O. Pack, Esq.
- At BRIGUS, PORT-DE-GRAVE, and BAY ROBERTS—
- Charles Cozens, Esq.
 - Robert J. Pincet, Esq.
 - John Jacob, Esq.
 - Robert Prowse, Esq.
 - Rev. Charles Blackman
 - John Pickavant
 - P. Ward
 - Wm. Murray
 - Denis Mackin, and
 - Robert Brown, Esq., Jr.
- By His Excellency's Command,
JOSEPH TEMPLEMAN,
Actg. Secy.

Secretary's Office,
4th Feb. 1833.

BY AUTHORITY.

HIS EXCELLENCY THE GOVERNOR has been pleased to appoint Mr. Simon LEVY to be Inspector of PICKERS Fish at the Port of CARBONEAR. Secretary's Office, 5th Feb. 1833.

ARRIVALS FROM NEWFOUNDLAND.

- (From Lloyd's List.)
- Nov. 10.—Victoria, Waterford.
 - 20.—Susan, at Cork, from Labrador.
 - 21.—Miriam, Teignmouth.
 - Adelaide, Dartmouth, Labrador
 - 22.—Five Sisters, Bristol.
 - 18.—Otter, Poole.
 - 15.—Hope, ditto.
 - 24.—Theresa, Torquay, with damage.
 - 28.—Shaver, Liverpool.
 - 29.—Irish Lass, Waterford.
 - 30.—Sarah Maria, ditto.
 - Dec. 2.—Friendship, Teignmouth.
 - 2.—John & Charles, Poole.
 - 4.—Rover, Teignmouth.
 - 6.—Jane & Susan, ditto.
 - David, Poole.
 - 7.—Selina, Dartmouth, having borne up, the Master being washed overboard—loss of bulwarks, sails, and much damaged.
 - 9.—Lovely Sally, Biddford, Bristol, Dec. 10.—Cove, for Newfoundland, had put back with much damage.
 - Falmouth, Dec. 11.—Two Brothers, Newfoundland, with loss of bulwarks; threw part cargo overboard.
 - Dec. 12.—Velocity at Liverpool.
 - 11.—Lavinia, Greenock.
 - 13.—Speculator, Cork.
 - 14.—Sophia, Greenock.
 - Nov. 23.—Julia, Gibraltar.
 - 30.—Eliza Ann, ditto.
 - 23.—George 4th, Tarragona.
 - Plymouth, Dec. 8.—The Janice, Huddings, from Copenhagen, for Newfoundland, has put in here leaky—less foremast, bowsprit, and mast discharged.—Was within 30 miles Newfoundland when she bore up.
 - Dec. 10.—Royalist, Veal, Dartmouth.
 - The Clydesdale, is at Lisbon repairing, having been dismasted on the Banks.—She bore up for Lisbon.
- AT OPORTO:
- Providentia from Ferryland.
 - Carbonear . . . Carbonear.
 - Nelson Packet, Mortier.
 - Funchal, St. John's.
 - Liberty, Carbonear.
 - Exile, Placentia.
 - The Albion, 38 days from St. John's, called off here on the 30th December, and was ordered on to Viana.

Married

On the 2th instant, by the Rev. George Ellidge, Wesleyan Missionary, Captain William D. Major, of the Brig Mary Ann & Martha, to Miss Ann, only daughter of Mr. Samuel Rumson, all of this town.

Died

On the 9th instant, Mrs. JANE PIER, aged 72 years and 6 months, much regretted by all who had the pleasure of her acquaintance.
At Port-de-Grave, on the 29th ultimo, WILLIAM WATSON, son of the Rev. Wm. MURRAY, Wesleyan Missionary, aged 12 months.

SHIP NEWS

ST. JOHN'S.

ENTERED,
Jan. 27.—Brig Joseph, Marshall New

York, coffee, pitch, tar, tobacco, and sundries.
 Feb. 2.—Brig Funchal, Picken, Oporto, salt, onions, preserves, oranges, figs. CLEARED.
 January 27.—Schooner Hayti, Roe, Cork, oil, fish.
 Feb. 4.—Brigantine Britannia, M'Donald, Lisbon, fish.

PROCLAMATION.

IN obedience to a Precept of the Worshipful the MAGISTRATES, at **PORT-DE-GRAVE**, bearing date the Fifth day of FEBRUARY, 1836, to me directed
 I hereby give Public Notice, That a GENERAL QUARTER SESSIONS of the PEACE, will be holden at **PORT-DE-GRAVE**, on **TUESDAY**, the Twenty-third Instant, at ELEVEN o'Clock in the forenoon.
 ALL Bailiffs, Constables, and all other Officers within this District, are commanded that they be then there to do and fulfil those things which by reason of their Offices, shall be to be done.
 S. G. GARRETT, High-Sheriff.
 High-Sheriff's Office, }
 Harbor Grace, }
 9th February, 1836. }

INSURANCE NOTICE.

THE CARBONEAR SCHEME Insures from the 5th March to the 30th November next, all Vessels fitted out for the Sealing Fishery and Coasting Voyages, and Surveyed in Conception Bay, while engaged in occupations within the limits of this Government, and its Dependencies; on the Bank Fishery, and on Foreign Voyages, on the Coast of America, as far as New-York inclusive—and to any Port in Europe outside the Straits of Gibraltar, but not farther East than London, and within the parallels of 36° and 55° North Latitude excepting the Western Islands. Vessels can be withdrawn from the Scheme between the 20th May and 10th June.
 The Committee of the Society are to meet for the approval and valuation of Vessels on the 29th day of February.
 All Persons who intend to have their Vessels Insured in this Scheme, are requested to send to me before that date, the name, age, and tonnage, of each Vessel. The Owners and Master's name; the valuation given to each Vessel by the Owner, and the sum for which he would wish to the Vessel Insured. So that I may be enabled to lay the same before the Committee.
 T. NEWELL, Secretary.
 Carbonear, }
 Feb. 17, 1836. }

On Sale CHEAP FOR CASH.

PROVISIONS
 AND
SHOP GOODS
 By T. NEWELL
 Carbonear, Feb. 3, 1836.

ALL CHEAP FOR CASH.
 States' FLOUR, Superfine & Middlings
 Prime Hamburg PORK, in half-barrels
 BUTTER of a Superior quality
 With a few Kegs Negrohead TOBACCO.
 For Sale by the Subscriber,
 JAMES HIPPISELY.
 Harbour Grace, }
 Dec. 23, 1835. }

THE SUBSCRIBER, thankful for PAST FAVOURS, begs to inform his Friends and the Public, that he has laid up his PACKET-BOAT, the **St. PATRICK**, for the Winter; and, will now send a Steady **MAN** by LAND with the LETTER-BAG each Week, together with the Navigation open in the Spring.—Letters received at the Subscriber's House in Carbonear, and by Messrs. JOHN CRUTE and PATRICK KIELTY in St. John's.
 N.B.—The Subscriber WILL NOT be responsible for any Specie sent by the Messenger.
 EDMOND PHELAN.
 Carbonear,

On Sale
LOW FOR CASH,
 BY
TROIKAS BIDDLEY & Co.
 200 Barrels Superfine States' FLOUR
 Copenhagen and Hamburg BREAD,
 FLOUR, OATMEAL and BUTTER
 1 1/2 Inch Chain Cable (proved)
 Chain Topseal Sheets and Ties
 Sheathing Iron and Stenplates
 Sheet Iron and Copper
 Bar and Bolt Iron
 Hawsers, Warps and other Cordage
 Oakum, Spunnam and Marline
 B.B. & S.S.G. Shot
 Nails all sizes
 Cabin Stoves and Cambouses
 Hawses and Deck Pipes
 Pitch, Tar & Turpentine
 40 Boxes Soap
 Candles Mould and Dipt
 No. and Flat Canvas
 Sail Twine
 Tobacco, Leaf & Negrohead
 Mens SHOES of Superior quality in small packages
 With a general assortment of HARDWARE and other MANUFACTURED GOODS &c. &c.
 Harbour Grace, }
 Jan. 27, 1836. }

The New Brig ADELAIDE,
 Burthen 4 Register 130 Tons
 This VESSEL was built expressly for the Seal Fishery by James Saviock, whose recent death is the cause of the Vessel being sold. She is a remarkably strong and faithfully built Vessel, and also well found in Sails and Rigging.
 The schooner **GRATITUDE,**
 Burthen 4 Register 74 Tons.
 The principal part of this VESSEL'S Hull is built of Juniper; she is well found in Materials.
 The Terms of Payment will be made accommodating to the Purchaser.
 C. F. BENNETT & Co.
 St. John's, Jan. 4, 1836.

Notices
 THE Business heretofore carried on in this TOWN, under the Firm of C. F. BENNETT & Co. will be continued under the Firm of **WILLIAM DIXON & Co.**
 Harbour Grace, Jan. 1, 1836.

In the Insolvency of ROBERT AYLES,
 Of CARBONEAR, Merchant,
 Northern Circuit Court,
 Harbour Grace, 13th November, 1835 }
MR. JOHN FITZGERALD and Mr. JAMES HIPPISELY, of Harbour Grace, Merchants, are this day appointed TRUSTEES of the Estate of ROBERT AYLES of Carbonear, Merchant, duly declared Insolvent; and the said JOHN FITZGERALD and JAMES HIPPISELY, are hereby authorized, under such Orders as this Honourable Court shall from time to time make herein, to discover, collect, and realise the Estate, Debts, and Effects of the said Insolvent. And all Persons indebted to the said Insolvent, or holding any Property or Effects belonging to him, are hereby notified to deliver the same to the said Trustees.
 By the Court,
 JOHN STARK,
 Chief Clerk & Registrar.

WE the undersigned TRUSTEES to the Insolvent Estate of ROBERT AYLES, Merchant, CARBONEAR, do hereby appoint Mr ROBERT AYLES, and GEORGE HIPPISELY of Harbour Grace to collect and receive ALL the DEBTS Due to the said Insolvent ESTATE, and Notice is hereby given to make IMMEDIATE PAYMENT as above stated.
 J. FITZGERALD,
 JAMES HIPPISELY,
 Trustees.
 Carbonear, Nov. 18, 1835.

SEALING AGREEMENTS FOR SALE, AT THIS OFFICE.
 Carbonear, Dec. 30, 1835.

Notices
CONCEPTION BAY PACKAGES
NORA GREENA
 Packet-Boat between Carbonear and Portugal Cove.

JAMES DOYLE, in returning his best thanks to the Public for the patronage and support he has uniformly received, begs to solicit a continuance of the same favours in future, having purchased the above new and commodious Packet-Boat to ply between Carbonear and Portugal-Cove, and at considerable expense, fitting up her Cabin in superior style, with Four Sleeping-berths, &c. &c.
 The NORA GREENA will, until further notice, start from Carbonear on the mornings of MONDAY, WEDNESDAY and FRIDAY, positively at 9 o'clock; and the Packet Man will leave St. John's on the Mornings of TUESDAY, THURSDAY, and SATURDAY, at 8 o'clock in order that the Boat may sail from the Cove at 12 o'clock on each of those days.—Terms as usual.
 April 10.

THE ST. PATRICK

EDMOND PHELAN, begs most respectfully to acquaint the Public, that he has purchased a new and commodious Boat which at a considerable expense, he has fitted out, to ply between CARBONEAR and PORTUGAL COVE, as a PACKET-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 be trusts give every satisfaction. He now begs to solicit the patronage of this respectable community; and he assures them it shall be his utmost endeavour to give them every gratification possible.
 The St. PATRICK will leave CARBONEAR for the Cove, Tuesdays, Thursdays, and Saturdays, at 9 o'Clock in the Morning and the Cove at 12 o'Clock, on Mondays Wednesdays, and Fridays, the Packet Man leaving St. John's at 8 o'Clock on those Mornings.
TERMS.
 After Cabin Passengers, 10s. each.
 Fore ditto, ditto, 5s.
 Letters, Single or Double, 1s.
 Parcels in proportion to their size or weight.
 The owner will not be accountable for any Specie.
 N.B.—Letters for St. John's, &c., will be received at his House, in Carbonear, and in St. John's, for Carbonear, &c. at Mr Patrick Kielty's (Newfoundland Tavern) and at Mr John Crute's.
 Carbonear, June 4, 1834.

St. John's and Harbour Grace Packet
 THE EXPRESS Packet, being now completed, having undergone such alterations and improvements in her accommodations, and otherwise, as the safety, comfort and convenience of Passengers can possibly require or experience suggest, a careful and experienced Master having also been engaged, will forthwith resume her usual Trips across the BAY, leaving Harbour Grace on MONDAY, WEDNESDAY, and FRIDAY Mornings at 9 o'Clock, and Portugal Cove on the following days.
FARES.
 Ordinary Passengers 7s. 6d.
 Servants & Children 5s.
 Single Letters 6d.
 Double Do. 1s.
 And Packages in proportion.
 All Letters and Packages will be carefully attended to; but no accounts can be kept for Postages or Passages, nor will the Proprietors be responsible for any Specie or other Monies sent by this conveyance.

ANDREW DRYSDALE,
 Agent, HARBOUR GRACE
PERCHARD & ROAG,
 Agents, St. John's.
 Harbour Grace, May 4, 1835.

TO BE LET
ON A BUILDING LEASE,
 For such a Term of Years as may be agreed on,
 WATER-SIDE, well calculated for Shipping of every description. With a Plot of LAND, bounded by the Widow ANN TAYLOR's on the South-side.
 For further particulars apply to
JONATHAN TAYLOR Sen.
 Carbonear, June 12 1835.

On Sale
JOHN MCCARTHY & Co.
 Offer For Sale,

50 Barrels Superfine Flour
 40 Half Barrels ditto ditto
 20 Barrels Prime Beef
 5 Puncheons Rum
 30 Cwt Nails
 1 Coil 5 Inch 4 strand Rop
 1 Hhd. Leaf Tobacco
 200 Bags Common Bread
 At Reduced Prices, and accommodating Terms.
 Carbonear, Feb. 10, 1836.

Notices

A Subscription List is now open in the COMMERCIAL ROOM, for the establishment of a
PACKET-BOAT
 between this Place and PORTUGAL COVE.—Shares £5 each.
 Carbonear, Feb. 10, 1836.

TO BE LET

On a Building Lease, for a Term of Years,
 A Piece of GROUND, situated on the North side of the Street, bounded on East by the House of the late Captain STARR, and on the West by the Subscriber's Land.
 MARY TAYLOR,
 Widow.
 Carbonear, Feb. 10, 1836.

SAMUEL OVERBURY HART

DESS respectfully to inform the Inhabitants of St. John's, Conception Bay and the Country at large, that he has ready for the Press,
A SACRED DRAMA,
 IN THREE ACTS.
SUBJECTS:

The Rebellion and Expulsion of the SATANIC HOST FROM HEAVEN,
 AND
The Creation and Apostacy of MAN,
 Containing about 20 pages, foolscap octavo Price, One Shilling.
 The above little Work has been inspected and approved of, by Gentlemen of unclouded judgment, candour and talent; and he therefore solicits such a share of Patronage and support, as will enable him to submit his Performance to the decision of the PUBLIC.
 For Recommendation, the Author would introduce the following quotation, as a fair specimen of the whole.—

Behold you dead of vital consciousness
 Whose being's essence was their Maker's praise,
 Thus sunk and ruined by their faithless chief,
 By him, Son of the Morning once, and first
 In love and duty's willing sacrifice;
 'Till not contented with their glorious state,
 And grasping at the sovereignty supreme,
 They listen'd to their subtle Councilor,
 And from exalted Gods to heliish fiends
 Sunk: and torment vast as former pleasure reap
 Their unspanned being now their 5'threat curse
 Yet while rebellion's wages each receives,
 Their chief with ampler vigour to endure
 Shall in himself feel all his followers feel;
 And on his countenance shall be impressed
 His characters. Destruction, Shams and Sin
 His brow shall wear the diadem of Death,
 His rule and sceptre shall be over Hell,
 And millions by his cunning thither led,
 Their pregnant curses lighting on his head,
 Shall stamp his gawking agony complete.
 ACT II., SCENE 15.

This quotation, is part of the Curse denounced by the DEITY upon LUCIFER, after his Expulsion from Heaven.
 * * * Subscriptions will be thankfully received at the Offices of the Star at Carbonear, of the Mercury at Harbour Grace, of the Times, and by Mr. M'IVER at St. John's.—Also by Mr. M. RYAN at Brigus, and Mr. VANLEHOFF at Western Bay.
 Carbonear,

PRETTY RAPID TRAVELLING.—The cars on the Lowell Railroad made the trip from Boston to Lowell on Tuesday afternoon in fifty five minutes, including a stop at the half-way house of three minutes. The distance is nearly twenty six miles—so that the cars travelled at the rate of thirty miles an hour.

A NIGHT AT THE RAGGED STAFF
OR A SCENE AT GIBRALTAR.

The mists boil up around me, and the clouds
Rise curling fast beneath me, white and sulphury,
Like foam from the roused ocean of deep hell.
I am most sick at heart—nay, grasp me not—
I am all feebleness—the mountains whirl
Spinning around me—I grow blind—
What art thou?

Byron.

The first time I ever saw the famous rock of Gibraltar was on a glorious afternoon in the month of October, when the sun diffused just sufficient heat to give an agreeable temperature to the air, and shed a soft and mellow light through the somewhat hazy atmosphere, which enabled us to see the scene of the Straits to the best advantage. We had had a rough and stormy, but uncommonly short passage; for the wind, though tempestuous, had blown from the right quarter; and our gallant frigate dashed and bounded over the waves "like a steed that knows his rider." I could not then say with the poet, from whom I have borrowed this quotation, "welcome to their roar!" for I was a novice on the ocean in those days, and had not yet entirely recovered from certain uneasy sensations about the region of the epigastrium, which by no means rendered the noise of rushing waters the most agreeable sound to my ears, or the rolling of the vessel the most pleasant motion for my body. Never did old sea-dog of a sailor, in the horse latitudes, pray more sincerely for a wind, than I did for a calm during that boisterous passage—and never I may add, did the selfish prayer of a sinner prove more unavailing. The gale, like Othello's revenge, "kept due on the Propontic and the Hellespont," and it blew so hard that it sometimes seemed to lift our old craft almost out of the water. When we came out of Port, we had our dashing fair-weather spars aloft, with skysails yards across, a moonsail to the main, and hoist enough for the broad blue to show itself to good advantage above that. But before the pilot left us, our top-gallant poles were under the boom-cover, and storm stumps in their places; and the first watch was scarcely relieved, when the boatswain's call—repeated by four mates, whose lungs seemed formed on purpose to out-roar a tempest—rang through the ship, "All hands to hoist top-gallant sails, aboy!" From that time till we made the land, the gale continued to rage with unintermitted violence, to the great delight of the green reefer, whom we had rather an unusual number on board. If my pen were endued with the slightest portion of the quality which distinguished Hogarth's pencil, I might here give a description of a man-of-war's steerage in a storm, which could not but force a smile from the most saturnine reader. I must own I did not much relish the humour of the scene then—*pars magna fui*—that is, I was sea sick myself; but

Quæ fuis durum pati—meminisse dulcè est;
and I have often since, sometimes in my hammock, sometimes during a cold mid-watch on deck, burst into a hearty laugh as the memory of our grotesque distresses, and of the odd figures we cut during that passage has glanced across my mind.

But the longest day must have an end, and the stiffest breeze cannot last for ever. The wind, which for a fortnight had blowing as hard as a trumpet for a wagger, blew itself out at last. About dawn on the morning of the day I have alluded to, it began to lull, and by the time the sun was fairly out of the water it fell flat calm. It was my morning watch, and what with sea-sickness, fatiguing duty, and being cabined, cribbed and confined for so long a time in my narrow and unaccustomed lodgings, I felt worn out, and in no mood to exult in the choice I had made of a profession. I stood holding by one of the belaying pins of the main fife rail, and looking I suppose as melancholy as a sick monkey on a lee backstay, when a cry from the foretop-sail yard reached my ear that instantly thrilled to my heart, and set the blood running in a lively current through my veins. "Land oh!" cried the jack-

tar on the look out in a cable tier voice which seemed to issue from the bottom of his stomach. I have heard many delightful sounds in my time, but few which seemed to me more pleasant than the rough voice of that vigilant sailor. I do verily believe that not seven bells (grog time a day) to a thirsty tar, the dinner bell to a hungry alderman, or the passing bell of some old rich curmudgeon to an anxious heir, ever gave greater rapture. The how-d'ye do of a friend, the good-bye of a country cousin, the song of the Signorina, and Paganini's fiddle, may all have music in them; but the cry of land to a sea-sick midshipman is sweeter than them all.

We made, what in nautical language, is termed a good land fall—so good, indeed, that it was well for us the night and the wind both ceased when they did; for had they lasted another hour, we should have found ourselves landed in a way that even I, much as I wished to set my foot on terra firma, should not have felt particularly pleased with. On its becoming light enough to ascertain our whereabouts, it was discovered that we were within the very jaws of the Straits completely land-locked by the steep

Europe and Africa on each other gaze, and already beginning to feel the influence of the strong and easterly current which rushes into the Mediterranean through that passage with a velocity of four or five knots an hour. A gentle land breeze sprung up in the course of the morning watch, which though not exactly fair, yet coming from the land of the "dusky Moor," had enough of something in it to enable us to get along at a very tolerable rate, beating with a long and a short leg through the Straits.

It would be uncharitable to require that the reader should arrive at the rock by the same zig-zag course which we were obliged to pursue; so therefore, let him at once suppose himself riding at anchor in the beautiful but unsafe bay of Gibraltar, directly opposite and almost within the very shadow of the grand and gigantic fortress which nature and art seemed to have vied with each other in rendering impregnable. No one has looked on that vast and fortified rock with its huge granite hutline shown in bold relief against the clear sky of the south of Europe—its towering and ruin-crowned peaks—its enormous crags, caverns and precipices—and its rich historical associations, which shed a powerful though vague interest over every rature—can easily forget the strong impression which the first sight of that imposing and magnificent spectacle creates. The flinty mass rising abruptly to an elevation of fifteen hundred feet, and surrounded on every side by the waters of the Mediterranean, save a narrow slip of level sand which stretches from its northern end and connects it with the main land, has added to its other claims to admiration, the strong interest of utter isolation. For a while, the spectator gazes on the "stupendous whole," with expression of pleased wonder at its height, extent and strength, and without becoming conscious of the various opposite features which make up its grand effect of sublimity and beauty. He sees only the giant rock spreading its vast dark mass against the sky, its broken and wavy ridge, its beetling projections, and its dizzy precipices of a thousand feet perpendicular descent. After a time, his eye becoming in some degree familiarized with the main and sterner features of the scene, he perceives that the granite mountain is variegated by here and there some picturesque works of art, or spot of green beauty, that shines with a greater loveliness from contrast with the savage roughness by which it is surrounded. Dotted about at long intervals over the steep sides of the craggy mass are seen the humble cottages of the soldiers' wives; or perched on the very edges of the cliffs, the guard-houses of the garrison, before which, ever and anon, may be descried the vigilant sentry, dwindled to a pigmy walking to and fro on his allotted and dangerous post.

Now and then, the eye detects a more sumptuous edifice, half hid in a grove of acacias, orange, and almond trees, as if they clustered around to shut from the view of its inhabitant, in his eye-like abode, the scene of desolate grandeur above, beneath him, and on every side, At the foot of the rock, on a small and narrow slip less precipitous than the rest

stands the town of Gibraltar, which as seen from the bay, with its dark coloured houses, built in the Spanish style, arising one above another in amphitheatrical order; the ruins of the Moorish castle and defences in the rear; and the high massive walls which surround it at the water's edge, and which, thick planted with cannon, seem formed to laugh a seige to scorn, has a highly picturesque and imposing effect. The military works of Gibraltar are on a scale of magnificence commensurate with the natural grandeur of the scene. Its walls, its batteries, and its moles which bristling with cannon, stretch far out into the bay and against whose solid structures the waves spend their fury in vain, are all works of art planned with great genius, and executed with consummate skill.—An indefinite sensation of awe mixes with the stranger's feelings, as gazing upon the defences which every where meets his eye, he remembers, that the strength of Gibraltar consists not in its visible works alone, but that hewn in the centre of the vast and perpendicular rock, there are long galleries and ample chambers, where the engines of war are kept always ready and from whence the fires of death may at any moment be poured down upon an assailant.

(To be continued.)

POETRY

THE MAID OF MALAHIDE.

The dark eyed maid of Malahide
Her silken bodice laced,
And on her brow, with virgin pride,
The bridal chaplet placed;
Her heart is beating high, her cheek
Is flushed with rosy shame,
As laughing bridesmaids silly speak
The gallant bridegroom's name.

The dark eyed maid of Malahide
Before the altar stands,
And Galtrim claims his blushing bride,
From pure and holy hands;—
But hark! what fearful sounds are those
"To arms, to arms!" they cry;—
The bride's sweet cheek no longer glow
Fear sits in that young eye.

The gallants all are mustering now,
The bridegroom's helm is on;—
One look upon that wretched brow,
One kiss, and he is gone!
The feast is spread; but many a knig
That should have graced that hall,
Will sleep anon in cold moonlight,
Beneath a gory pall.

Hark to the clang of arms! 'tis he,
The bridegroom chief returned,
Crowned with the wreath of victory,
By his good weapon earned?
Victorious bands indeed return;
But on their shields they bear
The laurel'd chief, and melt, though stern,
At that young bride's despair.

Take—take the roses from my brow,
The jewels from my waist;—
I have no need of such things now;
And then her cheek she placed
Close to his cold dead cheek and wept
As one may wildly weep.
When the last hope the heart had kept,
Lies buried in the deep.

Long years have passed, since that young
bride
Bewail'd her widow'd doom;
The holy well of Malahide
Shall shine her marble tomb;
And sculpture there has sought to prove,
With rude essay of art,
What form she wore in life, whose lot
Did grace her woman's heart.

TO DIE.

What art thou life! that man should
Regret to know that he must die?
What art thou death! that he should
steal
With trembling steps where must lie;
It is the doubt beyond—the dread—
The sleep eternal that we dream—
Or tortures endless—and the gloom
That lies beyond the narrow stream
That flows around the oblivious
tomb.

There is a stream where man must take
A thirst which all are doomed to
know,
And in the draught the pang partake
That with its pleasant waters flow;
'Tis pleasure's sweet delicious ware,
That skirts his pathway to the grave.
Sip gently and the pain it brings
Will leave you, as you close your
way,
Where death his darkness o'er you
flings,
In peace to slumber and decay.

To live in peace is to depart
Without a tear, without a sigh—
To feel a calm around the heart
When we are called by time to die.
'Tis vain to deem that life can spread,
A thornless pathway where we tread,
Though smooth at first, it rougher
grows.
As to its summit we ascend;
Where calm as evening's twilight close,
The guiltless find its shadowy end.

GOOD-NATURED EDITORS.— Cobbett says—I believe that if the devil were to lie, the London newspapers would express their regret at the event. I wonder whether the Whig papers would announce with regret the death of the Duke of Wellington or Sir Robert Peel! I should not wonder if they were to do it, such is the force of habitual and almost mechanical hypocrisy.
The evil that a man does lives after him, but the good he does is buried with his bones.