



THE

STAR,

AND CONCEPTION BAY JOURNAL.

Vol. IV.

WEDNESDAY DECEMBER 27, 1837.

No. 192.

HARBOUR GRACE, Conception Bay, Newfoundland:—Printed and Published by JOHN THOMAS BURTON, at his Office, opposite Messrs. W. Dixon & Co's

An Act for Granting to Her Majesty a Supply of Money for Making and Repairing of Roads and Bridges in this colony, and to regulate the expenditure of the same.

[Passed 18th November, 1837.]

WHEREAS it is expedient to provide for the internal improvement of this Colony by the opening of roads and constructing bridges therein:

Be it therefore enacted, by the Governor, Council and Assembly of Newfoundland, in General Assembly convened, that from and out of such monies as from time to time shall be and remain in the hands of the Treasurer of this Colony, and unappropriated, there shall be granted to Her Majesty, her heirs and successors, the sum of Sixteen Thousand Eight Hundred and One Pound Sterling for the purpose of opening, making, and repairing Roads, Streets and Highways, and for erecting Bridges, in this Colony, in the manner hereinafter provided, and under the limitations, restrictions, and superintendance hereinafter prescribed, that is to say,—within the district of St John's the sum of Five thousand nine hundred and twenty five pounds, to be appropriated and divided as follows:—

For a road from St. John's to Topsail, Five hundred pounds.
For a road from St. John's to Bay of Bulls, eight hundred pounds.
For a road from St. John's to Petty Harbour, six hundred pounds.
For a road from King's bridge to Outer Cove, two hundred pounds.
For a road from King's bridge to Goff's bridge Portugal cove, £100.
For a road from Logy bay to meet the road from St. John's to Outer cove fifty pounds.

For a road from Topsail to Holyrood, £500
For a road from Goff's bridge, Portugal cove, to Westward Point, being Part of the road from Portugal cove to broad cove, £150.
For a road from Brine's Bridge to Long Pond by Rennie's Mill, £200.
For a road from Appie Tree Well to George's Pond two hundred pounds.
For a street from the Custom House to Boden's Cove, £250.
For a street called King's road, two hundred and fifty pounds.
For a bridge in Duckworth street, opposite Beck's cove, one hundred pounds.

For a safety wall in Duckworth street, opposite M'Bride's cove, on the property of William Newman, eighty five pounds—provided an equal sum be advanced on account of the said William Newman.
For repairing the bridge near river head hospital, twenty pounds.
For rebuilding Waterford bridge, one hundred and eighty pounds.
For a road to blockmaker's hall, two hundred and fifty pounds.
For a road from St. John's to Wignor's Gully, two hundred pounds.
For a road from brookfield, westward,—being part of the old Placentia road, two hundred pounds.
For a road from King's bridge to the White Hills, by Quidi Vidi pond, two hundred pounds.

For the general improvement of roads & streets in the Town of St. John's, six hundred pounds,—of which sum two hundred and fifty pounds shall be appropriated to the completion of the bridge leading from Mr. Job's cottage to the south side.
For repairing the road and bridges from the narrens to Upper Long Pond, by Allen, Junior's, farm, two hundred and forty pounds.

To be expended in the District of Conception Bay, the sum of four thousand seven hundred and ninety six pounds, to be appropriated and divided as follows:—
For a road from Holyrood to Brigus, seven hundred and sixty pounds.

For a street in the town of Brigus, fifty pounds.
For bridges at Holyrood, Chappel's Cove, Harbor Main, Collier's, Turk's Gut, and south side Brigus, two hundred and twenty pounds.
For a road from Harbor Grace to Spaniard's Bay, and a bridge at Northern and southern gut, four hundred and sixty pounds.
For a road from the river head of Harbor Grace to the town of Harbor Grace, one hundred and fifty pounds.

For streets in the town of Harbour Grace, one hundred and fifty pounds.
Towards bridges at the river head of Harbor Grace, Martin's brook, Fox's, Prendergast or Thistle's brook, and bears Cove, one hundred and eighty-five pounds.
Towards a road from Harbor Grace to Carbonear, two hundred pounds.
For the main street at Carbonear, one hundred and fifty pounds.
For a road to Irish town, fifty pounds.
For the erection of a bridge over Powell's brook, forty-five pounds.

For bridges over the following brooks, Collins's brook, Legg's brook, Crocker's Cove brook, and Pack's brook, two hundred and ten pounds.
For a road from Harbor Rock Hill, Carbonear, to Bay de Verds, one thousand two hundred pounds.
Towards a bridge at Northern Brook, Western Bay, seventy eight pounds.
Towards a bridge at Southern Brook, Western Bay, seventy eight pounds.
Towards a bridge at Northern Bay, one hundred pounds.
Towards a bridge at Ochre Pitt Cove, sixty pounds.

Towards roads in the town of Port-de-Grave, fifty pounds.
For a road from Harbor Grace to Island Cove and bread and-Cheese Cove, two hundred pounds.
Towards a road from Spaniard's bay to brigues, four hundred pounds.
To be expended in the District of Ferryland, including a bridge over biscay bay river, the sum of one thousand seven hundred pounds, to be appropriated and divided as follows:—

For a road from Renewes to Fermuse River-head, one hundred and eighty pounds.
For a main and branch road from Fermuse to Acquafort, two hundred and ninety pounds.
For two Ferry Boats at Acquafort, twelve pounds.
For a road from Acquafort to Ferryland, two hundred and twenty-five pounds.
For a bridge over Spout River, Twenty pounds.
For a road through the town of Ferryland, twenty pounds.
For a bridge over Biscay Bay River, sixty pounds.
For a road from Caplin Bay to Cape Broyle, two hundred and two pounds.
For a road from bay bulls to Witless bay one hundred pounds.
For a road from Witless bay to Toad's Cove, two hundred and thirty pounds.

For a Main road from Toad's Cove to river-head of Cape broyle, one hundred and eighty one pounds.
For a branch road from sauline, fifty pounds.
For a branch road from Caplin Cove, forty pounds.
To be expended in the District of Bonavista bay, the sum of nine hundred and twenty Pounds, to be appropriated and divided as follows:—
For a road from Bonavista to Catalina, five hundred pounds.
For a road from King's Cove to broad Cove fifty pounds.
For a road from broad Cove to Keels, seventy pounds.
For a road from Keels to Tickle Cove, fifty pounds.
For a road from Tickle Cove to Open

Hall, one hundred pounds.
For a road from Open Hall to Plate Cove, fifty pounds.
For improving the streets in the town of Bonavista, fifty pounds.
For improving the Streets in the town of Greenspond, fifty pounds.
For roads in the Islands of Twillingate and Fogo, seven hundred Pounds
To be expended in the District of Trinity bay, the sum of five hundred and eighty pounds, to be appropriated and divided as follows:—
For a road from Old Perlican to Hants' Harbour, two hundred pounds.
For a road from Hants Harbour to Hart's Content two hundred pounds.
For a road from Hart's Content to Hart's Delight, one hundred and eighty pounds.

To be expended in the District of Placentia and St. Mary's, the sum of nine hundred and sixty pounds, to be appropriated and divided as follows:—
For making a road from Lance Cove, in St. Mary's Harbour, to meet the line of road to river head, thirty feet wide, with cross-road to the Court House thirty feet wide cross-road to the bridge hereinafter mentioned twenty feet wide, and cross-road to the beach, twenty feet wide, One hundred and fifty pounds.
For a road from St. Mary's to Holyrood Pond, three hundred and forty pounds.
For erecting a bridge over the pond in the Town of St. Mary's sixty pounds
For erecting a bridge over Coote's Pond, sixty pounds.
For a road from Great Placentia to Little Placentia, three hundred pounds.

For providing a Ferry boat and erecting a House for a Ferryman to ply across the Gut of Placentia, Fifty pounds.
To be expended in the district of burin the sum of five hundred and fifty pounds to be appropriated and divided as follows:—
For a road from Court House at burin to burin bay, one hundred pounds
For a road from the aforesaid Court House to null's Cove one hundred pounds.
For a road from Ship's Cove to Kerby's Cove, seventy pounds.
For a road from Olive Point to Great burine, fifty pounds.
For a road from null's Cove to Port brul, Forty pounds.
For a road from Fortune to Grand bank, one hundred pounds.
For erecting a bridge across the brook at butcher's cove ten pounds.
For a road and bridge from Great St. Lawrence to Little St. Lawrence, Forty pounds.
For two bridges at Lamaline, forty pounds.

And for a road from Spaniard's bay to New Harbour and Dildo Cove two hundred and fifty pounds.
For the road and bridge from Carbonear to Hart's content, four hundred and twenty pounds.
2nd.—And be it further enacted, That the following persons respectively shall form and be boards of commissioners for the several districts and portions of districts, and the several Roads and bridges hereinafter expressed, respectively, that is to say—the board of commissioners for the roads and bridges within the district of Saint John's, shall consist of the following persons, that is to say—Joseph Noad, Charles Fox Bennett, Robert Job, John Dunscomb, Patrick Doyle, John Kent, William Richards, Nicholas Gill, Venerable Edward Wix, William Hart Gaden, Patrick Mullowney, John O'Mara, James Douglas, Reverend Edward Troy, John Harding and Lawrence O'Brine; for roads and bridges for Holyrood to Brigus, Reverend Denis Mackin, Charles Cozens, Anthony William Godtery, James Hern, and William Munden; for roads and bridges from the river head of

Harbour Grace to Spaniard's Bay, William Donnelly, Thomas Ridley, John Munn and William Dixon; for roads and bridges in and about the town of Harbour Grace, Peter Brown, George Thorne, Thomas Foley, Andrew Drysdale, and Thomas Dunford; for roads and bridges from Harbour Grace to Carbonear, James Bayly, Roger Hanrahan, Junior, William Collins, and Michael Howley; for roads and bridges in and about Carbonear, John Walsh, John Elson, Edward Hanrahan, and Wm. Highton Taylor; for roads and bridges from Carbonear to Bay de Verds, Robert Pack, James Power, William Bemister, Felix McCarty, and William Brown; for roads in the town of Port de Grave, Reverend Charles Blackman, and Thomas Martin; for roads from Harbbur Grace to Island Cove and bread and Cheese Cove, Reverend Charles Dalton, Reverend John Burt, William Stirling, and George Crane; for the road from Spaniard's Bay to Brigus, Walter, Whelan, Nathaniel Munden, John Jacob, and Nicholas Mulloy; for the road from Spaniard's Bay to New Harbour and Dildo Cove, William Donnelly, Robert Cranford, Andrew Hacket, and Thomas George; for the bridge over Biscay Bay river, George Simms, John Deverux, and George Sutton; for the roads from Renewes to Acquafort, Allen Goodridge, John William Saunders, Reverends James Duffy, and Oliver O'Neil; for the roads from Acquafort to Ferryland, Henry Winsor, Arthur H. Carter Thomas Meagher and Michael Devereux; for the road from Ferryland to Cape Broyle, Matthew Morey, John Power, Henry Coryear, and Walter Shelly; for the road from Cape Broyle to Bay of Bulls Edward Power, James Doyle, Reverend Patrick Cleary, John L. McKie, R. Avery and Thomas Blackler; for the roads from Old Perlican to Hants' Harbour John Tilley, George Haire, John Thompson, and John Burt, junior; for the Road from Hants' Harbour to Hart's content, John Tilley, George Haire, Reverend Henry H. Hamilton, and Richard Underhay; for the road from Heart's content to Heart's Delight, Thomas Bryant, Richard Underhay, Reverend Henry H. Halminton, and Robert Ollerhead; for the road from Bonavista to catalina, Samson Mifin Alexander Bremner, and William Sweetland; for the road from King's cove to Broad cove, Edward Mullowney, and Reverend Nicholas Devereux; for the road from Broad cove to Keels, John Murphy, John Ryan, and John Ducey; for the road from Keels to Tickle Cove Dando and William Over for the road from Tickle cove to Open Hall, and thence to Plate cove, John Shears, and John Walsh; for roads in the Town Bonavista, Joseph Shears, and Archibald Arnott; for the roads in the Town of Greenspond, George Frampton, and John Smith; for the roads in the Island of Twillingate and Fogo, Reverend Joseph M. Bergan, Stephen Lawler, Richard Dwyer, Thomas Piccott, Andrew Brine, Patrick Burk, John Bryan, John Dwyer, Reverend John chapman, Andrew Pearce, Robert Tremlett, John Peyton, and Robert Watkins; for the roads and and bridges at St. Mary's Reverend James Duffy, William burk, John Walsh and Thomas Whelan; for roads and Ferry at Placentia, Reverend Pelagus Nowlan, Joseph Tucker, John Rielly, Richard McGrath, John O'Donnel, Wm. G. Bradshaw, Francis L. Bradshaw, and John Rielly of Herring bay; for the roads and bridges at burin, Revd. Michael burnie, Revd. John Hennigar, Daniel Mackey, clement renning, Wm Hooper, John O'Neill, and John Marshall; for the roads and bridges from Great Saint Lawrence to Little Saint Lawrence, John Thorne and Henry Slaney; for the road from Grand bank to Fortune Harbor William Evans, John Forsey, George Leek and James Leek; for two bridges at Lamaline, James Pittman and Richard cake; and from carbonear to Hart's con-

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3d.—And be it further enacted, That if any of the persons named in this act as commissioners under the same, shall refuse or decline to take upon himself or themselves the duties of commissioner under this act, or if any of such persons shall resign their office, or die or be absent from this colony six months, it shall be lawful for His Excellency the Governor, from time to time, by warrant under his hand and seal, to appoint another person or persons to the respective board or boards of commissioners in place of such persons or persons refusing to act, dying, or absenting himself or themselves from this colony Provided that of each respective board of commissioners, a number equal to a majority of the same shall be a quorum.

4th.—And be it further enacted, That it shall not be lawful for any of the said Boards of Commissioners to proceed in the opening, repairing, or making any road, or building any bridge for which any sum or sums of money may have been appropriated, in any other way than by contract, having first given public notice of such intended contract, for the space of twenty days at the least, and all such contracts shall be in writing and shall be signed by the contractors respectively, with one or more of the members of the respective Boards of Commissioners; provided, that for the making of any road, or erection of any bridge, the execution of which may be commenced before the thirtieth day of November of this year, it shall be lawful for any such Boards of Commissioners; to enter into a contract or contracts upon ten days public notice of the same being given.

5th.—And be it further enacted, that all such Public Notice shall specify in a clear and distinct manner the work required to be performed, and shall be posted on the places of Public Worship in the Town, Harbour, or place nearest the part where the work is to be done for at least two Sundays previously to such Contract being entered into. And all Tenders put in for any Contract or Work shall at the time appointed for receiving or opening the same be opened in presence of such of the Commissioners as may be in attendance and likewise of all other persons who may desire to be present at the opening of such Tenders. And in the event of the person whose Tender having been the lowest, shall have been accepted, not being prepared with Security for the performance of his Contract within forty eight hours after the respective Board of Commissioners shall in such case be at liberty to contract with the person whose Tender shall be the next lowest and who shall give the requisite security for the due performance of the same, unless the said Commissioners shall think fit to extend the period for giving such security.

6th.—And be it further enacted, that in all cases where any contract is made by any of the said boards of Commissioners, the lowest tender made with sufficient security shall be accepted; and in case no tender be made within the period advertised for tenders, or in case the tenders made be unreasonable, then, and in such case, ten days further Public Notice for tenders shall be given, and so on as many times as the same may be required.

7th.—And be it further enacted, that such Boards of Commissioners, before they enter into any such contracts, shall require reasonable security from the contractor or contractors that he or they shall perform such Contract; and if such contractor or contractors shall require any money to be paid in advance, such commissioners may from time to time advance any part of the amount of such contracts not exceeding in the whole one third at any one time and no advance shall be made until two sufficient Bondsmen become bound with such contractor or contractors in double the sum to be advanced, that he or they will perform or complete such contract. And no second advance shall be made to such contractor or contractors until one-half part of the said work shall be executed, examined and passed, as having been done in a Workman-like manner, agreeable to contract. And the said commissioners shall frame their contracts that the same shall be finished within a limited time, and they shall always withhold the payment of one-third of the full amount thereof, respectively, until such work shall be finished and fully executed.

8th.—And be it further enacted, that previously to any sum or sums of money being expended in the opening or making of any new road, the proposed line of road shall first have been surveyed by or under the directions of the respective board of commissioners, and approved by them. Provided always, that no line of road on which Monies have been expended by the Legislature shall be altered without the expressed approval of the board of control hereinafter mentioned, in any case where such alteration shall be attended with an expense of one hundred pounds or upwards.

9th.—And be it further enacted that such respective boards of commissioners may appoint Surveyors to lay down and inspect new roads and bridges; provided that for such primitive survey, constant inspection of Work or new roads, the remuneration to such Surveyor and Inspectors shall not exceed five pounds per centum on the sum voted for such Work, and provided that for Survey and Inspector of bridge and work upon roads already laid down, the remuneration to the Surveyor or Inspector shall not exceed two pounds ten shillings per centum on the sum voted for such Work; Provided likewise, that no Commissioners shall on any occasion be entitled to any such compensation as surveyor or Inspector; provided nevertheless, that if in any

case such two pounds ten shillings per centum or five pounds per cent, respectively shall be an inadequate remuneration for the service performed by any surveyor, it shall be lawful for the respective boards of commissioners by and with the consent and approbation of the board of control hereinafter-mentioned to afford such further remuneration to any such surveyor as may be reasonable and proper.

(see last page.)

THE STAR

WEDNESDAY, DECEMBER 27, 1837.

We delay to-day's publication so as to give the following highly important news from Canada, brought by the Scher. EMERALD from Halifax.

IMPORTANT

From the Noveascotian extra, Dec. 12.

In order to furnish our readers with the fullest information, we have concluded to issue another "Extra," the third since Friday, which we think they will find interesting.

This is the best account we have yet seen of the attack on St. Denis. It is from the Montreal Courier of the 27th.

About 10 o'clock on Wednesday night the troops which had left the City that afternoon in the St. George started for Sorel, under Col. Gore, together with one of the two companies of the 55th, stationed at that place;—the whole force thus consisting of the two flank companies of the 24th, under Lt. Col. Hughes, the light company of the 32d, under capt. Markham, and one company of the 66th, under capt. Crompton, together with a small howitzer and a party of Artillery under cor. Sweeney. For the sake of avoiding bridges as much as possible the detachment took the upper road on the east side of the river, running one concession back from the river itself. The weather was dreadful at the time of starting, and indeed through the whole march the rain fell in torrents, and the roads were almost knee deep in mud and water. The troops, however, proceeded as well as they could, all night, and after a slight halt early in the morning, pushed on again. About 5 miles, or perhaps less from St. Denis, the cavalry, who were in advance, came to a bridge that had been destroyed, and saw at a little distance further ahead a party of men destroying another. By making a little detour, they succeeded in passing a gully over which the first bridge had led, and while the main body were engaged in repairing it, charged the body at work on the second, and succeeded in capturing 300 of them and driving off the rest before they had half completed their job. Five other bridges, mostly quite small, were afterwards found broken down as the column advanced, and the delay required to repair them so as to allow of the passing of the howitzer, materially retarded the march, and added to its difficulty.

At length, toward noon, and after a most harassing march of more than 12 hours, the detachment reached the outskirts of the village of St. Denis. The advanced guard of the cavalry was fired on almost before it came within range, from the houses and barns on the road side, and immediately fell back to make report. Captain Markham's company was first ordered up, and afterwards the other companies. Several of the assaults were shot down by the skirmishers, and in a short time the houses and barns from which the first firing had taken place were cleared, by flight or otherwise of their occupants, but not until capt. Markham, who was leading on the skirmishing party, had received 4 wounds, so severe, that he was carried off the ground, as it was then supposed mortally wounded. The attention of the troops was now directed to a large stone house, of 3 stories, near the entrance of the village, which was strongly barricaded and garrisoned, and from which a most galling fire was kept up. The howitzer was brought to bear upon it, with very considerable effect, but unfortunately was not found sufficient to render it untenable. Towards half past 2 o'clock the ammunition of the troops and artillery was nearly expended, and it became necessary to retreat. Since an early hour in the morning the men had not tasted food. In the course of the march a large proportion of them had lost their shoes, and actually came into engagement barefoot. The steambot Varena, which had been ordered to follow up the river from Sorel, a few hours after the march of the troops, with supplies of food and ammunition, had not been heard of; the fact being that at St. Ours, 9 miles below, she had been obliged to put back by a fire of musketry from a small party on the bank of the river. The retreat was therefore commenced, and after bivouacking for the night a few miles from Sorel, col. Gore returned to Sorel the next morning. In the skirmish, 6 or some say 7 men were killed, and 9 or 10, including capt. Markham, wounded. The loss on the other side is supposed to have been much greater. Exclusive of those killed and wounded by the skirmishers, the constabulary

charge of the howitzer into the large house, which was crowded with men, must have been very destructive.

AFFAIR AT ST. CHARLES.

In the above narrative, we have noticed only the movements in the direction of Sorel. On Wednesday night, as stated in our last, Lt. Col. Wetherall left Chambly for St. Charles, at the same hour at which Col. Gore left Sorel. The force under his command was not, however, precisely what we then stated, but consisted of 4 companies of the Royals, and 1 or 2 companies (we are uncertain which,) of the 66th, with 2 pieces of artillery under captain Glasgow, and about 20 cavalry under captain David. Immediately on their crossing the basin to the east side of the river, blue lights fired by the rebels gave notice of their march to those lower down. The troops proceeded, encountering the worst of weather & roads, through the night, and through the forenoon of Thursday, till arriving at Rouville, some 6 or 7 miles from St. Charles they found a bridge of considerable size removed, and were forced to bivouac there for the night. The next day appears to have been spent in getting up a new bridge, refreshing the troops, and obtaining information. Major Ward, with the Grenadier company of the Royals from St. John's, also joined the main body, we believe, during that day. Major W. had reached Chambly too late to join in the march, and had thereupon taken the precaution to procure scows & bateaux for the conveyance of his company down the river Rouville, by which means they arrived at that place, fresh & well prepared for service.

During the whole of this time, the communication by despatches with Chambly & Montreal, was extremely irregular, most of those sent out towards Rouville being driven back, and little or no news being brought in from that quarter. All sorts of reports, of course, prevailed by turns.—Yesterday, Mr. McGillis of the Montreal cavalry, who had carried out despatches to Chambly the day before, returned to town, with intelligence received there just before he left. From this it appears, on what we have reason to believe the best authority, that on Saturday afternoon about 2 p. m. col. Wetherall reached and took St. Charles, with little or no loss to his own force, but with 100 or more killed, and above 200 prisoners, to its defenders. Among the killed or taken, the names of Mr. T. S. Brown and Charles Drolet are mentioned but this statement, we believe, rests as yet on oral testimony, and perhaps requires confirmation.

The village of St. Charles is stated to have been totally destroyed in the attack, the houses and barns generally having been fired by the discharge, we presume, of rockets, or hot shot from the artillery. A bright light seen last night in that direction, from the city, and also from the deck of the British America some distance down the river, on her way up, strongly confirms the report, though indeed it is hardly one that requires confirmation.

Of the course taken by col. W. after this affair, we have no certain information: A bright light seen last evening in the direction of St. Denis, would seem to raise the presumption that that village was then suffering the same fate with St. Charles, & doubtless from the same hands.

The St. George left Montreal for Quebec yesterday, with a large quantity of specie, said to be from the Montreal and City Banks, to be taken down to Quebec as a measure of precaution. Little as may be the real danger of any thing like a successful attack on Montreal this winter, the precaution is one which nobody can blame.

From the Montreal Morning Courier, Nov. 27, half-past 7, p. m.

We have the pleasure of laying before our readers the substance of the official report of taking of St. Charles, on Saturday last.

On Saturday morning at 9 o'clock, the brigade under Lt. col. Wetherall, left St. Hilaire in the direction of St. Charles.—The march was accomplished without opposition or hindrance, except from the breaking down of bridges, and &c. &c. until he arrived within a mile of St. Charles, when the troops were fired upon from the left or opposite bank of the Richelieu, and a man of the Royal Regiment was wounded. Several rifle shots were also fired from a barn immediately burnt. On arriving at 250 from the rebel works, col. Wetherall took up a position, hoping that a display of his force would induce some defection amongst the infatuated people; they, however, opened a heavy fire, which was returned. The gallant col. then advanced to another position, 100 yards from the works; but finding the defenders obstinate, he stormed & carried them, burning every building within the stockade, except that of Mr. Debartzch, which, however, is much injured.

The affair occupied about one hour.—The slaughter on the side of the rebels was very great. An individual who left St. Charles this morning says, that he saw upwards of 125 buried last night, & there remained many more; beside which a great many were killed in the buildings, and their bodies burnt. Their wounded are 300 and odd. The following is a return of the killed and wounded of Her Majesty's troops:—killed Royal Regt. 1 sergt. r. & f. 1; 66th Regt. 1 r. & f. total 2. Wounded severely, Royal Regt. 8 sergts. 7 r. & f.; 66th Regt. 2 sergts. 1 r. & f.

Men and officers behave nobly. Major Ward carried the right of the position in good style, and capt. Glasgow of the Artillery did good execution, and proved himself a zealous officer. Capt. David's troops of Montreal Cavalry rendered essential service.

In addition to the above particulars we may add, that the internment of the dead above mentioned was the work of the victorious troops. The leaders who had brought these misguided men into the snare in which they were thus taken, were not the men who performed the last rites of humanity for the remains of their unhappy victims.

About 60 prisoners we understand to have been taken; T. S. Brown is thought to have fled in the direction of St. Denis. Papineau and O'Callaghan according to the best information, were both safely lodged at St. Marc, on the other side of the river during the engagement, thus giving evidence of their individual aversion to that villainous salt-petre, of which they think so favourably when others than themselves are to be its victims.

The occupation of the village of St. Charles as has been already stated, complete. Its defenders were placed hors du combat; those not killed or taken, seeking refuge in flight. On Sunday, Col. W. fell back leisurely upon Rouville. The reports relative to St. Denis and St. Ours, which have been current during the day, are therefore unfounded. 'Festina lente' seems to be the gallant Col's motto; and a very good one it is.

The spirit with which the defenders of the village fired upon the troops in the first instance, may be gathered from the fact that Col. Wetherall, Major Ward, and Capt. David's horses were all wounded and we believe disabled.

We have authority to state that all eligible persons wishing to volunteer for 6 months' military service, will receive 1s. per day, and rations—application to be made to the Commanding Officers of the Volunteer Corps. All men who want work also by applying to the same Officers, will be employed in forming barriers—upon being approved of by the Engineer Officer.

We understand that a force of 1000 Volunteers is on the point of being raised in Quebec, for the defence of the City, in order to allow the departure of more troops from the garrison for the service in the disturbed districts. The officers are stated to be already appointed. This is well.—Montreal raises more than double the number.

A Mr. S. T. L'Esperance refused to act as Col. in his parish to the rebel army in the neighbourhood of St. Charles. He was told he might leave the parish, that another might be appointed.—About 50 rods from his own house, however, he was seized by the rebels, and robbed of 236.50 dols.

From the Portland Advertiser, Dec. 5. Passengers in the Stage who left Montreal last evening, and arrived at Highgate this evening, report that the Patriots are gaining at St. Charles. The greatest excitement prevails in the community. A day or two will furnish something decisive.

Later still—10 o'clock, P. M.—We learn from a source we credit, that on Saturday at 11 P. M. the British attacked the Patriots—there was hard fighting until 5 A.M.—for a while the Patriots were put to confusion.

A reinforcement of 1800 Patriots came up attacked the British in the rear, and routed them. The Royalist had retreated to a wood, and constant accessions of the Canadian troops were pouring in when the messenger left.

The Royalists had burned the village of St. Charles. We look hourly for further intelligence. The result is doubtful.

Great fears are entertained at Montreal of an invasion from Terrybone, where a large patriot force was collected. Almost all the regulars were at St. Charles. The Volunteers were barricading the streets of the city.

BLOODY NEWS!!!

DEFEAT OF THE PAPINEAU PARTY —1200 KILLED—700 TAKEN.

ACADIAN RECORDER EXTRA.

The following intelligence arrived via Windsor last evening; it is furnished in a slip from the New Brunswick Courier.

St. John, N. B. Dec. 7.

The Canadian Mail brings us the following highly interesting intelligence. From the Quebec Gazette, Extra, Nov. 28.

The steamer St. George, Captain Armstrong, arrived last night at 7 o'clock from Montreal; left on Sunday at 1 P. M.

Accounts had been received on Sunday forenoon that Colonel Wetherall, with the Royals was within 3 miles of St. Charles on Saturday. In the evening of that day a great fire was seen from the British America off Isle a la Bague, in

the direction of St. Charles. The slaughter on the side of the rebels was very great. An individual who left St. Charles this morning says, that he saw upwards of 125 buried last night, & there remained many more; beside which a great many were killed in the buildings, and their bodies burnt. Their wounded are 300 and odd. The following is a return of the killed and wounded of Her Majesty's troops:—killed Royal Regt. 1 sergt. r. & f. 1; 66th Regt. 1 r. & f. total 2. Wounded severely, Royal Regt. 8 sergts. 7 r. & f.; 66th Regt. 2 sergts. 1 r. & f.

At St. John's, Rev. F. H. Carr, Esq., merchant, second daughter, Controller of the port.

On Friday evening of 8 months, aged 46 years. With Christian. Knowing full well His Soul departed. And all his Sins. This morning illness which fortitude, Mr. 86 years. He was residence, on St. when his friend respectfully rec

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ON T... THOMAS T O-M

(Thursday) The Cargo of Just arrived 16 Quarter 50 Fine F... 16 Bags C... 18 Barrels 24 Tons S... 20,000 Pine L... 1,000 Do. S... 10 Kegs N...

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the direction of St. Charles. On Saturday night another great fire was seen from the St. George, off Sorel Islands, in the direction of St. Dennis. A person who came into Sorel stated there that Col. Wetherall had induced the rebels to come out of their fortified houses at Saint Charles's by setting fire to the houses in the neighbourhood, and that he then had mowed them down by hundreds with his artillery.

Troops and steamers were in readiness at Montreal on Sunday to start for Verennes and Sorel on the receipt of dispatches which were momentarily expected from Colonel Wetherall.

Private letters received in town, say that 1200 of the rebels were killed, and 700 prisoners.

New York papers of the 21st inst. are received. Dr. Cote, E. E. Rodier, and Joshua Bell were at Swanton, Vt.; Papienau, Merchand, soupres, Francere, and Davignon, of St. Cesaire, and three others at Highgate. It is probable that the chief leaders at St. Dennis and St. Charles were E. S. Brown and Dr. Wolfred Nelson.

Married

At St. John's, on the 19th inst., by the Rev. F. H. Carrington, Stephen O. Pack, Esq., merchant, Bay Roberts, to Emma, second daughter of George Bayly Esq., Controller of Her Majesty's Customs of that port.

Died

On Friday evening last, after an illness of 8 months, Mr. William Stowe, junr., aged 46 years.

With Christian patience he his troubles bore, Knowing full well, they shortly would be o'er His Soul departed from its earthly clay, And all his Sins, we trust, are washed away.

This morning after a long and Severe illness which he bore with Christian fortitude, Mr. William Stowe, senr. aged 86 years. He was an old & exemplary member of the Wesleyan Methodist Society. His funeral will take place from his late residence, on Sunday next at 2 o'clock, when his friends and acquaintances are respectfully requested to attend.

FOR SALE

BY PUBLIC AUCTION,
(Without Reserve.)

ON THE WHARF OF
THOMAS RIDLEY & Co
TOMORROW,

(Thursday) At 11 o'Clock,

The Cargo of the Schooner EMERALD Just arrived from Halifax, viz.

- 16 Quarters Excellent Fresh Beef
- 50 Fine Fat Geese, fit for the spit
- 16 Bags Coffee
- 18 Barrels Cyder
- 24 Tons Sydney Coals
- 20,000 Pine Lumber
- 1,000 Do. Shingles
- 10 Kegs Manufactured Tobacco.

AND ON

SATURDAY

Next, At Noon,

ON THE WHARF OF

THE SUBSCRIBERS

The very fine fast-sailing Schooner
EMERALD

Of 91 Tons Old Measurement, Three years old.—Has been one Voyage on the Seal Fishery, for which she is fully fitted and equipped. Persons intending to Purchase, are requested to inspect the EMERALD. For Inventory and other particulars apply to

THOS. RIDLEY & Co.

Harbor Grace,
Dec. 27, 1837.

JOHN & JAMES KENT

Will Sell by Public Auction,
(Without any Reserve.)

ON THURSDAY,

The 4th January next,

At 12 o'Clock,

ON THEIR WHARF

The fine New Schooner

VICTORIA,

Launched in September last, burthen per Register 105 Tons, New Measurement.—Well found in Materials, Full Timbered, and will bear the closest inspection.

Terms of Payment made accommodating to Solvent Purchasers.

St. John's,
Dec. 20, 1837.

General Quarter Sessions.

A General Quarter Sessions of the Peace, for the Northern District of Newfoundland, will be holden at the Court-House, in HARBOR GRACE, in said District, on THURSDAY, the Eleventh day of January next, at Eleven o'Clock in the forenoon.

By Order,

A. MAYNE,
Clerk of the Peace.

Harbor Grace,
December 26, 1837.

For Sale or to Let

For such a term of Years as may be agreed on,

ALL that Valuable piece of highly cultivated LAND, formerly the Property of the late Henry Webber, sen. and now the Fee-simple Property of the Subscriber. Situate on the West of the Widow CAWLEY'S premises, in this Town. The Property will be Sold or Let in from One to Three Lots, as it may suit the parties, and possession given the First day of May next. Terms accommodat-

ing. Further particulars may be known, by applying to the Subscriber.

HENRY WEBBER.

Harbour Grace,
Dec. 13, 1837.

On Sale

BY

JOHN STEVENSON

The Cargo of the Louisa & Frederick, from Richebucto,

CONSISTING OF

- 45,000 Feet Merchantable Pine Board
- 5,000 Feet Deals
- 13,000 Shingles
- Spars from 6 to 12 inches
- 4 Tons Hardwood Balk
- 13,000 Ash Billets.

Harbour Grace,
December 6, 1837.

SEALERS
Agreements

FOR SALE

At the Office of this Paper.

Harbor Grace,
December 6, 1837.

FOUND in CONCEPTION BAY, on Saturday last, between BELLISLE and the FEATHER POINT of Harbor Grace, by the EXPRESS PACKET, a small

PUNT.

The Owner on proving property, can have her, by paying expences on application at the Express Packet Office.

ANDREW DRYSDALE,
Agent.

Harbor Grace,
November 29, 1837.

ADVERTISEMENT.

TO MARINERS.

NOTICE is hereby given that a powerful FIXED LIGHT will be exhibited from Sunset to Sunrise on and after TUESDAY Evening next, the 21st inst., on HARBOR GRACE ISLAND, in Conception Bay, extending Eastwardly, or Seaward, in a direction by compass from North to South-west.

W. STIRLING,
JAMES BAYLY,
THOMAS RIDLEY,
WILLIAM PUNTON,
THOMAS CHANCEY,
Commissioners.

Harbour Grace,
November 13, 1837.

ALL Persons having any Claim or Claims on JAMES HIPPISELY of Bristol, (England,) but late of Harbor Grace, Merchant, Deceased, are hereby requested to present the same to the Subscriber without delay; and all Persons indebted to the said JAMES HIPPISELY, are required to make immediate payment to

GEORGE HIPPISELY,
Sole Executor.

Harbor Grace,
Sept. 6, 1837.

Indentures

For Sale at this Office.

Harbor Grace,
Dec. 27.

STOP READ!!

At considerably Reduced Prices.

The Subscriber

HAVING JUST RECEIVED HIS FALL SUPPLY OF The under-mentioned Articles, recommends them as worthy the attention of the Public, as he intends to dispose of them at a very low figure above the Invoice Cost, viz.:

- Linen Bed Tick
- Brown and White Serge
- Printed Cottons
- French Gingham
- Wide and Narrow striped Checks
- Extra stout Ditto
- Black, Brown and Coloured Merinos
- Bombazets, Plaids
- Thibet Wool Shawls
- Plain Middle Ditto
- Fancy Ditto
- Thibet Wool Handkerchiefs
- Black Barcelona Ditto
- Fancy Ditto Ditto
- Gauze Ditto
- Cross-bared, Corded and Book Muslins
- Jaconet and Mull Ditto
- Ladies' Work'd Lace and Muslin Collars
- Colored Jaconets
- Laced Edgings
- Men's Braces
- Men's stout Yarn Hose
- Men's Worsterd Ditto
- Men's Lambswool Ditto
- Women's Black Ditto Ditto
- Men's Cuff'd and Milled Gloves
- Men's Fleece'd Ditto
- Women's Fine Ditto
- Women's Black and White Cotton Dc.
- Cotton and Regatta Shirts
- Men's Drawers
- Boy's Cloth and Plush Caps
- White and Grey Shirtings
- White Counterpanes
- White Flannels
- Women's White and Colord Stays
- Men's and Woman's Shoes and Boots
- A few Martin Boas
- Swansdown Ruffs, Wadding
- Men's Beaver Hats
- Men's Guernsey Frocks
- Canvas Frocks
- Whitney Blankets
- Petershams, Pilot Cloths
- Superfine Brown, Blue & Olive Cloths
- Moleskins
- Tea Trays
- Rum, Molasses, Sugar, Teas
- Pork, Butter
- Soap by the box
- Upper and Sole Leather
- Earthenware, Pipes
- Tobacco and Snuff, in large and small quantities
- And Sundry other Articles.

GEORGE W. GILL.

Carbonear,
November 22, 1837.

THE SUBSCRIBERS

HAVE RECEIVED,

By the Brigs Caroline from Hamburg, Ann from Bristol, and Emily from London,

The undermentioned Goods

Which they offer at unusually low rates for Cash or Produce,

Bread 1st, 2nd, and 3rd quality, Hamburg

- Butter, Best Hamburg
- Pork, ditto ditto
- Flour, Fine, Superfine & extra Superfine
- Navy beef, a few Tierces
- Oatmeal, Peas, Hams
- Window Glass, Bricks, Lime in Hhds.
- Oakum, Nails, Shot, Bar & Bolt Iron
- Blocks, Mast Hoops, Ensigns
- Compasses, Log-glasses, Lamp-cotton
- Cabin Stoves, Grates
- Bridport Canvas
- Bristol made Shoes and Boots
- Fur Caps
- Account Books, Wrapping Paper
- Vinegar in Jars 1 & 2 Gallons each
- WITH A GENERAL ASSORTMENT Of Linen Drapery, Woollens, Silks
- Hosiery, Haberdashery
- Ironmongery, Tinware and Earthenware

ALSO, ex-TRUSTY,

From Demerara,

- 34 Puns. Superior Molasses } in Bond
- 11 Ditto High Proof Rum }
- 3 Hogshheads Sugar.

THORNE, HOOPER & Co.

Harbor Grace,
November 8, 1837.

Blanks

For Sale at the STAR, Office.
Harbor Grace.

On Sale

G. F. JILLARD

HAS RECENTLY IMPORTED, From Manchester, Birmingham, and Bristol, AND OFFERS FOR SALE.

On reasonable terms,

- White, Blue, and Brown Serges
- Flannel, Union Baize
- Calico, Shirting, Check
- Stout Cotton Duck, Double warp ditto
- Gambrie, Mull, Jaconet, Book, Crossbar and Coloured MUSLINS
- White and Coloured Net, Quilling ditto
- Lace, Edging and Tatting in great variety
- Printed Cottons, Rich CHINTZ
- Coloured Morino, Plain Stuff
- Ribbons and Persians
- Gentlemen's Fancy Cravats and Stiffeners
- Men's, Women's and Children's Silk, Kid, and Leather GLOVES
- Ditto ditto Worsted and Cotton Hose
- Twist, Sewing Silk, Sewing Cotton, Tape, and all sorts of

HABERDASHERY

- Imperial, Braid, Dress, and Side Combs
- Pocket Combs, Ivory small tooth ditto
- Violin & Violincello Bows & Bow-hair
- Ditto ditto Strings, 1, 2, 3, 4
- Umbrellas, Pins and Needles
- Elastic Knitting Pins
- Gilt, and Silver-end Thimbles
- Slates, and Slate Pencils
- Table Knives and Forks
- Steels and Carvers
- Penknives, Scissors, Razors
- Awlblades, Shoe Knives, Nippers
- Cinder Sifters, Chamber Buckets
- Mops, Brushes, Pattens
- SCYTHES, Grass Hooks
- Wire Rat and Mouse Traps
- Irish and English Spades, Rakes
- Wood Screws, Brads, Door-springs
- Files of all sorts, Shoe Rasps
- Imperial Weights from 4lbs. down
- Ditto Pewter Measures
- Britannia-metal Teapots, Coffee Biggins, Plated and Britannia-metal Tea & Table, Spoons, Ladles, Sugar Tongs
- Caddy and Salt Spoons
- Cases Mathematical Instruments
- Pocket Compasses
- Superfine Kerby Hooks
- Buttons of all descriptions
- Beads, Smelling Bottles
- London VINEGAR in cask and bottles
- PATENT MEDICINES
- Castor Oil, Epsom Salts
- Pocket Pistols and Ducking Guns with Percussion Locks and Caps
- Gentlemen's Boots and Shoes
- Ladies' Ditto Ditto
- Children's Ditto Ditto

WATCHES, Watch Guards
WEDDING and Fancy RINGS

TOGETHER WITH

A SPLENDID ASSORTMENT OF
JEWELLERY

Harbor Grace,
July 19, 1837.

Notices

TO LET

For a Term of Twen'y-six Years, or the Interest SOLD,

OF those Extensive WATER-SIDE PREMISES, at Harbor Grace, lately in the occupancy of the Subscriber, admeasuring on the South side of the Street about One Hundred and Sixty-seven Feet front, on which there is erected a WHARF, and STORE 30 by 28 Feet, and the use of a VAT if required, that will contain about 7000 Seals. The situation is in a Central part of the Town, and well adapted for a Coal and Lumber Yard. ALSO, about Forty-three Feet front to LET on BUILDING LEASES, on the North side of the Street, East of Mr. POWER'S House.

As HARBOR GRACE has now all the advantages of St. JOHN'S, being a FREE PORT, this PROPERTY may be worth the attention of a Capitalist.

For further particulars apply to Mr. ANDREW DRYSDALE, Harbor Grace, or at St. John's, to

PETER ROGERSON.

St. John's, }
Sept. 5, 1837. }

ALL Persons having any Claim on the Estate of ROBERT DOBIE, of Kirkaldy, (North Britain), but late of Brigus, Surgeon, Deceased, are requested to present the same to the Subscriber; and all Persons indebted to the said Estate, are required to make immediate payment to

JULIA DOBIE,
Administratrix.

Brigus.

(Continued from second page.)

10th.—And be it further enacted, that whenever it shall become necessary for the Opening, Making or Widening of any Road, Highway, or other Work, to appropriate any parcel or piece of Land being the private property of any Person or Persons, it shall and may be lawful for the respective Boards of Road Commissioners, before such road or bridge shall be laid down, to pay out of such Monies as shall be in their hands for the purpose of making such respective road or highway, or other work, a fair and reasonable compensation to each and every Person or Persons holding or possessing any interest in the Land so intended to be appropriated for such road. And the amount of such compensation shall be ascertained by the appointment of two Arbitrators on the part of the respective boards of commissioners, and two Arbitrators on the part of the respective person or persons so possessed of, or holding any interest in the land so intended to be appropriated to such road or highway, which four Arbitrators shall appoint an Umpire, and such Court of Arbitration shall be sworn to make award justly and impartially, and shall and may condemn or approve of the incroachment complained of, and decree the proper amount of compensation, having taken into account the improvement, if any, to the property made by the erection of such bridge or the opening or widening of such roads; and such sum or sums of money as shall be awarded under the hands of any three or more of such Arbitrators, or two of such Arbitrators and the Umpire, shall be deemed to be a sufficient compensation to each and every person respectively, having or possessing any right or interest in Land so appropriated or intended to be appropriated to such road or highway.

11th.—And be it further enacted, that upon the tender of such compensation to the respective person or persons having or possessing any right or interest in such Land respectively, or in the event of such owner or owners of Land having refused or neglected to appoint Arbitrators, then upon the tender of such compensation as four Arbitrators, to be appointed by the respective Commissioners, shall certify under their hands as sufficient, it shall and may be lawful for the respective Board of Commissioners to enter upon, take and appropriate, or make order for the entry upon, taking and appropriation, of all such land respectively, for the opening, making or widening of such respective road or highway, and thereupon the right, title and interest of all and every such Person and Persons aforesaid, of and in such land, shall cease, and the same shall be deemed and taken to be a Public road and highway.

12.—And be it further enacted, that in all cases where any sum or sums of Money herein declared to be applicable to any particular road, or any bridge, shall be more than sufficient for the same respectively, it shall and may be lawful for such respective Board of Commissioners (by and with the consent of the Board of Control hereinafter mentioned) to appropriate and apply all or any such surplus monies to any other road or bridge hereinbefore mentioned within the jurisdiction of the said Board.

13.—And be it further enacted, that no Commissioner shall be directly or indirectly engaged or concerned in any contract or agreement for the making of any roads or any bridges, or for any work, labour or services to be compensated under this Act, under a penalty of One Hundred Pounds for every such offence.

14.—And be it further enacted, that there shall be a Board of Control of Public Works, on all roads, highways and bridges in this Colony, and it shall and may be lawful for his Excellency the Governor, by Warrant under his hand and seal, to appoint five persons who shall constitute such Board of Control; and it shall and may be lawful for the respective Boards of Commissioners of roads and bridges and they are hereby required to transmit to such Board of Control, all Tenders made for any Work or Contract, as well those rejected as those accepted; and all contracts whatsoever entered into by such respective Boards of Commissioners, and likewise a report of the appointment of all Surveyors or Inspectors of Public Works, with the extent of Work under Inspection and the amount of intended remuneration for Survey and Inspection; and such Boards of Commissioners shall likewise transmit sworn statements of the expenditure of all Monies, so far as the same shall have come to their hands and been applied, and also sworn proof of the completion of the respective Contracts according to agreement, before the payment of the last instalment on any such Contracts shall be permitted or allowed. All which Tenders, Contracts and Reports so made before the payment of the last Instalment, shall be subject to the approval, order and control of the said Board.

15.—And be it further enacted, that it shall and may be lawful for his Excellency the Governor to appoint a Clerk to such Board of Control, and such Clerk shall receive a Salary not exceeding Fifty Pounds.

A person once said to a father whose son was noted for laziness, that he thought his son was very much afraid of work. "Afraid of work!" replied the father, "not at all, he will lie down and go to sleep close by the side of it."

CHANGE.—A lady who was very modest and submissive before marriage, was observed by a friend to use her tongue pretty freely after—"There was a time when I almost imagined she had none." "Yes," said the husband with a sigh, "but ITS VERY LONG SINCE!"

A lady desiring Dr. Johnson's opinion of a work she had just written, begged him to be candid, as she had 'other irons in the fire' if that would not answer, 'Then,' said the doctor, after turning over a few leaves, 'I advise you, ma'am, to put it where your other irons are.'

A Mr. and Mrs. Dottrell died at Philadelphia; the former aged 125, and the latter in her 116th year! They were married, we are told, 98 years; and all that time lived a life of love and peace. —(Qu. Was the writer of this article a bachelor or a Benedict.)

When a chap steals a kiss from an Alabama girl, she says, 'I reckon it's my time now,' and gives him a box on the ear he don't forget for a week.

Notices

In the NORTHERN CIRCUIT COURT, Harbour Grace, MAY and JUNE Term, 7th Wm., 4th

IN THE MATTER OF SIMON LEVI LATE OF CARBONEAR IN THE NORTHERN DISTRICT MERCHANT INSOLVENT.

WHEREAS the said SIMON LEVI was, on the First Day of JUNE Ins., in due form of Law Declared Insolvent by the said Court of Our Lord the King; And Whereas ROBERT PACK, Esquire, and WILLIAM W. EMISTER, Esquire, of Carbonear aforesaid, Merchants and Creditors, of the said INSOLVENT, have, by the major part in Value of the Creditors of the said INSOLVENT, been in due form chosen and appointed TRUSTEES of the ESTATE of the said INSOLVENT;

NOTICE IS HEREBY GIVEN

THAT the said ROBERT PACK, and WILLIAM W. EMISTER, as such TRUSTEES, are duly authorised, under such Orders as the said NORTHERN CIRCUIT Court shall from time to time deem proper to make therein, to Discover, Collect, and Realise the DEBTS and EFFECTS of the said INSOLVENT: And all Persons indebted to the said INSOLVENT, or having in their Possession any GOODS or EFFECTS belonging to him, are hereby Required to Pay and Deliver the same forthwith to the said TRUSTEES

By the Court.
JOHN STARK,
CHIEF CLERK & REGISTRAR.

WE hereby appoint Mr SIMON LEVI, Agent for the said Estate.
ROBERT PACK, } Trustee to the
W. W. BEMISTER. } said Estate.

THE Subscriber would notify the Inhabitants of CARBONEAR and its Vicinity generally, that he has accommodations in his SCHOOL for several additional PUPILS. He also would inform them that he has commenced the erection of a School-Room for the FEMALE part of his young friends, which will be ready for their reception after the Midsummer Vacation: in both which Schools the instruction will comprise all the branches of a useful and respectable Education.

As proof of his capability, all he asks is a fair trial.
J. B. PETERS.

DESERTED

FROM the service of the Subscriber, on the 15th day of NOVEMBER last,

MICHAEL COADY,

an APPRENTICE, (bound by the Supreme Court), about Five feet Seven inches high, black hair, full eyes and pimply in the face, a Native of St. John's. This is to caution all Persons from harbouring or employing the said DESERTER, as they will be Prosecuted to the utmost rigour of the Law.

JAMES COUGHLAN.
Bryant's Cove,

ALL Persons who may have Claims against the Estate of the late JAMES HOWELL, of Carbonear, Planter, Deceased, are requested to present the same to the Subscribers for liquidation on or before the 25th Instant. And all Persons indebted to the said Estate, are informed to make immediate settlement.

MARY HOWELL, Administratrix.
W. W. BEMISTER, Administrator
Carbonear, May 17, 1837.

POST-OFFICE

THE following is a List of the LETTERS remaining in the POST-OFFICE at St. John's, which will not be forwarded until the POSTAGE IS PAID.

CARBONEAR.

Captain Tewkesberry, rig Mary Barry.
John Barfoot Edwards, to be forwarded, to Mr Ayles.
John Snook, with Mr. Richard H. Taylor
Captain William Hutchings, on board brigantine Elizabeth.
Mr William Collings, 3 papers.
Mr Thomas Gamble.
Stephen Halfpenny, Ochre-pit Cove.
Mr John McCarthy.
Martin Fleming, do. care of John Keilly, Carbonear.

HARBOUR GRACE.

Joseph Soper, Esq.,
Mr Witting, T. Ridley, and James Barley, Esquires, Commissioners of the Island Light House.
M Thomas Bartlett, Bears Cove.
Mr John Sullivan.

S. SOLOMAN,
POSTMASTER.

St. John's, June 28, 1837.

Notices

CONCEPTION BAY PACKETS St John's and Harbor Grace Packets

THE EXPRESS Packet being now completed, having undergone such alterations and improvements in her accommodations, and otherwise, as the safety, comfort and convenience of Passengers can possibly require or experience suggest, a careful and experienced Master having also been engaged, will forthwith resume her usual Trips across the BAY, leaving Harbour Grace on MONDAY, WEDNESDAY, and FRIDAY Mornings at 9 o'clock, and Portugal Cove on the following days.

FARES.

Ordinary Passengers 7s. 6d.
Servants & Children 5s.
Single Letters 6d.
Double Do. 1s.
and Packages in proportion

All Letters and Packages will be carefully attended to; but no accounts can be kept 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 & BOAG,
Agents, St. JOHN'S
Harbour Grace, May 4, 1835

NORA CREINA

Packet-Boat between Carbonear and Portugal Cove.

JAMES DOYLE, in returning his best thanks to the Public for the patronage and support he has uniformly received, begs to solicit a continuance of the same favours.
The NORA CREINA will, until further notice, start from Carbonear on the mornings of MONDAY, WEDNESDAY and FRIDAY, positively at 9 o'clock; and the Packet Man will leave St. John's on the Mornings of TUESDAY, THURSDAY, and SATURDAY, at 9 o'clock in order that the Boat may sail from the cove at 12 o'clock on each of those days.

TERMS.

Ladies & Gentlemen 7s.
Other Persons, from 5s. to 3s. 6d.
Single Letters 6d.
Double do. 1s.

And PACKAGES in proportion.

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

THE ST. PATRICK

EDMOND PHELAN, begs most respectfully to acquaint the Public, that he has purchased a new and commodious Boat which at a considerable expence, he has fitted out, to ply between CARBONEAR and PORTUGAL COVE, as a PACKET-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 he trusts give every satisfaction. He now begs to solicit the patronage of this respectable community; and he assures them it will be his utmost endeavour to give them every gratification possible.

The St. PATRICK will leave CARBONEAR for the COVE, Tuesdays, Thursdays, and Saturdays, at 9 o'clock in the Morning, and the COVE at 12 o'clock, on Mondays, Wednesdays, and Fridays, the Packet-Man leaving St. JOHN'S at 8 o'clock on those Mornings.

TERMS.

After abin Passengers 7s. 6d.
Fore ditto, ditto, 5s.
Letters, Single 6d.
Double, Do. 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., &c. received at his House in Carbonear, and in St. John's for Carbonear, &c. at Mr Patrick Kieley's (Newfoundland Tavern) or at Mr John Cruet's.
Carbonear, June 4, 1836.

TO BE LET

On 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 est by the Subscriber's.

MARY TAYLOR,
Widow.

Carbonear, Feb. 9, 1837.

Blanks

of Various kinds for SALE at the Office of this Paper.