

THE CARBONBEAR STAR,

AND CONCEPTION BAY JOURNAL.

Vol. 1.

WEDNESDAY, DECEMBER 4, 1833.

No. 49.

NOTICES.

THE SUBSCRIBER

BEGS to acquaint his Friends and the Public, that he has now open and ready for inspection at his

NEW SHOP,

(Near Mr. GAMBLE'S)

AN ASSORTMENT OF USEFUL AND FASHIONABLE GOODS,

Which he will dispose of on

Very REASONABLE TERMS.

S. PROWSE, JR.

Carbonbear, November, 6, 1833.



DESIRABLE CONVEYANCE TO AND FROM HARBOUR-GRACE.

THE Public are respectfully informed that the Packet Boat EXPRESS, has just commenced her usual trips between HARBOUR-GRACE and PORTUGAL COVE, leaving the former place every MONDAY, WEDNESDAY, and FRIDAY Mornings at 9 o'Clock, and PORTUGAL COVE the succeeding Days at Noon, Sundays excepted, wind and weather permitting.

FARES,

Cabin Passengers 10s.
Steerage Ditto 5s.
Single Letters 6d.
Double Ditto 1s.
Parcels (not containing Letters) in proportion to their weight.

The Public are also respectfully notified that no accounts can be kept for Passages or Postages: nor will the Proprietors be accountable for any Specie or other Monies which may be put on board.

Letters left at the Offices of the Subscribers, will be regularly transmitted.

A. DRYSDALE,

Agent, Harbour-Grace

PERCHARD & BOAG,

Agents, St. John's

Harbour-Grace, April 5, 1833.

NORA CREINA.



PACKET-BOAT BETWEEN CARBONBEAR 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 continuation of the same favours in future, having purchased the above new and commodious Packet-Boat, to ply between Carbonbear and Portugal Cove, and, at considerable expense, fitting up her Cabin in superior style, with Four Sleeping-berths, &c.—DOYLE will also keep constantly on board, for the accommodation of Passengers, Spirits, Wines, Refreshments, &c. of the best quality.

The NORA CREINA will, until further notice start from Carbonbear 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.

Letters, Packages, &c. will be received at the Newfoundland Office.

April 10, 1833.

ON SALE.

SLADE, ELSON & Co. HAVE JUST RECEIVED,

By the Brig Julia, from Poole,

300 Barrels Danzig FLOUR
800 Bags Danzig BREAD.

Which they will dispose of on reasonable Terms, for CASH, OIL, or MERCHANTABLE SHORE FISH.

Carbonbear, August 21, 1833.

SLADE, ELSON & Co.

Offer For Sale,

ON REASONABLE TERMS,

90 M. BOARD and PLANK
37 SPRUCE SPARS 8 to 16 Inch

Just Received per the Brig Carbonbear, from St. Andrew's.

Carbonbear, Sept. 25, 1833.

BLANKS of every description for sale at the Office of this paper.

POWER OF RUSSIA.

(From the Caledonian Mercury.)

Among the ordinary class of politicians in this country, the military power of Russia is greatly over-rated. For the purposes of internal defence that country is now strong, because no army except her own can maintain itself upon her soil. But for purposes of aggression she ranks even below the second-rate Powers of Europe, certainly much below Prussia. This may be made apparent by a few well known facts. In her late war with Turkey, Russia at no period of the contest had more than 80,000 men in her front line, though this force was acting on the base formed by her own frontier; during the first campaign she met with nothing but reverses, though she had only to contend with half disciplined barbarians, who had lost the advantages of their wild system of warfare without acquiring the benefits of the system for which these had been sacrificed; and latterly, when Diebitsch executed the bold movement of turning the Balkan, the whole force under his command did not exceed 28,000 men. Again, it cost her two campaigns and the greatest exertions to put down a handful of half armed Poles, without magazines or resources of any kind except their swords, and the hatred of the tyranny by which they had been oppressed; nor was this effected until after she had lost several battles, and sustained the heaviest losses; indeed it may be doubted whether, without the secret aid of Austria and Prussia, it would not have cost her another campaign to put down this insurrection, confined as it in a great measure was to the middle and the upper classes in Poland, who had been the chief sufferers by her arbitrary rule. Thirdly, the same lesson of her inherent and essential weakness was taught us by her contest with Persia, which dragged its slow length along through two campaigns; and which, though it terminated successfully, inflicted on her arms several humiliating defeats. She has men; but she wants almost every other requisite to render her formidable to nations in a more advanced state of civilization. Her armies are merely hordes of disciplined barbarians; they are in a forced and unnatural state, which render them incapable of great and sustained exertions; and even if the case in this respect were otherwise, she is deficient in that by which armies are set in motion, and kept in the field. She lacks resources for aggression. These are the facts which her most recent history has established; and they are instructive, as showing that, single handed, Russia is by no means an object of dread. She is dangerous only in confederacy with Austria and Prussia, both

of whom, particularly the latter, have powerful armies in a high state of discipline and efficiency. But opposed to these is France with (including the National Guard) 1,200,000 men under arms, of whom nearly half a million are troops of the line, in a state of the most perfect organization, and composed of men not the more remarkable for the possession of high military qualities, than for a degree of intelligence and activity which belongs, perhaps to no other troops in the world. This we regard as the defensive force of civilization, and, looking to its composition and qualities, we have no fears for the result of any contest which may arise out of the elements which are now fermenting in Europe. Sustained by Britain, France must be invincible. Besides, in our day there can be no war which is not a war of opinion. The contest is between the principle of despotism and that of liberty; and even in the great military monarchies themselves, the people would ere long feel the discrepancy between their interests and those of their rulers, and the force of opinion would counter-work the designs of those who trust only to the force of arms. We see no grounds, therefore for apprehension as to the ultimate triumph of those principles which are gradually working out the regeneration of mankind.

We may observe that a number of the recent conquests of Russia have weakened instead of adding to her military power.—The troops occupying them cannot be supported without aid from old Russia, and a large proportion of her army must always be, in consequence of garrisoning remote countries, as much hors de combat as if they were in the prisons of an enemy.

It appears, from the evidence of Sir Willoughby Gordon, that of 100,000 English soldiers, 75,000 are constantly in our colonies; so that every English soldier is, of every four years three in a distant colony.—Sir Willoughby supposes that a French soldier is less exhausted by 31 years' service than English soldiers by 21. This may serve to give some idea of the connexion between territory and military power. The English colonies are much more connected with the mother country than most of the recent conquests of the Czar are with old Russia. Yet who does not see that the military power of England is weakened by the colonies? A very large proportion of the disposable revenue of England is expended on her army; and yet how small a proportion of that army is available to the military wants of the country that pays for it. The armies of Russia kept in Siberia, in the region of Caucasus, &c., are much less available to her than the armies in our colonial possessions to the mother country. Any one who peruses Capt. Cochrane's book may see that the Russians, throughout a large portion of their extensive territories in Asia, have no influence beyond their forts—that the tribes are wild and lawless—and that, were the garrisons withdrawn, the Russian authority would be at an end.

Conquest, even under the most favorable circumstances, entails a heavy expense on the conquering power. The accounts of the East India Company shew that even the occupation of a fertile and populous territory, not separated by mountains from the old possessions, continues long to be a source of expenditure rather than of gain. A homogeneous population under their natural government—that is, where those who govern belong to the nation, and are identified with it—require no controlling force, and, as is seen in the case of this island, may be left to the care of the natural instinct of self-preservation. Sixteen millions and a half of population, the population of this island may be said to be without soldiers, for the whole army of England and Scotland is hardly equal to the mastering one of our second rate towns. This shews the immense difference between governing a country naturally and governing by force.

A country in the low state of civilization of Russia must necessarily be without most of the moral sources of power. Honor cannot even be comprehended by a nation of slaves. The account given by Mr. Slade of the state of the Russian camp, when he vi-

sited it in the late Turkish campaign, speaks volumes on this point. From the top to the bottom of a Russian army, all is pillage and abuse. The colonel starves the men, and sends them to the hospital, and the surgeon kills them as fast as he can, as the dead require no medicines, while he charges for them as if used. This is really not exaggeration. The Russian armies suffer far more from the immorality of their officers and the wretched treatment of them in hospitals, than from the enemy.

With respect even to the future capabilities of Russia, the nature of the climate is seldom sufficiently considered. The winter is of long continuance, and a great part of the surface must of consequence be covered by wood to afford fuel to the population. Already in the provinces round Moscow the want of wood is felt in many places, so that the population may be said to have, in such places, almost reached its maximum.

AN AMERICAN STEAM-BOAT.—At eight o'clock in the morning, therefore, of a day which promised to turn out more than usually raw and disagreeable, I embarked in the steam-boat North America, and proceeded up the river to Hyde-park, about eighty miles distant. I had anticipated much enjoyment from the beautiful scenery on the Hudson, but the elements were adverse.—We had scarcely left the quay, when the lowering clouds began to discharge their contents in the form of snow, and the wind so piercingly cold that I found it impossible even with all appliances of cloaks and great-coats, to remain long on deck. Every now and then, however, I re-ascended from below, to see as much as I could, and when nearly half frozen, returned to enjoy the scarcely less interesting prospect of the cabin stove. Of course, it was impossible, under such circumstances, to form favourable auspices, my expectations, highly as they had been excited, were not likely to encounter disappointment. That portion of the scenery in particular, distinguished by the name of the Highlands, struck me, as combining the elements of the grand and beautiful, in a very eminent degree. I remember nothing on the Rhine at all equal to it. The river at this place has found a passage through two ranges of mountains, evidently separated by some convulsion of nature, and which, in beauty and variety of form, and grandeur of effect, can scarcely be exceeded. But the vessel in which this little voyage was performed demands some notice, even amid scenery fine as that along which it conducted us with astonishing rapidity. Its dimensions seemed gigantic.—Being intended solely for river navigation, the keel is nearly flat, and the upper portion of the vessel is made to project beyond the hull to a very considerable distance on either side. When standing at the stern, and looking forward, the extent of accommodation appears enormous, though certainly not more than is required for the immense number of passengers who travel daily between New York and Albany. Among other unusual accommodations on deck, I was rather surprised at observing a barber's shop, in which—judging from the state of the visages of my fellow-passengers—I have no doubt that a very lucrative trade is carried on. The accommodation below was scarcely less worthy of note. It consisted of two cabins, which I guessed, by pacing them, to be an hundred and fifty feet in length. The sternmost of these spacious apartments is sumptuously fitted up with abundance of mirrors, ottomans, and other appurtenances of luxury. The other, almost equally as large, was very inferior in point of decoration. It seemed intended for a sort of tipping-shop, and contained a bar, where liquors of all kinds, from champagne to small beer, were dispensed to such passengers as have inclination to swallow, and money to pay for them. The sides of both of these cabins were lined with a triple row of sleeping berths; and as the sofas and benches were likewise convertible to a similar purpose, I was assured, accommodation could be easily furnished for about five hundred. The scene at breakfast was a curiosity. I calculated the number of masti-

cators] at about three hundred, yet there was no confusion, and certainly no scarcity of provision. As for the waiters, their name might have been Legion, for they were many, and, during the whole entertainment, kept skipping about with the most praiseworthy activity, some collecting money, and others engaged in the translation of outlets and coffee. The proceedings of the party in *re* breakfast were no less brief and compendious afloat than I had observed them on shore. As for *eating*, there was nothing like it discoverable on board the North American.—Each man seemed to *devour*, under the uncontrollable impulse of some sudden hurricane of appetite, to which it would be difficult to find any parallel beyond the limits of the Zoological Gardens. A few minutes did the business. The clatter of knives and voices, vociferous at first, speedily waxed faint and fainter, plates, dishes, cups and saucers disappeared as if by magic, and every thing connected with the meal became so suddenly invisible that, but for internal evidence, which the hardest sceptic could scarcely have ventured to discredit, the breakfast in the North American might have passed for one of those gorgeous, but unreal visions, which, for a moment, mock the eye of the dreamer, and then vanish into thin air.—*Men and Manners in America.*

WEST INDIA VOYAGING.—The little boats or pirogues in which human beings are transported hither, and thither among these islands are not unlike a North American canoe. On the high stern sits the steersman with a paddle; immediately in front of him, extends a low long roof, supported on either side by small upright posts, under which the wayfaring man creeps, and, stretched upon a wholesome mattress of matting, one quarter of an inch thick, lies at full length, awaiting the pleasure of his black sailors.—The roof, I spoke of, shields him from the sun, and, the sides being above the gunwale of the boat, he looks forth on the one hand upon the dark blue ocean, and upon the other, up to the high, steep mountains, with their vestment of clouds, their forest-clad sides, and lower down, upon the dark green of the coffee plantations, and beneath them, upon the lighter fields of the sugar cane, which stretch from the sea inward, up each valley, and over every plain. The sea itself is ever slumbering, for the trade wind though it waits down to you the fragrance of ten thousand flowers and uncounted fruits, will scarce create a ripple by the shore; and in these realms of eternal spring there is no tide. But the boat is ready, the helmsman has taken his seat, the three stout negroes have prepared their immense oars—for the sails are yet fast to the too taper masts—so creep into your cubby-house, and if you upset, be content to die, for out of that shell you'll find it hard to escape—and the danger of an upset is not small, by the way, for when we have cleared the harbor, and catch the breeze, this cockle-shell will be skimming the waters right merrily. I have known a man pay his slaves treble passage money to row him the whole way. Alexander, who was a bit of a coward, crept into the fore-and-tenement feet foremost, that he might scramble out more at leisure, in case we went over; but I had not been smuggling, and feeling a lighter conscience, had fewer apprehensions of going to the bottom. While we were paddling down the harbor, I took a physiognomical and phrenological survey of our pilot, Master Louis, through my back window. He was a negro of the true ebony cast of countenance, black and shining as an Englishman's boot: his features too, were of the African cast, thick and gross; but yet in the arrangement of the features, which is more truly indicative perhaps of the character than either their form or acquired expression, there was something of mind, of determination, of self-possession, that is not often met with among the blacks. Of his head I saw little, it was eclipsed by the waving glories of a straw hat in the last quarter. My speculations upon my negro friend, however, were interrupted by observing that our seamen were loosening the sails, and that in a few moments we should clear the point of land which forms the north boundary of the harbor. And soon the point was cleared, and the sails were one moment shivering in the air, and then drawn tight, and the negroes stretched themselves upon the windward side of the boat, in true negro listlessness; and faster and faster our round-bottomed, keelless canoes sped over the just ruffled waters; and farther and farther she leaned seaward, as she came under the influence of the wind; the water to leeward was within an inch of the gunwale, and then it was even, and then we took in a mouthful. As she leant over, the negroes sat upon the weather edge; and as she leant yet farther, threw their bodies beyond the side, supporting themselves by cords attached to the mast-head, and yet deeper the little boat dipped, and the negroes stood upon the edge and leaned and leaned farther and farther, until they were perpendicular to the masts and side, and hanging above the water only by the line in their hands; and now should the wind lull, and the boat right, what a fine ducking they would have. Hark! the steersman, who is watching the water and knows from the ripple when the breeze comes and

when the calm, speaks to them in his heterogeneous French, and in an instant, they are all in the boat; as they plump down into the bottom, the wind lulls, the masts rise, and we glide for a time under the shade of the mountain. That past, again comes the wind, and again we are barely kept from being flooded by the living counterpoises; and thus we speed along at the rate of ten, twelve, fourteen miles per hour. It was the prime of the morning when we arrived at St. Pierre; we paid Louis, shook his hand with deep respect, and walked up the *Rue de l'Hospital*, to Betsey Parker's.

EXPEDITION OF CAPTAIN ROSS.

(From the *St. James's Chronicle*, Oct. 24.)

Admiralty, Oct. 22.

SIR,—I am commanded by my Lords Commissioners of the Admiralty to transmit you the copy of a letter addressed to their Secretary by Captain Ross, containing an outline of the proceedings of that gallant officer and his brave companions, and their providential deliverance from a situation of peril unequalled in the annals of navigation, and I am to express their Lordships' wishes that a document so honorable to the parties, and to the naval service of the country, may, through the committee for managing the affairs of Lloyd's, be made public.

I am, Sir, your very humble servant,
J. BARROW.

Mr. Bennett, Lloyd's.

On board the *Isabella*, of Hull,
Baffin's Bay, Sep. 1833.

SIR,—Knowing how deeply my Lords Commissioners of the Admiralty are interested in the advancement of nautical knowledge, and particularly in the improvement of geography, I have to acquaint you, for the information of their Lordships, that the expedition, the main object of which is to solve, if possible, the question of a north-west passage from the Atlantic to the Pacific Ocean, particularly by Prince Regent's Inlet, and which sailed from England in May, 1829, notwithstanding the loss of the foremast, and other untoward circumstances, which obliged the vessel to refit in Greenland, reached the beach on which his Majesty's late ship *Fury's* stores were landed on the 13th August.

We found the boats, provisions, &c. in excellent condition, but no vestige of the wreck. After completing in fuel and other necessaries, we sailed on the 15th, and on the following morning rounded Cape Garry, where our new discoveries commenced, and, keeping the western shore close on board, ran down the coast in a S.W. and W. course, in from 10 to 20 fathoms, until we had passed the latitude of 72 north in longitude 94 west; here we found a considerable inlet, leading to the westward, the examination of which occupied two days; at this place we were first seriously obstructed by ice, which was now seen to extend from the south cape of the inlet, in a solid mass, round by S. and E. to E.N.E.; owing to this circumstance, the shallowness of the water, the rapidity of the tides, the tempestuous weather, the irregularity of the coast, and the numerous inlets and rocks for which it is remarkable, our progress was no less dangerous than tedious, yet we succeeded in penetrating below the latitude of 70 north, in longitude 92 W. where the land, after having carried us as far east as 90, took a decided westerly direction, while land at the distance of 40 miles to the southward was seen extending east and west. At this extreme point our progress was arrested on the 1st of October, by an impenetrable barrier of ice. We however, found an excellent wintering port, which we named Felix Harbour.

Early in January, 1830, we had the good fortune to establish a friendly intercourse with a most interesting consociation of natives, who, being insulated by nature, had never before communicated with strangers; from them we gradually obtained the important information that we had already seen the continent of America, that about 40 miles to the S.W. there were two great seas, one to the west, which was divided from that to the east by a narrow strait or neck of land. The verification of this intelligence either way, on which our future operations so materially depended, devolved on Commander Ross, who volunteered this service early in April, and, accompanied by one of the mates, and guided by two of the natives, proceeded to the spot, and found that the north land was connected to the south by two ridges of high land, 15 miles in breadth, but, taking into account a chain of fresh water lakes, which occupied the valleys between, the dry land which actually separates the two oceans is only five miles. This extraordinary isthmus was subsequently visited by myself, when Commander Ross proceeded minutely to survey the sea coast to the southward of the isthmus leading to the westward, which he succeeded in tracing to the 99th degree, or to 150 miles of Cape Turn-again of Franklin, to which point, the land, after leading him into the 70th degree of north latitude, tended directly: during the same journey he also surveyed 30 miles of the adjacent coast, or that to the north of the isthmus, which, by also taking a westerly

direction, formed the termination of the western sea into a gulf. The rest of this season was employed in tracing the sea-coast south of the isthmus leading to the eastward, which was done so as to leave no doubt that it joined, as the natives had previously informed us, to Ockullee, and the land forming Repulse Bay. It was also determined that there was no passage to the westward for 30 miles to the northward of our position.

This summer, like that of 1818, was beautifully fine, but extremely unfavourable for navigation, and our object being now to try a more northern latitude, we waited with anxiety for the disruption of the ice, but in vain, and our utmost endeavours did not succeed in retracing our steps more than four miles; and it was not until the middle of November that we succeeded in cutting the vessel into a place of security, which we named "Sheriff's Harbour." I may here mention that we named the newly discovered continent, to the southward, "Boothia," as also the isthmus, the peninsula to the north, and the eastern sea, after my worthy friend, Felix Boothia, Esq., the truly patriotic citizen of London, who, in the most disinterested manner, enabled me to equip this expedition in a superior style.

The last winter was in temperature nearly equal to the mean of what had been experienced on the four preceding voyages, but the winters of 1830 and 1831 set in with a degree of violence hitherto beyond record, the thermometer sunk to 92 degrees below the freezing point, and the average of the year was 10 degrees below the preceding; but, notwithstanding the severity of the summer, we travelled across the country to the west sea by a chain of lakes, 30 miles north of the isthmus, when Commander Ross succeeded in surveying 50 miles more of the coast leading to the N.W. and, by tracing the shore to the northward of our position, it was also fully proved that there could be no passage below the 71st degree.

This autumn we succeeded in getting the vessel only 14 miles to the northward, and as we had not doubled the Eastern Cape, all hope of saving the ship was at an end, and quite beyond possibility, by another very severe winter; and having only provisions to last us to the 1st June, 1833, dispositions were accordingly made to leave the ship in her present port, which (after her) was named Victory Harbour. Provisions and fuel being carried forward in the spring, we left the ship, on the 29th May, 1832, for Fury Beach, being the only chance left of saving our lives. Owing to the very ragged nature of the ice, we were obliged to keep either upon or close to the land, making the circuit of every bay, thus increasing our distance of 200 miles by nearly one-half; and it was not until the 1st of July that we reached the beach, completely exhausted by hunger and fatigue.

A hut was speedily constructed, and the boats, three of which had been washed off the beach, but providentially driven on shore again, were repaired during this month; but the unusual heavy appearance of the ice afforded us no cheering prospect until the 1st of August, when in three boats we reached the ill-fated spot where the *Fury* was first driven on shore, and it was not until the 1st of September we reached Leopold South Island, now established to be the N.E. point of America, in lat. 73.56, and long. 90 west. From the summit of the lofty mountain on the promontory, we could see Prince Regent's Inlet, Barrow's Strait, and Lancaster's Sound, which presented one impenetrable mass of ice, just as I had seen it in 1818. Here we remained in a state of anxiety which may be easier imagined than described. All our attempts to push through were vain; at length, being forced by want of provisions, and the approach of a very severe winter to return to Fury Beach, where alone there remained wherein to sustain life, there we arrived on the 7th of October, after a most fatiguing and laborious march having been obliged to leave our boats at Batty Bay. Our habitation, which consisted of a frame of spars, 32 feet by 40 covered with canvas, was, during the month of November, enclosed, and the roof covered with snow, from 4 feet to 7 feet thick, which being saturated with water, when the temperature was 15 degrees below zero, immediately took the consistency of ice, and thus we actually became the inhabitants of an iceberg during one of the most severe winters hitherto recorded; our sufferings, aggravated by want of bedding, clothing, and animal food, need not be dwelt upon. Mr. C. Thomas, the carpenter, was the only man who perished at this beach, but three others, besides one who had lost his foot, were reduced to the last stage of debility, and only 13 of our number were able to carry provisions in seven journeys of 62 miles each to Batty Bay.

We left Fury Beach on the 8th of July, carrying with us three sick men, who were unable to walk, and in six days we reached the boats, where the sick daily recovered. Although the spring was mild, it was not until the 15th of August that we had any cheering prospect. A gale from the westward having suddenly opened a lane of water along shore, in two days we reached our former position, and from the mountain we had the satisfaction of seeing clear water al-

most directly across Prince Regent's Inlet, which we crossed on the 17th, and took shelter from a storm 12 miles to the eastward of Cape York. The next day, when the gale abated, we crossed Admiralty Inlet, and were detained six days on the coast by a strong north-east wind. On the 25th we crossed Navy Board Inlet, and on the following morning, to our inexpressible joy, we descried a ship in the offing, becalmed, which proved to be the *Isabella*, of Hull, the same ship which I commanded in 1818. At noon we reached her, when her enterprising commander, who had in vain searched for us in Prince Regent's Inlet, after giving us three cheers, received us with every demonstration of kindness and hospitality which humanity could dictate. I ought to mention also that Mr. Humphreys, by landing me at Possession Bay, and subsequently on the west coast of Baffin's Bay, afforded me an excellent opportunity of concluding my survey, and of verifying my former chart of that coast.

I now have the pleasing duty of calling the attention of your Lordships to the merits of Commander Ross, who was second in the direction of this expedition. The labours of this officer, who had the department of astronomy, natural history, and surveying, will speak for themselves in language beyond the ability of my pen; but they will be duly appreciated by their Lordships, and the learned bodies of which he is a member, and who are already well acquainted with his acquirements.

My steady and faithful friend Mr. William Thom, of the Royal Navy, who was formerly with me in the *Isabella*, besides his duty as third in command, took charge of the meteorological journal, the distribution and economy of provisions, and to his judicious plans and suggestions must be attributed the uncommon degree of health which our crew enjoyed; and as two out of the three who died the four years and a half, were cut off early in the voyage, by diseases not peculiar to the climate, only one man can be said to have perished. Mr. M'Diarmid, the surgeon, who had been several voyages to these regions did justice to the high recommendation I received of him: he was successful in every amputation and operation which he performed; and wonderfully so in his treatment of the sick; and I have no hesitation in adding, that he would be an ornament to his Majesty's service.

Commander Ross, Mr. Thom, and myself, have, indeed, been serving without pay; but, in common with the crew, have lost our all, which I regret the more, because it puts it totally out of my power adequately to remunerate my fellow-sufferers, whose case I cannot but recommend for their Lordships' consideration. We have, however, the consolation, that the results of this expedition have been conclusive, and to science highly important, and may be briefly comprehended in the following words:—The discovery of the Gulf of Boothia, the continent and isthmus of Boothia Felix, and a vast number of islands, rivers, and lakes; the undeniable establishment that the north-east point of America extends to the 74th degree of north latitude; valuable observations of every kind, but particularly in the magnet; and, to crown all, have had the honor of placing the illustrious name of our Most Gracious Sovereign William IV. on the true position of the magnetic pole.

I cannot conclude this letter, sir, without acknowledging the important advantages we obtained from the valuable publications of Sir Edward Parry and Sir John Franklin, and the communications kindly made to us by those distinguished officers before our departure from England. But the glory of this enterprise is entirely due to Him whose divine favor has been most especially manifested towards us, who guided and directed all our steps; who mercifully provided, in what we had deemed a calamity, His effectual means of our preservation; and who, even after the devices and inventions of man had utterly failed, crowned our humble endeavours with complete success.

I have, &c.

JOHN ROSS, Captain R.N.

To Capt. the Hon. George Elliott, &c.
Secretary, Admiralty.

At a Meeting of the committee for managing this expedition, held on Tuesday, Admiral Sir Charles Ogle, Bart., in the chair, the following letter from Captain Ross was read:—

TO THE COMMITTEE FOR MANAGING, AND SUBSCRIBERS TO, THE ARCTIC LAND EXPEDITION.

London, Oct. 20, 1833.

Gentlemen,—Of the many circumstances of high gratification which have welcomed the delivery of myself and my companions from four years of severe sufferings, there is nothing (next after a deep sense of the merciful Providence, by which we have been surrounded in such great perils) which has excited so strong a feeling of gratitude as the humane and generous sympathy of a number of persons who, at the chance of being instrumental in our preservation, contributed, with the assistance of His Majesty's government, a sum ample for the purpose of paying the expense of an expedition, which was so promptly, and with so much

judgment, put in motion by your Committee, and so wisely confided to the guidance of Captain Back, whose known intelligence and intrepidity gave to the committee a certainty that all would be done which a sagacious mind and unflinching perseverance could accomplish.

"It is my wish and duty to make the earliest acknowledgments of this instance of wide extended compassion towards us, and I venture to rely on the favour of the committee to receive, with allowance, this imperfect expression of my feelings towards them, to His Majesty's government to the contributors to the undertaking, and to the Hudson's Bay Company, for the efforts which might have proved, as designed, the means of snatching myself and my faithful companions from the further sufferings which, almost to the last moment, we seemed doomed to encounter. I have the honour to be gentlemen, your very humble and grateful servant.

"JOHN ROSS, Captain Royal Navy."
To which the following answer was directed to be sent:—

"21, Regent-street, Oct. 22.

"SIR,—I have the honor to acknowledge the receipt of your letter of the 20th inst., addressed to the committee for managing the Arctic land expedition, and returning your thanks to its members, to the Hudson's Bay Company, and to all the subscribers towards the equipment of that expedition, for the exertions made by them in hopes of rescuing you and your brave companions from your perilous situation.

"In reply I beg, in the name of the committee and of all the subscribers, to offer you our warmest congratulations on your safe return; and, although the main object of Captain Back's expedition is thus attained without his assistance, yet we feel much gratified that it should have gone, inasmuch as it proves to all future adventurers in a like career that their country will not be unmindful of them. While, on the other hand your return also shows that no situation should be considered too desperate to be beyond the reach of a similar exertion.

"I have the honor to be, sir,
Your most obedient servant,
"CHARLES OGLE, Chairman.
"To Captain John Ross, Royal Navy."

And at the same time a despatch was agreed to, to be forwarded by a winter express to Captain Back, acquainting him of Captain Ross's return, and directing him to turn his attention now entirely to the second object of his mission—viz. completing the coast-line of the north-eastern part of America, of which little more than 150 miles remain to be traced.

The Isabella, of Hull, in which Captain Ross made his first voyage to the Arctic regions, and in which, by a singular coincidence, he has returned from what may be presumed his last, was launched at Hull in the year 1812, and named after the daughter of one of the owners, the late W. Moxon, Esq., for whom and J. White, Esq., of Cottingham, the vessel was built. She was then engaged in the transport service, and was at the taking of St. Sebastian with the troops, when several of the crew were killed. After the war she was selected by the government for the Polar expedition, and fitted up with double-decks and other requisites to encounter the violence of the northern seas. After the return of that expedition she was paid off, and the vessel was then sold to the present owners, who have taken advantage of the capabilities secured by government to engage in the whale fishery, in which she has been extremely fortunate, her strength and other advantages having enabled the captains to go further into the ice than other ships could venture. It was thus that Captain Ross enjoyed the singular gratification at the time of obtaining a providential rescue from his hazardous situation, to find himself rescued by the very vessel in which he had first gone forth on his perilous adventure.

FRANCE.

(From the Journal de Paris.)

According to the budget brought forward by the Ministers of War for the service of the year 1833, the amount required for an effective force of 410,916 infantry, 94,080 cavalry, is 305,547,288 francs; by the budget we perceive that the Minister intends that the army should be reduced in 1834 as follows:—In the infantry to the number of 310,443, and in the cavalry to the number of 56,765; and the amount for that year will be, including Algiers, 226,600,000 francs; thus there will be a reduction in the expenses of the army of 78,947,288 francs, and in the numbers a decrease of 100,473 men, and 37,315 horses. The law relative to the call of the class of 1832 only giving the government the disposition of 10,000 men, there will remain at home 70,000; and reckoning those already incorporated with the reserve, always at the disposal of government, there will be, besides the army of 310,443 men, a reserve of 210,785 men, which will give, at the first call, an army of 521,228 soldiers.—Now if we reckon, with this military force, the National Guard, active and inactive, that is to say, the armed nation, presenting

bayonets to the number of 3,000,000, we must acknowledge that France is in a state firmly to await events, and that she may regard with tranquillity the storms which it has been attempted to excite around her, but which have fallen powerless at her feet.

It is for Marshal Soult to continue to carry the work of his predecessor, Marshal Gouvion St. Cyr, to perfection.

It is the part of the Conqueror of Toulouse to organize the military power of France, in which state that power could not be said to have been before; and in the presence of the Powers of Europe—of Prussia, with her landwehrs; of Austria with her military frontiers inexhaustible mine of men, and the Germanic Confederation, which could on the instant call together 301,580 men—it would not be prudent in France to disband her forces unless there were a reserve ready to come forward at the first moment of their being wanted to incorporate themselves with the active squadrons of the active army. This reserve is formidable and inexhaustible, for it consists of the reserve, properly so called, of the active portion of the National Guard. This vast force is always an assurance of the repose of France and of the repose of Europe, by imposing peace upon Europe herself.—Globe.

CURIOUS CALCULATIONS.—A sovereign is about 959 inch thick, or we may say that 1000 measure 59 inches. Hence our debt of 800,000,000l. would form a cylinder of sovereigns, if laid one on the other, of nearly 745 miles in length. But if instead of being laid on the edges, they were laid flat on the ground, and touching, they would form a line of nearly 11,048 miles, or would reach far towards half way round the globe. Again, since 1000 sovereigns weigh 16'587lbs. avoirdupois, or 23,051 weigh 384lbs. the whole debt is 5,949½ tons, which, allowing two tons to the waggon-load, would require 2275 waggons to carry it, and if they contained four horses each, and occupied severally about 16 yards in length, this line of loaded treasure would extend to 27 miles.

The agents of Donna Maria has been very active last week in recruiting for her service. Upwards of 400 young fellows this morning marched by divisions for Gravesend, where they will immediately embark on board two vessels engaged to convey them to Lisbon. A contract for 15,000 muskets, 5,000 pistols, and 10,000 sabres has been made by the agents to be shipped for the same destination.—Globe, Sep. 26.

CARBONEAR STAB.

WEDNESDAY, DECEMBER 4, 1833.

In our previous columns will be seen an outline of the proceedings of Captain Ross, (who it will be remembered, proceeded, about four years since, in a steam vessel, called the Victory, on a voyage to discover a N. W. passage to India), after his departure from England, in a letter, forwarded by that brave but ill-treated officer, to the Secretary to the Admiralty, and published by command, for the information of the British public. The expedition was eminently successful in its discoveries, although it suffered extremely from the severity of the weather and the loss of the ship. In the results of this expedition we have another example, of which there are many on record, of the success attendant on the exertions of comparatively unaided individuals, after the most costly expeditions have failed in the same object. We doubly rejoice at the success and safety of Captain Ross and his brave associates, for Captain Ross was doubtless an injured man—he has now, however, worked out for himself a reputation, of which none can deprive him. The Captain Ross who was before accused of a want of perseverance and ability, has now proved himself to be possessed of both. The gallant officer's letter will, we doubt not, be read with deep interest.

By an advertisement in the Ledger of Friday, we perceive that the Election for the District of Trinity Bay commences to-morrow at Trinity, and continues three days; voters will then be polled—at New Harbor on the 10th and 11th; at Heart's Content, on the 13th and 14th; at Hant's Harbor, on the 16th and 17th; at Old Pelican, on the 19th and 20th; and at Catalina, on the 23rd and 24th inst. We understand that two candidates, Mr. W. B. Row and the Solicitor-General, both inhabitants of St. John's, are in the field. Is there no inhabitant of the district with sufficient capacity or patriotism to represent it?

The mean temperature of the month of November was 33.5, the highest degree observed was 50, noon of the 16th, and the lowest 6, on the morning of the 30th.

MARRIED.—On Monday last, in this town, by the Rev. J. G. Hennigar, Wesleyan Missionary, Mr. Thomas Hussy of Port-de-Grave, to Miss Mary Ann Nosary of Brant's Cove.

On Thursday by the same, Mr. Peter Summers, to Ann Kurlly, both of Clown's Cove.

DIED.—On Saturday last, after a short illness, Miss Bunnell, many years a School-mistress in this place.

On Monday last, after a long and painful illness, Sarah, the wife of Mr. Richard Taylor, of this place, aged 43 years.—Mrs. Taylor was, for several years, an acceptable Member of the Methodist Society, and sustained the various relations of life in a manner consistent with her Christian character. During her protracted and painful affliction, she was enabled to exemplify the passive graces of the Christian; for a time indeed, she felt it deeply painful to give up her family, yet even in this conflict through grace she could say "Thy will be done" and rejoiced in the prospect of a blessed immortality.

Lo! the prisoner is releas'd,
Lighten'd of her fleshy load;
Where the weary are at rest
She is gathered into God.
Lo! the pain of life is past,
All her warfare now is o'er;
Death and Hell behind are cast—
Grief and suffering are no more.
Communicated.

Shipping Intelligence.

HARBOUR GRACE.

ENTERED.
Nov. 30.—Schooner Isabella, Fitzgerald, Miramichi; 70 M. feet pine board.

CLEARED.
Dec. 2.—Schooner Fly, Soper, Plymouth; 1821 qtls. fish, 1 tun, 1 hhd. cod oil, and sundries.

CARBONEAR.

CLEARED.
Nov. 28.—Brig Wilberforce, Tullock, Market; 3600 qtls. fish.

ST. JOHN'S.

ENTERED.
Nov. 20.—Brig Adelaide, Cormack, Hamburg; bread, peas, pork.

Schooner Dee, Rees, Liverpool, N.S.; board, shingles, leather.

21.—Schooner Daniel, Champion, Alicant; salt, onions.

Brig Sir John Thomas Duckworth, Williams, Trinidad; sugar.

22.—Brig Sophy, Teudill, Miramichi; lumber.

Schooner Margaret Helen, Davidson, P. E. Island; potatoes, &c.

Schooner Elizabeth, Walsh, P. E. Island; potatoes, oats.

23.—Schooner Ann, Turpin, Sydney; coal.

Brig Lady Ann, Coysh, Hamburg; bread, butter, beef, pork.

Schooner Eliza, Rendell, Alicant; salt.

Schooner Victory, Dingwell, Miramichi; potatoes, oats.

25.—Schooner Huidle, Ball, Hamburg; butter, pork, bread.

Brig Terra Nova, Percy, New-York; molasses, flour, apples, &c.

Brig Britannia, Webster, P. E. Island; ballast.

Brig Jane, Chudley, Antona; bread, butter, oatmeal, bricks.

Schooner Annabella, O'Neill, Bridgeport; coal.

27.—Schooner Emily, Webster, P. E. Island; potatoes, oats.

CLEARED.
Nov. 21.—Brig Vidonia, Knight, Madeira and Teneriffe; fish.

22.—Schooner Liberty, Mudge, Bilbao; fish.

Brig Transit, Talbot, Jamaica; fish.

Brig Kate, Figget, Barbadoes; fish, wine.

Schooner Elizabeth, Chapman, P. E. Island; sugar, molasses.

Brig Sedulous, Pearce, London; shot, oil, blubber, salmon.

Brig Eliza, Wall, Trieste; oil, fish.

23.—Brig Agenoria, Whiteway, Liverpool; oil.

26.—Brig Mary, Matterface; Liverpool; oil.

Brig Adriana, Pitt, Barbadoes; fish, oil.

27.—Brig Norval, Carmichael, Alicant; fish.

NOTICES.

ALL Persons having demands on the Estate of HENRY PENNY, of Carbonear, in the District of Conception Bay, but late of Morton's Harbor, Green Bay, in the District of Fogo, deceased, are requested to furnish their Accounts, duly attested, to the Subscribers; and all Persons indebted to the said Estate are hereby desired to make immediate payment.

his
JOSEPH X PENNY,
mark
his
JOHN X PENNY,
mark
Executors.

Carbonear, Dec. 4, 1833.

LAST NOTICE.

WHEREAS many Persons who assisted JAMES DOYLE, on the 20th and 21st of May last, in towing the Schooner SYLPH into Musquito, were absent at the Labrador when Claims were advertised for,—NOTICE is hereby given, that no Claim will be received after the 2nd DECEMBER next, as a final settlement will then be made.

NEWMAN W. HOYLES,
Agent for the Salvor

St. John's, Nov. 19, 1833.

NOTICES.

At a Meeting of the Creditors of Mr. CHARLES COZENS, held at the Court-House, St. John's SATURDAY, 23d November, 1833, it was carried unanimously, that the Trustees be authorised to issue the following

NOTICE:

The Trustees of the Insolvent Estate of Mr. CHARLES COZENS, request all persons indebted thereto, to come forward before the 10th of December next, with such offers of compromise as the property they possess may enable them to make, it being the wish of the Trustees to make fair arrangements with Debtors, rather than proceed to extremes. Such parties as do not compromise their debts previous to the 10th of December, will be proceeded against in the SUPREME COURT for the sums they respectively owe the Estate. This Notice also applies to those persons who have not fulfilled the conditions of compromise which they have entered into previous to this date.

A Meeting of the Creditors on the above Estate will be held at the Commercial Room, St. John's, on FRIDAY, the 20th December, preparatory to the Trustees declaring a DIVIDEND, and those Creditors whose claims are not proved, and given in to the Trustees by that date, will be excluded from a participation therein.

W. J. HERVEY, } Trustees to the
C. F. BENNETT, } Insolvent Estate
R. R. WAKEHAM, } of C. COZENS.
St John's Nov. 27, 1833.

PUT on Shore from the Brig Wilberforce, from Liverpool, and now in the Store of Messrs. T. CHANCEY and Co.,

One Bundie Tar Brushes
Large Paper Parcel
(Both of which are without Mark.)

Any Person who can substantiate a claim to the above, may receive them by applying to Messrs. T. CHANCEY and Co., and paying Expenses.
Carbonear, Nov. 1, 1833.

ON SALE.

BY
COLLINGS & LEGG,
THE CARGO OF
The Schooner WELLINGTON, from HALIFAX,
CONSISTING OF

- 100 Barrels Superfine Flour
- 50 Barrels Middlings Ditto
- 50 Barrels Rye Ditto
- 50 Barrels Indian Meal
- 10 Barrels Beef
- 10 Barrels Pork
- 20 Firkins Butter
- 50 M. Shinglies.

Carbonear, Nov. 6, 1833.

At the Office of this Paper,

A quantity of Pinnock's Catechisms, viz.: History of Greece, History of Rome History of England, Chemistry Astronomy, Latin Grammar Navigation Modern History and Ancient History.

Also,
The Charter House Latin Grammar School Prize Books (handsomely bound) Sturm's Reflections on the Works of God, 2 vols. (plates) Sequel to Murray's English Reader Pinnock's Histories of Greece, Rome, and England Bonycastle's Mensuration And sundry other School Books. Sealing Wax India Rubber WRITING PARCHMENT of a very superior quality, and large size Carbonear, July 3, 1833.

FOR SALE at the Office of this Journal the CUSTOM-HOUSE PAPERS necessary for the ENTRY and CLEARANCE of Vessels under the New Regulations.

GARRETS.

We never think of a garret, but an infinity of melancholy and lanky associations of skin and bone, poets and authors, come thronging on our imaginations. All ideas of the sins of the flesh evaporate on our entrance; for if all the flesh that has ever inhabited a garret, were to be duly weighed in the balances, we are of opinion that it would not altogether amount to a ton. In walking up the steps that lead to this domiciliary appendage of genius, we are wholly overcome by the sanctity of the spot. We think of it as the resort of greatness, the cradle and grave of departed intellect, and pay homage to it in a sullen smile, or a flood of tears. A palace, a church, or a theatre, we can con-

NOSEWORTHY

trive to pass with some degree of indifference; but a garret, a place where Goldsmith flourished, and Chatterton died, we can never presume to enter without first paying a tribute of reverence to the presiding deity of the place. How venerable does it appear, at least if it is a genuine garret, with its angular projections, like the fractures in poor Goldsmith's face;—its tattered and threadbare walls, like old Johnson's wig; and its numberless "loop-holes of retreat" for the north wind to peep through, and cool the poet's imagination. The very forlornness of its situation inspires elevated ideas in proportion to its altitude; it seems isolated from the world, and adapted solely to the intimate connection that genius holds with heaven.

It was in a lonely garret, far removed from all connexion with mortality, that Otway conceived and planned his affecting tragedy of *Venice Preserved*; and it was in a garret that he ate the stolen roll, which ultimately terminated in his death. It was in a garret that poor Butler indited his inimitable *Hudibras*, and convulsed the king and the court with laughter, while he himself writhed in the gnawing pangs of starvation. Some one has thus aptly alluded to the circumstance:—

"When Butler, needy wretch, was yet alive,
No generous patron would a dinner give—
See him, resolved to clay, and turned to dust,
Presented with a monumental bust;
The poet's fate is here in emblem shown,
He asked for bread, and he received a stone."

A gentleman found Dryden in his old age exposed to the attacks of poverty, and pining in a garret, in an obscure corner of London. "You weep for my situation," exclaimed the venerable poet, on seeing him; "but never mind, my young friend, the pang will be soon over." He died a few days afterwards. Poor Chatterton! "the sleepless boy who perished in his pride," overcome by the pressure of poverty, and stung to the quick by the heartless neglect of a bigoted aristocrat, commenced his immortality in a garret in Shoreditch. For two days previous to his death he had eaten nothing; his landlady pitying his desolate condition, invited him to sup with her; he spurned the invitation with contempt, and put an end to his existence by poison. Crowds inflicted elegies on his memory, the length and breadth of which filled volumes, while the subject of these doleful tributes lies buried in a common workhouse in Shoe-lane, unnoticed by epitaph or eulogy. When a nobleman happened by chance to call upon Johnson, he found this great author by profession in a state of the most desponding hopelessness; a thing which an antiquarian might, perhaps, discovered to have once been a table, was stationed in the middle of the garret; a few unfinished papers and manuscripts were scattered about the uncarpeted floor, in every direction; and the unfortunate owner of these curiosities had neither pens, ink, paper, nor credit to continue his lucubrations. It was about this time, when, threatened to be turned out of his literary pig-stye, that he applied to Richardson, the celebrated novelist, for assistance, who instantly sent him five pounds, a sum which relieved him from misery and a dungeon. Poor Goldsmith was once seated in his garret, where the *Deserted Village* was written, in familiar conversation with a friend, when his pride was considerably annoyed by the abrupt entrance of the little girl of the house, with "Pray, Mr. Goldsmith, can you lend Mrs. — a chamber-pot full of coals?" The mortified poet was obliged to return an answer in the negative, and endure the friendly but sarcastic condolence of his companion. In a garret, either in the Old Bailey, or in Green Arbour-court, the exquisite *Citizen of the World*, and equally celebrated *Vicar of Wakefield*, were written. Of the last mentioned work, the following ludicrous anecdote is not, we believe, generally known:—

While Goldsmith was completing the closing pages of his novel, he was roused from his occupation by the unexpected appearance of his landlady, to whom he was considerably in arrears, with a huge bill for the last few weeks' lodgings. The poet was thunder-struck with surprise and consternation, he was unable to answer her demands, either then or in future; at length the lady relieved the nature of his embarrassment, by offering to remit the liquidation of his debt, provided he would accept her as his true and lawful spouse. His friend, Dr. Johnson, chanced by great good luck to come in at the time, and, by advancing him a sufficient sum to defray the expenses of his establishment, consisting of only himself and a dirty shirt, relieved him from his matrimonial shackles.

A literary friend once called to pay Fielding a visit, and found him in a miserable garret, without either furniture or convenience, seated on a gin-tub turned up for a table, with a common trull by his side, and a half-emptied glass of brandy and water in his hand. This was the idea of consummate happiness entertained by the immortal author of *Tom Jones*; by him whose genius handed down to posterity the inimitable character of Square, with his "eternal fitness of things."

Our modern Bloomfield, of rural and pastoral celebrity, wrote his *Farmer's Boy* in a garret, occupied by shoemakers, and pursued his poetical occupation amid the din of awls,

and the clattering of heels. Collins composed his odes in some such miserable dwelling; and to complete the grand climax of intellect, and for ever to immortalize the name and reminiscences of a garret, this prodigious exertion of wit, this beautiful article, was written in one.

It is, we believe, generally known, that Johnson and Garrick resolved to try their fortunes in the metropolis, at one and the same time. They reached London in a most pitiable condition, the one with a shirt and half a pair of breeches, the other with two brace of stockings, without tops or bottoms, and took up their abode in an obscure corner of the metropolis, where they lived in a miserable garret for some time subsequent to their arrival. The histrionic reputation of Garrick burst out at last in all its meridian refulgence, while the poor lexicographer was condemned to make the most of his solitary shirt, and lie in bed while the linen underwent the unusual but necessary ceremony of ablution. Many years afterwards, when both had attained unexampled celebrity, Johnson rallied Garrick at a dinner party on their early poverty, and the meanness of the garret they had occupied. Garrick's pride was nettled at so unwelcome a recollection, and he equivocally denied the assertion. "Come, come," said the surly philosopher to the mortified tragedian, "don't forget old friends, Davy; thou knowest that we lived in a garret for many months, and that I reached London with three pence in my pocket, whilst thou, Davy, had only three half-pence in thine."

What a ludicrous sight it must have been to have suddenly popped upon Johnson, as he stood in a listless attitude at the corner of some blind alley, with Savage, or divers other wits for his companions, to whom he was dictating the precepts of wisdom, and laying hold of their ragged coats in order to insure attention. A contemporary satirist, we forget who it is, has somewhere mentioned, that he was standing with Savage and Johnson in the manner we have described, when a wag came up, and informed the alarmed company, that he had seen an unpleasant looking gentleman skulking about like a hound in pursuit of a bag-fox. The poets instantly decamped, Johnson waddling in the rear, afraid, most probably, of an unseasonable visit to the Bench, and fled to their garrets, with a celerity that set all competition at defiance. What a delicious sight to behold, though but for an instant, the undignified scampering of the grave big-wigged author of the *Rambler*, followed by the galloping lankiness of Savage!

The famous satirist, Churchill, who, as Lord Byron observes, "once blazed the meteor of a season," was originally bred a clergyman; but whether from disgust to the sacred functions of a priest, or from despair of ever being able to obtain the loaves and fishes, or, what is still more probable, from the natural caprice of genius, resigned his profession, and commenced author and politician. He met with the usual concomitants of literature, and composed his *Rosciad* partly at an obscure tavern, and partly in a garret in a remote quarter of the metropolis. As he was once wandering home drunk to his mean abode, he encountered a woman of the town, who joined him, and seeing his gross inebriety, led him into a field in the neighbourhood of Battersea. On waking in the morning, the poet stretched out his arms with the intention of undrawing the curtains of the bed in which he supposed himself to be, and grasped a bundle of cabbages; to increase, if possible, his surprise, he discovered that he had been deposited on the capacious summit of a dunghill, with a prostrated snoring by his side. His first thought was to tax her with robbery; but, on finding his pocket-book safe, he was so pleased with her unusual fit of honesty, that he gave her two-thirds of his possessions, consisting at that time of about fifteen guineas (an enormous sum for a poet in those days), and took her to his garret, where she ever afterwards was a welcome visitor.

The celebrated Peter Pinder was notorious for his frequent and facetious allusions to garrets, from which, however, his habitual parsimony generally enabled him to escape. When he could find no fault with the productions of an author, it was his common practice to tax him with poverty, and a residence in Grub-street. Indigence was in his estimation on a par with guilt. Pope, in his *Dunciad*, has shown himself of the same way of thinking—*Par nobis fratrum*.

Dr. Paul Hifferman, a celebrated wit in the time of Johnson, once went to call on his friend Foote, or, as he was justly called, "the English Aristophanes," and without inquiring for his room, ran precipitately up into the garret. Foote, who at that time resided in a less aerial situation, called after him. "'Tis no use," replied Hifferman, "to show me your room; whoever thought of asking, when every one knows that there never yet was a poet without his garret?"

The following are two letters that passed between Foote and his mother, who was as witty, intelligent, and eccentric, as her son. One is dated from a miserable garret, the other from prison, where the mother was confined for debt. They are quoted from memory; the exact transcript is to be met with in *Cooke's Life of Foote*:

"DEAR SAM.—I am in prison, and in want of money. Come and assist your loving mother.

"Yours, &c. E. FOOTE."

"DEAR MOTHER.—So am I! and can't get out again.

"Yours, truly, SAM. FOOTE."

LAW OF LIBEL.—DISTINCTION BETWEEN SLANDER AND LIBEL.—A libel consists in a malicious defamation, expressed either in printing or writing, or by signs, pictures, &c. The important distinction subsisting between verbal slander and a libel was fully pointed out and clearly established in the case of *Villars v. Mousley* (3 Wils. 403).—As there is an obvious difference between the malignity and injurious consequences of slanderous words spoken or written; many words which, if spoken would not be actionable, are actionable, if disseminated in the form of libel.

In the above case it was decided, that whatever renders a person ridiculous, or lowers him in the estimation or opinion of the world, amounts to a libel; though the same expressions, if spoken, would not have been a defamation; hence the word "swindler," if spoken of another, unless it be spoken in reference to his trade or profession, is not actionable; but if it be published in the way of libel, it is so.

As the very essence of a libel consists in the calumny being propagated, it is essential that it should be published.

INSTANCES OF LIBEL.—An action on the case will lie against any person who maliciously and untruly publishes any libel reflecting on another—such where any person charges another with a crime which might subject him to the danger of legal punishment; or tend to injure him in his trade or profession; or which might be the means of excluding him from society, such as accusing him of having a contagious disorder; or where the libel would diminish the domestic happiness of a family—as for instance, by charging a person's daughter with gross immorality and indecorum in her conduct, as of having left her home to be delivered of an illegitimate child.

A letter written to a third person, in which the plaintiff was stated to be one of the most infernal villains that ever disgraced human nature, was held to be actionable, without any evidence of special damage; and it is libellous to publish a highly-coloured account of judicial proceedings mixed with the reporter's own observations and conclusions on what passed in court, and which contained an insinuation that the plaintiff had been guilty of perjury. An action may be supported for a libel reflecting on the memory of the dead: but it must be alleged in the declaration, and proved to the satisfaction of the jury, that the author intended by the publication to bring dishonour and contempt on the relations and descendants of the deceased.

A printed or written article may be libellous, though the slander is not directly charged, but only in an oblique and ironical manner: in conformity with this rule, it has been decided that a defamatory paper expressing the initials, or only one or two letters of a person's name, but in such a manner as obviously and clearly alludes to the plaintiff, and from the natural construction of the whole extent it would be absurd if strained to any other meaning, is as properly a libel as if it had expressed the name with all the letters and in the ordinary manner.

EXCEPTIONS.—But it is not the subject of an action to publish an accurate and correct account of the proceedings and resolutions of the parliament, or of the courts of justice; and the propriety of this adjudication was recognised in a subsequent case, where it was held that an action could not be supported, however injurious such publication might be to the character of the individual; but this doctrine must be received, notwithstanding these decisions, subject to certain limitations; for it cannot be admitted, that the publication of every matter which transpires in a court of law, however truly represented, is, under all circumstances, and with whatever motives published, justifiable; and this rule does not apply to the publication of part of trial before it is finally concluded, for that might enable the friends of the parties to pervert the justice of the court, by the fabrication of evidence, and other improper conduct.

It is a recognised rule of law, that no proceedings in a regular course of justice will make a complaint a libel; hence it has been determined, that no false or scandalous matter contained in a petition to a committee of either houses of parliament, or in articles of the peace to be exhibited to justices of the peace, are libellous; and where a court martial, after stating in their sentence the acquittal of an officer against whom a charge had been preferred, subjoined thereto a declaration of their opinion, that the charge was malicious and groundless, and that the conduct of the prosecutor, in falsely calumniating the accused, is highly injurious to the service, the president of the court martial was held not liable for having delivered such sentence and declaration to the Judge Advocate.

A fair and impartial comment on a literary production, detecting its mistakes, and ex-

posing the author to ridicule, will not be deemed a libel—unless it exceed the limits of candid criticism, by attacking the character of the writer, disconnected from his work, and travel into collateral matter, introducing facts not stated in the publication, accompanied with injurious observations upon the author.—*Notes of a Lawyer*.

ANECDOTE OF MR. BUCKINGHAM AND A TURK.—In his lecture on Arabia, Mr. Buckingham related the following anecdote, to illustrate the advantages of free commercial intercourse amongst all the nations of the world, in the removal of ignorance, error, and prejudice. He left Suez, at the head of the Red Sea, with a large caravan, for Jeddah and Mecca. Amongst the Mohammedan pilgrims in the company, whose destination was Mecca, was one from Fez, at the western extremity of Africa. This person was conversable and intelligent, and seemed to Mr. Buckingham likely to listen with candour to any objection which might be made against his religion. Mr. Buckingham said to him, "Would you not think it a sufficient proof that a religion was not true, if it could be proved that it was not suited to the conditions of all the nations on the face of the earth? And has it never occurred to you that there are nations to whom it is physically impossible to obey the precepts of your religion?" The Moor replied that he should certainly think it a strong argument against a religion if that could be proved, as he thought God would never have commanded that which his creatures could not perform. Mr. Buckingham rejoined—"Well, then, there are countries where the inhabitants are six months without seeing the sun, and where for the other six months of the year he never sets, so that in those countries there is but one day and one night in the year.—Though you are ignorant of those countries, I can demonstrate the fact to you in such a manner that you will not be able to doubt it. Now it is a positive injunction of Mohammed, that in the fast of the Ramadan that every man shall fast from sunrise to sunset, not only from meat but even from drink of any kind. But in the countries I have mentioned this would be impossible, for if a man should attempt to fast from sunrise to sunset, that is, six months, he would certainly die." The Moor said it was impossible there could be any such country; "but," added Mr. Buckingham, "such was the effect produced on his mind, that I had the unspeakable delight to see him stop short in his pilgrimage at Jeddah, transact his business in that town, and return to Fez without ever going to Mecca, though it was the original object of his long pilgrimage to visit the 'holy city.'"

POETRY.

THE UNKNOWN HAPPY LAND.

O, tell us of the happy land, the world of future bliss,
And teach our hearts to understand the nothingness
of this,
Mere atoms of mortality,—like to a grain of sand,—
Say, shall we be immortal in the unknown happy land?
And shall we hold communion with those now gone
before,
Or break the bonds of union with beings we adore;
Their voices shall we hear again, or clasp them by
the hand,
Tell us, Almighty Being! in the unknown better land?
The loved parents of our duty, say, shall we meet them
there?
The lost mother who has reared us with fond maternal
care,
Their blessings shall we hear again, their smiling ever
bland,
May we again embrace them in the unknown happy
land?
As the children whom they cherished, will they know
us again?
Or the dear ones that have perished on the wild and
stormy main;
Although their bones may whiten on some dark and
distant strand,
Shall we recognise each other in the unknown happy
land?
Will the souls which earth hath plighted in affections
warm and strong,
By Death be disunited? doth he wield his power so
strong?
Or can he tear asunder the indissoluble band?
Severed thus! shall we exist in the unknown land?
If souls are all immortal, petitioning we pause,
Give us the hope of meeting, thou Good and Great
First Cause!
The hope of recruiting, by thy mysterious wand,
That we may hail with joy and peace, the unknown
happy land!
"Thy soul is immortal!" God answered me, and
said
"I gave thee life, the air to breathe, for food thy daily
bread,
Obedient, whatsoever my will, be thou to my command,
Prepare thyself to meet me in the unknown happy land."
For the mourner in affliction there is a balm elsewhere;
A blessing for the destitute now drooping in despair;
For the wailing cry of anguish, when sorrow hath un-
mann'd,
There's refuge for the spirit, in the unknown happy
land!"

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