



## AND Conception Bay Journal.

HEARTS RESOLVED AND HANDS PREPARED, THE BLESSINGS THEY ENJOY TO GUARD.—SMOILET.

VOL. V.

WEDNESDAY, FEBRUARY 26, 1840.

No. 294

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

### RULES

OF THE  
Mutual Marine Insurance Club  
OF  
Conception Bay,  
Adopted at a Meeting of the  
Ship-Owners held at the Commercial Room, Harbor Grace,  
February 19, 1840.

I.—This Club shall consist of all Owners or the Legal Representatives of the Owners of Registered Decked Vessels employed in the Trade and Fisheries, residing within the limits of CONCEPTION BAY, in the Island of Newfoundland, as shall subscribe and conform to the Rules hereinafter laid down, for the purpose of communicating and receiving reciprocally the benefit of a MUTUAL INSURANCE.

II.—For the management of the business of the Club, the following Officers shall be appointed *viz.*—A Committee of Eleven Members who shall represent the whole Club individually. A Treasurer and Secretary, and Four Surveyors

III.—The Duty of the Committee is to decide by a majority of their body, all losses which may arise in the Scheme of Insurance, they shall govern themselves in their decisions by these Rules, and such decisions shall be final. No Member of the Committee shall vote in a case wherein he is a claimant for a loss. The services of the Committee are to be gratuitous.

IV.—The Secretary and Treasurer under the direction of the Committee shall transact the general business of the Club, convening and attending Meetings, collecting Monies, settling Losses, &c. He shall also furnish each Underwriter and Master of every Vessel admitted, with a Printed copy of these Rules, and if required by a Member he shall furnish a list shewing the Names and Valuation of each and every Vessel admitted into the Club, as well as requisite Stationary for the Committee, and also Sell any Wreck belonging to the Club, for which Commission  $2\frac{1}{2}\%$  cent shall be allowed on such Sale, and for the due performance of his duty as also for all Monies paid into his hands belonging to this Club he shall give good and sufficient security to the Committee in behalf of the Society, and as a remuneration he shall receive *Fifteen Shillings* from the Owner or Owners of each Vessel admitted into this Club.

V.—The duty of the Surveyors is, when required, to examine any Vessel proposed for admission, and see that she is well found in Anchors, Cables, and Sails, supplied with a spare Rudder, (with lower and transom Pivots affixed thereto,) and every other requisite, and particularly to ascertain that the Hull is tight, staunch, strong, and in all respects fitted to encounter the dangers and difficulties of the proposed voyage. It shall also be incumbent on them to see that the Gunpowder in each Vessel is stowed away in a safe and proper place, previous to the Vessels sailing. They shall be satisfied that the Master is competent to take charge of the said Vessel, and having in every respect satisfied themselves that no impediment exists against her being received, they shall examine her Register, copy the heads thereof into the Record Book, with her valuation, previous to the Secretary's delivery of each Certificate to the Owner or Broker, which Certificate shall state the sum the Vessel is Valued in, and shall be as valid as any Policy at Lloyd's.—Every Vessel shall be inspected by at least Two Surveyors, no Person shall sur-

vey a Vessel in which he is interested.—And no Vessel to be admitted into this Club after the Tenth day of August. For the due performance of the duties, the Surveyors are to receive from the Owners *Ten Shillings* for each Vessel surveyed and admitted into this Club. Vessels entered in the Spring must be surveyed before they proceed on the Seal Fishery or other Voyage, and again before proceeding on any other Voyage or Voyages within the limits prescribed by these Rules.

VI.—No Vessel in this Bay at the opening of this Club will be admitted for the Seal Fishery, unless the Rules of the Club are signed by the Owner, for such Vessel on or before the *First day of March*, and any Loss that may happen after that date shall be paid for by the Underwriters of the Club, agreeably to the valuation that may be made by the the Surveyors.

VII.—The Owner or legal Representative of several Vessels shall sign these Rules separately for each admitted into the Club, and be bound to make good to the Secretary his or their proportion of any Loss that may be admitted.

VIII.—Each Member shall Underwrite on each particular Vessel according to the valuation at which his Vessel or Vessels are entered in the Club, and bear reciprocally the proportion of any Loss that may happen (for which each Vessel shall be liable) whether at Sea or in Port, arising from the Winds, Seas, Rocks, Shoals, Ice, and all other dangers and accidents of Navigation; as well as from Lightning, Fire, Enemies, Pirates, or Thieves, provided the Master has done his duty to prevent the same.

IX.—This Club does not Insure against any loss arising from Illicit Trade, or from Barratry of the Master or Mariners, nor against average losses, unless the Vessel be *Stranded*, and the average loss sustained by such stranding amount to Fifteen  $\%$  cent on the Fisheries and Coasting Voyages, and Thirty  $\%$  cent on all other Voyages within the limits of this Club.

X.—The Committee shall be invested with a discretionary power to allow average losses in certain cases not provided for in these Rules where they may consider it in justice due to the claimant, and they shall also have a discretionary power to reward the crew of any Vessel with a certain proportion of any wreck saved by such crew as may appear to them, the Committee, just and reasonable, the parties claiming are not to be present at the meeting of the Committee during the discussion respecting their claim.

XI.—This Club shall insure all Vessels entered and approved of for the Seal and Cod Fisheries, including the Bank and Labrador, also Vessels engaged in the Coasting Trade within the limits of this Government and its dependencies,—and on Foreign Voyages—to the United Kingdom, Copenhagen, Hamburg, Portugal, Spain and Gibraltar, (not east of the latter port in the Mediterranean nor to the Azores, or the Madeira Islands) and also to British North America, and the United States, as far South as New York inclusive,—from twelve o'Clock at night of the first day of March until twelve o'Clock at night of the fifth day of December following. But any Vessel leaving Newfoundland or Labrador for Europe, after the twenty fifth day of October, or leaving Hamburg, Copenhagen or Gibraltar, for Newfoundland after the twenty-fifth day of September, or leaving any other port in Europe for Newfoundland after tenth day of October, or leaving Newfoundland for any port in British North America (without the limits of this Island) or the United States after the fifth day of November, or leaving British North America for Newfoundland after the twentieth day of November, or leaving the United States for Newfoundland after the fifteenth day of November, shall not be insured, and if lost shall not be paid for by this Club.

XII.—Any Vessel may be withdraw by

the 5th day of June, on notice being given to the Secretary in Writing, but such Vessel shall only be responsible for her proportion of any loss which occurs up to that date, unless for losses on the Seal Fishery agreeably with these Rules.

XIII.—This Club does not insure Vessels in the Summer Sealing Voyage; and no Vessel shall remain at the Ice after the first day of June at the risk of this society unless unavoidably detained.

XIV.—This Society do not insure any one Vessel at more than One Thousand Pounds currency, and in the event of any Vessel being valued at more than that sum, the Owner or Owners shall be at liberty to insure elsewhere the extra value, who shall be entitled to his or their proportion of any wreck that may be saved, should the Vessel be lost.

XV.—Should the Owner or Agent of any Vessel wish his Vessel to be entered for a less sum than her valuation, such Owner or Agent shall be at liberty to take the risk of any sum not exceeding one third of the valuation; on his own account, in this case he must within forty-eight hours after having received the Certificate exchange the same with the Secretary, under the direction of the Committee, and a note shall be made in the records of the Society and also on the Certificate, shewing the sum not insured by this Society, and the Owner shall be entitled to his proportion of the wreck in case of loss as in the 14th Rule.

XVI.—In the case of any property being saved from wreck or stranding the Master shall call in two or three special Surveyors, and if practicable employ an auctioneer to sell it by public vendue for the benefit of the underwriters, or if it shall appear to be for their interests he shall freight it to Harbor Grace where it shall in like manner be disposed of, and any wreck occurring in this Bay shall be placed at the disposal of the Committee.

XVII.—When any loss shall be admitted by the Committee, the Secretary shall be allowed Twenty Days to collect the proportions payable on demand, who shall hand the amount to the proper claimant reserving Fifteen  $\%$  cent until the Twentieth Day of June, if the loss occurs previous to that date, and if the loss occurs at the Cod Fishery or Coasting, Fifteen  $\%$  cent until the Twentieth Day of December, to meet any loss which may occur in the respective seasons.

XVIII.—Any vessel sailing before the First day of MARCH, although she may have been surveyed, shall be excluded the benefit of this Club.

XIX.—No Vessel Insured in this Club shall be allowed to go into any Port, Harbor or Cove below Carbonear, in this Bay, to take on board her crew or supplies, or under any pretence whatever, excepting from stress of weather.

XX.—It shall be understood that all transactions in money affairs, shall be in the currency of this Island, *viz.*—Dollars at Five Shillings each.

XXI.—Those persons who at the present date have not paid the amount of their losses for the last year's Insurance, shall not be permitted to enter their Vessels in this Scheme before they pay the said amount.

XXII.—Any Person appearing at any of the Meetings of the Club to represent an Owner or Owners, and who is not his or their accredited Agent shall produce a Power-of-Attorney, which document when so produced, shall be recorded by the Secretary.

XXIII.—In the absence, resignation, or neglect of either of the Surveyors the Committee are empowered to appoint a Surveyor or Surveyors.

The following Persons are nominated Officers for the present year—

#### Committee.

Messrs. Daniel Green, Thomas Ridley, C. N. Thorne, Francis Parsons, John Mann, Martin Kelly, Peter Brown, Wil-

liam Donnelly, Joseph Soper, Thomas Godden, Arthur Thomey;

#### Treasurer and Secretary.

MR. JOHN FITZGERALD

#### Surveyors.

Messrs. Andrew Drysdale, Henry Webber, Roger Hanrahan, Jr. George Parsons.

December, 1839.

#### REPORT

ON THE

#### GEOLOGY

OF

#### Newfoundland.

BY

J. D. FORBES, B. A. & F. G. S.

(Continued from our last.)

Returns to the bottom of Conception Bay, the St. John's slate formation, small patches of the variegated slate formation, resting sometimes on the St. John's slate and sometimes on the igneous rocks. The position of these patches of the variegated slate with respect to the St. John's slate is evidently unconformable. One formation is said to be unconformable to another when the direction of the strike or the direction or angle of inclination of the dip of the lower rock is clearly different from that angle or direction in the upper rock. Thus in a small cove between Brigus and Bull Cove, where the beds of the variegated slate may be seen resting on those of the St. John's slate formation, both the dip and strike of the two formations is at variance. The St. John's slate dips at an angle of 50 to the N. W., while resting on the edges of its upturned beds is a mass of red slate dipping at an angle of about 30 to the N. E. (See section No. 4.) This unconformability of position is a proof, not only that the St. John's slate was formed, but that it had been disturbed and broken up, by dislocating forces, before the time when the variegated slate was deposited. The order places where the patches of variegated slates were observed, are—on both sides the point of the peninsula between Bay Roberts and Port de Grave, dipping in each case outwards from the inferior rocks; and on each side of the mouth of Brigus Harbour. Again on the E. side of the mouth of Collier's Bay, where the variegated slate is separated from the porphyry by a bed of coarse conglomerate containing large quartz pebbles, and a mass of quartzose rock, schistose but not distinctly bedded, and which has most probably been greatly altered by the contiguity of the porphyry—(See diagram No. 11.) From this point of Collier's Bay the variegated slate strikes through Bacon Cove into Cat's Cove, dipping all the way about E. N. E., and in Cat's Cove also is separated from the porphyry by a mass of altered rocks, schistose and full of quartz veins and which, if it belong to the variegated slates, has lost all its original characters. A small patch of the variegated slates is seen in Salmon Cove, not far from the E. point and dipping W. This small patch, which is a bright red, abuts against a large mass of slate rock characterized by narrow bands of dark and light grey, and which dips at an angle of 608 to the E. This slate rock forms the whole of Harbour Main; it is not precisely like the St. John's slate, though it resembles that rather than the variegated slate formation. I am inclined never, the less to consider it part of the variegated slate, altered by heat, perhaps, and placed in its present position with respect to the red slate on one side, of it, by a considerable dislocation. On entering Holyrood, another small portion of variegated slate is seen near the E. point, resting on a schistose rocks, with little appearance of bedding, and dipping E. at an angle of 308. These beds are shortly turned up into a neatly perpendicular position by the intrusion of a mass of grey grizzly basalt, on which rest a horizontal patch of slate rock precisely like that in Harbour Main. (See section No. 2.) Near the junction of the red slate and this igneous rock the slate is evidently altered; it becomes more compact and siliceous, and though more easily shivered it loses its previously well-defined cleavage. The continuation of this section to the South is obscured by a loose rubbish of sand and boulders, but two or three hundred yards beyond are some thin beds of limestone dipping slightly to the N. This limestone is of an impure and siliceous nature, very compact, and marked by small tubular concretions of calcareous spar. It is not more than 10 feet thick, and has both above and below it some grey

schistose beds which are likewise slightly calcareous. To which formation these limestone beds belong there is here no direct evidence to inform us; and it is remarkable that beds precisely similar in character and appearance should be equally obscurely placed in Mortier Bay near Buria. In each case, however, beds of the variegated slate formation are not far distant, so that it is probable the limes one belongs to it. These fragments of the variegated slate formation around the headlands at the bottom of Conception Bay, have, as we have seen, always an inclination from the present land towards the waters of the Bay, which would lead us naturally to expect the presence of superior rocks in that direction. This expectation is verified by the fact of Great and Little Bell Isle and Kelly's Island consisting of the formation next above the variegated slate, namely that which I have called the Bell Isle shale and gritstone. The beds of shale and gritstone of which these Islands are composed, dip invariably N. W., so that the lowest beds are seen on the S. E. side. On the E. side of Kelly's Island a mass of gritstone of several beds, of the usual character, and forming altogether a thickness of about 30 feet, rises into the cliff, and as the soft beds of shale on which it rests have been decomposed, has continually fallen down so as to form a great mass of disjointed fragments at the cliff's foot. This heap of fragments being protected from the action of the sea breakers, by a considerable pebbly beach which stretches out round it, remains as a great natural stone-yard where every one may help himself to the block which suits him best. (1) In the cliffs of Bell Isle the regular alternations of the beds of shale and gritstone must strike every eye.—Several considerable beds of gritstone exist, but none in such a favorable situation for transportation as that of Kelly's Island. The general dip is N. W., at an angle of about 20°; and as the Island measures upwards of 3 miles across in that direction, and the cliffs are occasionally 300 feet high, the total thickness of the mass would apparently be very great. The distinctness of the beds, however, and the continuity of the perpendicular cliffs, enables us clearly to perceive that the Island is traversed by several faults. A fault is in a break in the continuity of a bed of rock, being sometimes a wide fissure filled with broken materials—sometimes a mere line of division; and in each case the separated portions of the beds are at different levels on the opposite sides of the fault. This difference of level, or throw of the fault as it is called, varies from a foot to hundreds of yards, and the range of a fault, or the space of country traversed by it, is frequently many miles. In consequence of such faults or dislocations, it is evident that beds which have in their regular course of dip become covered by a considerable mass of rocks may be again thrown up to the surface; and thus in estimating the thickness of any formation, the same beds may be reckoned over again two or three times unless the faults are attended to. On the W. side of Bell Isle a remarkably red bed of sandstone about 8 feet thick rises in an angle of 20° from the water's edge to the summit of the cliff near the N. end of Island, and a precisely similar one about the middle of the Island; in each case it is covered by a bed of very black shale; it is therefore highly probable that the two are but different portions of the same bed, whose re-appearance is caused by a fault. Several other dislocations may be observed at different points. The thickness of that part of the formation even which is shown in Bell Isle, thus becomes a complicated question not very easy to decide.

It appears from facts mentioned above that the St. John's slate formation is by far the oldest rock in Conception Bay, and that the porphyries and sienites are more modern than the variegated slate formation at least, since they cut through and produce alterations in its beds. It also appears that the space now occupied by the bottom of the Bay from Holywood and Collier's Bay down as far as a line drawn from Portugal Cove to Carbonear at least, was once filled by the Bell Isle shale and gritstone resting on the variegated slate formation, which reposed in a hollow of the St. John's slate. Whether, however, this tract was ever thus occupied by these beds above water, or whether the isolated patches now above the level of the sea were elevated individually, there is no direct evidence to shew. It is at least highly probable that the three islands of shale and gritstone were once much more extensive than at present, if they were not continuous, and that they have been worn away by the action of a strong N. or N. W. current. I shall have however, to return to this subject at a future time.

The external characters of Conception Bay are interesting and picturesque.—From Cape St. Francis to Portugal Cove the hills form a connected range, but have a serrated outline, are steep, and clothed with thick woods; they are much the same thence to Holywood, but are rather tamer, and removed from the coast by the flat land mentioned before. Round the head of the Bay, in the country composed of igneous rocks, the hills lose their connected character, and stand out in distinct peaks or, detached flat-topped masses. They are still, however, clothed with wood nearly to their summits. The headlands of this tract, those especially composed of the variegated slate formation, are green and fertile, yielding excellent grass, and amply repaying the labor of cultivation.—The shale and gritstone of the three islands too, the quiet shapes of which offer so striking a contrast with the rough outline of the main land, form a soil which seems admirably adapted for pasture land, bears good timber, and makes excellent garden ground. The St. John's slate formation on the W. side of

(1) Several workmen were busy, when I was there, removing blocks for the Catholic Cathedral of St. John's. At one spot in the midst of the fallen rubbish, and, as the workmen assured me, beneath the roots of an old tree growing on the rubbish, was found an old nine-pounder, and the remains of which was still visible S. C., with either a fleur-de-lis or an arrow head.

the Bay, preserves its usual character; its high lands, none of which are more than 800 feet above the level of the sea, frequently form connected ridges, whose summits are rocky and bare; their sides are clothed with dense woods, the trees being more remarkable for their number than their size, while the winding vallies are frequently very pretty and apparently fertile. This fertility is immediately obvious in all those vallies in which a good natural system of drainage exists, from the increased size of the trees, and the patches of fine grass that spring up wherever an old tilt has stood or other clearing been made. Of such vallies, those on each side of Clarke's Hill, at the head of Port-de-Grave, called the Northern & Southern Guts, are excellent examples; and many other pretty and fertile spots may be found along the coast between Brigus and Island Cove. I Bay Verde, however, the barren character of the Signal Hill sandstones is immediately apparent, stunted bushes alone concealing the nakedness of the rocks.

(To be continued.)

### Colonial Legislature.

#### HOUSE OF ASSEMBLY,

FEBRUARY 17.

House met and adj.

TUESDAY.

Mr. Nugent from the committee appointed to present address to His Excellency, upon subject of refusal of Her Majesty's Council to permit their Journals to be searched, reported the following reply.

GENTLEMEN.—I shall take an early opportunity of bringing this address under the observation of her Majesty's Principal Secretary of State for the Colonies.

Mr. Winsor from the Committee appointed to present address to His Excellency the Governor, praying for certain Customs Returns, reported the following reply.

GENTLEMEN.—The returns here mentioned shall be sent.

Mr. Moore presented a petition from Samuel Short, John Hussien, and others, of Hants Harbor, praying for a grant to complete the road from Hants Harbor to Seal Cove (about 2 miles,) and for carrying the road through Hants Harbor—also for building a bridge across Short's river, and a bridge over Paly's Mead.—Referred to committee on roads and bridges.

Mr. Nugent, pursuant to notice, presented the draft of an address to His Excellency, praying for certain returns, and the same was read, agreed to, and ordered to be engrossed and presented.

A Bill to repeal in part, "An Act for the relief of sick and disabled seamen, &c" and to authorise the appropriation of monies raised under said Act, was read a 2d time, and ordered to be committed to-morrow.

Mr. Kent gave notice of a select committee to inquire into the causes which induced the Stipendiary Magistrates of this Town to search the House of Mr. John Delany, an officer of this House, on the 17th.—Adj.

WEDNESDAY.

Mr. Kent moved, seconded by Mr. Nugent, for the select committee, of which notice was given yesterday—which was agreed to, and Mr. Kent, Mr. Nugent, and Mr. Winsor were appointed said committee.

A bill to continue act to combine offices of Clerk of Supreme and Circuit Court, was read a 3d time and passed.

Mr. Nugent presented a petition from Thomas Houlton, praying remuneration for loss sustained on a road contract.—Referred to committee on roads.

The House went into committee on bill to repeal in part Hospital Act, and the chairman, Mr. Morris, reported progress and asked leave to sit again.

Mr. Nugent gave notice of bill to defray certain charges that have arisen for the support of aged and infant paupers, up to Jan. 1840.

Mr. Morris gave notice of an address to his Excellency, to pray that he would issue his warrant for a certain sum to be named, for the relief of the poor.

Mr. Kent gave notice of Committee of Supply for Friday.—Adj.

**UNIVERSAL DEPENDENCE ON FOREIGN TRADE.**—To despise foreign trade is to throw contempt upon the very means by which every man in this town gets his living. Fading beauty paints its cheeks, and the convivial man his face from the spoils of the continent; you cannot make

a shoe without sending to Russia for bristles; and your coat and your caput must equally require the brush that divides its parentage between Honduras and Kamschatka; the scarlet that enrages the bull and pleases the ladies, the perfume that scents the beau and the pearl that adorns the belle; the silken handkerchief that wipes the tear of the sorrowful eye, and is stuffed into the mouth that is checked in the career of laughter; the brown juice of Mocha's sober berry and the goblet that carries it to the lip; the oil that at midnight sheds its useful lustre upon the laborious student and illuminates the gorgeous voice of the rejoicing revelry; the silver which the butcher gets for his meat, and the table on which the banker rings it; the veil through which beauty may blush unseen or coquetry flirt as through a casement; the skin of the young kid that encloses the small foot or encircles the snowy arm of Eve's fair daughters, and the tooth transferred from the elephant's mouth to the mumbling man's; the cork that supplies the want of an amputated limb; the wood that discourses most eloquent music; the marble that makes the breathing statue, and the point that perpetuates in the glowing picture, the lofty conceptions of nature's noblemen; all that we see or touch or handle, is derived more or less from the uttermost parts of the earth. Stop or discourage foreign trade, by injuring the prosperity of the manufactures, which alone we can exchange for foreign commodities, and instantly every shopkeeper and merchant becomes ruined men.—From Mr. Sydney Smith's *Lecture, in Colburn's New Monthly Magazine.*

Lieutenant Colonel Angelo Tattler, recently appointed commissioner of the Bolton Police, at a salary of £500 a year, has resigned the situation, because, as he says, "it would be a complete robbery upon the inhabitants to receive such a sum for the fulfilment of an office no more imported than the business of a common corporal in the regular service, viz. the management of Twenty men."—The gallant Colonel is truly a *rara avis in terra.*

**ORNAMENTAL BRICKS.**—It is not generally known that all kinds of ornamental bricks may be now made without their being subject to more than double duty. This information may conduce to the re-introduction of the ancient style of brickwork, which contributed so much to the beauty of the architecture of Henry and Elizabeth.

**The new Postage Act.**—A half-grown piece weighs 4 1-2 grains under the half ounce; so that a letter can be easily ascertained by this means to be within the weight allowed at the Post-Office.

A Brest letter of the 6th instant announces, that the Aube corvette had been in the roads for several days, under order for *New Zealand*, to protect the French whalers, and, as it says, "to foil the plans of England." She is said to be waiting only for the arrival of the consul sent by the French Government to the Bay of Islands.—*Paris Correspondent of the Standard.*

The Royal Family of France seem not to sleep on beds of roses; for we are told that every precaution is taken for their protection. At nightfall the posts are doubled at the Tuileries, and 300 soldiers are bivouacked in the Garden.

The subscription to present a piece of plate to the Earl of Eglington, in commemoration of the late Tournament, now exceeds 1600 Guineas.

The value of the Corn which England has imported from Germany during the last year is estimated at *Four Million Pounds Sterling.*

By a recent regulation, deserving Soldiers, on quitting the Army, are presented with a Medal and a sum of Money.

The Legislature of Jamaica has voted £50,000 for the purpose of promoting the establishing of mulberry plantations and the culture of silk in that Island.

There are 1840 Catholic churches in Ireland, 435 in England, and in Scotland 98.

A young farmer of Woodley undertook for a wager, last week, to carry three sacks of wheat, which he did with apparent ease, being upwards of 7. cwt.

**A USEFUL ARMY.**—It appears from a statistical account of the public works of Sweden, that, from 1818 to 1838 the Swedish army performed in works of public utility 5,360,700 *journees* (the *journee* is the day's work of one man,) viz. canals and rivers, 4,164,000; roads and banking, 130,000; civil constructions, 240,000; fortifications, 201,700.—It was by this means that, in 1839, the canal of Gotha, which connects the North Sea with the Baltic, across the widest part of the Swedish continent, was completed.

It is a singular circumstance, that all the Equity Judges, and eleven of the Common Law Judges, (including all the Chief Justices,) received their education at Cambridge.

MONTREAL, DEC. 7.

I understand that Government have determined to keep this country as long as they can. They have expended large sums within the last year, £30,000 for barracks at St. John's; £15,000 or £20,000 for barracks at Chambly and also at Laprairie; and this winter Lord John Russell will introduce a Bill in the House of Commons to encourage the emigration of military settlers, who are to have farms given to them along the whole line of frontier. They will be formed into battalions, and will have officers, and will be called out to drill once or twice a week, and receive some pay and rations, I believe. By this arrangement a small body of troops only will be required in the country.

### The Star.

WEDNESDAY, FEBRUARY 26, 1840.

The Season so far has been of an unusually mild character:—unprecedented indeed if we except the fine winter of '31, which alone gives us a parallel for the present. The Snow during the recent free thaw has almost disappeared, and the temperature is more like what might be expected in April than what February generally furnishes. This will tend materially to the successful issue of the SEAL FISHERY, the outfit for which is now proceeding, and with the most reasonable sanguine anticipations. St. John's will not send as many vessels as usual on this adventurous voyage, but several of the vessels belonging here have gone to the more Northern harbours, having been induced there by the greater success with which the Fishery was prosecuted in that quarter during the last few years, the whole leaving this port will be about 70, and should the present auspicious weather continue, they will all sail during the first week in March. Conception Bay will have the ordinary outfit. Harbor Grace is more extensively concerned than for some years, the outfit being fully equal to that of St. John's. We wish them all the full realization of those expecta-

tions, which present appearances so fully justly.—*Newfoundlander* Feb. 13.

(From the *Public Ledger*, Feb. 21.)

Perhaps it is due to our readers that we should give them to-day some explanation of certain circumstances to which we very obscurely adverted in our last, and which we ascribed to the machinations of some of the restless portion of this community. We must, however, confine ourselves to a mere outline; since any premature disclosure of certain details may serve to defeat the ends of justice.

On the night of Thursday, the 13th instant, the overseer in the *Public Ledger* Office, on returning, about 11 o'clock, from a distant part of the town, and whilst near the head of *Queen Street* (within fifty yards of the establishment) was accosted by a man who, familiarly calling him by name, stated that one of the young men of the office was near the Orphan Asylum School, very tipsy, and requested that he would go up and get him home, lest some "hurt" might happen to him.

After a few moments' hesitation, our overseer turned towards the Orphan Asylum School, the man who had accosted him turning with him, when they were almost immediately joined by another man, the companion of the former.—Having gone up the Theatre hill, and passed the narrow lane at the back of the house now occupied by Mr. THOMAS WILLIAMS, and having arrived at the cross road (a secluded spot) near the Roman Catholic burying-ground he was suddenly seized by the two elbows by one of the men, whilst the other instantly passed a rope round his arms and thus securely pinioned him. They then took his own handkerchief from his pocket and tightly blindfolded him and with threats compelled him to walk on. The young man states, that as nearly as he can judge he was kept walking for about a quarter of an hour, the latter part of the way through deep snow—that he ascended some steps, and was conducted into a room where the bandage having been removed, he discovered persons masked and disguised in black, who put various questions to him, all which were written down, together with the answers. That at the expiration of what he supposes must have been two hours, his eyes were again bandaged, and he was conducted out of the house, down the steps, and after a quarter of an hour's walk, abandoned (the cord which confined his arms being first cut) in the lane between constable McLELLAN'S and Mr. DANIEL HENESEY'S—near the spot at which he was first accosted.

This is what we proposed to give—a mere outline of this villainous piece of business,—but when there shall no longer exist any motive for concealing the details, all of which have been solemnly sworn to, we shall most certainly lay them before the public, at present, as we have said before, the publication of them may probably defeat the ends of justice.

But the House of Assembly has taken up this matter, and, ignorant of any of the details or merits of it, has pursued just such a course as might be expected from such a body. Instead of expressing any horror at so infamous a transaction, and forthwith proceeding to vote

a sum of money for the discovery of the offenders; the House, or rather certain members of it, affect to disbelieve the affair, and pour upon the young man their most odious abuse. They charge him with being under the influence of *delirium tremens*—that it was a drunken frolic—that thus he ended his drunken revellings, with a view to appease his employer, &c. &c.

It is sufficiently manifest that some of the members of the House of Assembly know more about this matter than it would be safe to let out, or we should not have all this splutter—and besides a very different tone would have been adopted were it otherwise.

It affords us much pleasure and satisfaction to be enabled to rescue the character of the young man who has been the victim of so much atrocity, from the foul and slanderous abuse of the members of the House of Assembly. He has been in our establishment about six years, and we can most truly testify to the steadiness and sobriety of his habits, and to the general correctness of his whole demeanour.

Of course this business does not end here.

A curious letter appeared in the *Newfoundlander* of Thursday from Mr. JOHN KENT, one of the respectable members of our respectable House of Assembly, in which he professes to vindicate himself from the attacks of one ROBERT JOHN PARSONS, the Printer of the said notable House; and then assails the said PARSONS in return. They are certainly a very interesting couple to come before the public; and if both of them were flogged through the town at the cart's tail they would be more interesting still.—*Ibid.*

**Died,**

Suddenly at Carbonear, on the 14th inst., aged 55 years, Ann, relict of the late Mr. George Best, merchant of Brigus.

**Ship News.**

Port of Harbor Grace.

**CLEARED**

February 18.—British Queen, Munn, Oporto, 2940 qtls. fish.

**By Roberts.**

**ENTERED**

February 14.—Experiment, Budecock, Lisbon, salt.

**WILLIAM STUBBING, M. D.**  
And Surgeon,

HAVING returned from the University of Edinburgh, has to acquaint his Friends and the Public generally, that he is now Practising the different branches of his Profession in conjunction with his Father, at whose residence, he may at any time be consulted.

Harbor Grace,  
23d Sept., 1839.

ALL Persons having claims on the Estate of the late Wm. DIXON, of Harbor Grace, Trader, deceased, are requested to furnish their accounts duly attested to the Subscriber, and all Persons indebted to said Estate are to make immediate payment to.

C. F. BENNETT,  
Administrator.  
St. John's,  
November 19, 1839.

**FOR SALE**

BY

**RIDLEY, HARRISON & Co**

**BREAD, Common,**

Middling and Fine FLOUR, Fine & Superfine PORK, Danzig, Hamburg & American BEEF, Prime & Cargo BUTTER, Split PEAS MOLASSES in Puncheons, Tierces and Barrels

SUGAR, Loaf & Brown TEA, Bohea, Congo, Souchong, Twankey & Hyson CORDAGE, TOWLINES, WARPS, &c., &c., &c.

SPUNYARN & OAKUM CANVAS, No. and Flat, TWINE COALS, Large and dry 'in Store' for Sealers

PITCH, TAR, TURPENTINE, ROSIN & VARNISH Prepared Patent VARNISH for Ship's Bottoms

SHEATHING PAPER, BRIMSTONE SOAP and CANDLES OCHRE, LIME

POWDER, SHOT, Large Gun FLINTS CHALK, WHITING, GRINDSTONES PAINTS, all Sorts & Colours LINSEED OIL, SPIRITS TURPENTINE

EARTHENWARE in Crates WINDOW GLASS in Boxes TOBACCO, Negrohead & Leaf PIPES in Boxes

SOLE LEATHER, CALF SKINS BARVELS BLOCKS, Bushed and Wood Pins DEAD EYES

IRON SHELVES, MAST HOOPS and JIB HANKS DECK BALLS EYES SHEET LEAD & COPPER

CAMBOUSES, Cabin and Half Deck STOVES SHEET IRON, SHEATHING IRON STEM PLATES

IRON THIMBLES, assorted HOOP IRON CHAIN TOPSAIL-SHEETS

RON, Round, Square, and Flat, all Sizes ANCHORS, 1 to 6 Cwt WINDLASS PALLS, WHEELS &c.

NAILS, all sizes, PUMPTACKS Composition NAILS, SPARROWBILLS 300 Pair DECKBOOTS

6 Casks SHOES well assorted, Green Glass SPECTACLES Broad and Narrow CLOTHS, all Colours PILOT CLOTHS, WHITNEYS FLUSHINGS, SERGES BLANKETING, FLANNELS HOSIERY

And a Large Stock of Other

**MANUFACTURED GOODS,**

IRONMONGERY TINWARE, &c., &c., &c.

Harbor Grace,  
February 5, 1840.

**In the Press,**

And speedily will be published,  
(Price 1s. 6d. Currency)

THE

**Newfoundland**

**ALMANAC,**

(Calculated expressly for this Island)

FOR THE YEAR OF OUR LORD

1840,

Being BISSEXTILE or LEAP YEAR, and the third year of the reign of

Her Majesty Queen VICTORIA.

In addition to the matter usually found in similar publications, viz., the time of the sun's rising and setting, the moon's Changes, the moon's age, &c., this Almanac will contain much information exclusively local, and never before published in an authentic form, which it is expected will render it generally useful.

N. B.—As only a limited number will be struck off, it is requested that persons desirous of obtaining copies will make timely application to Mr. A. M'Yer, by whom the work will be sold.

Times Office,  
St. John's,  
December 25.

On Sale

**JUST RECEIVED,**

ex-ANN from BRISTOL.

**AND FOR SALE.**

A well assorted Stock of

BRITISH

**Manufactured Dry Goods,**

60 Pieces PAPER HANGINGS

90 Coils CORDAGE, and 50 Tons Best Newport

**RED SHIP**

**COALS.**

ALSO,

Of former Importations,

Bread, Flour, Pork Holstein Butter (repacked)

Oatmeal

Peas, Rice

Gin in Cases, &c., &c.

At accommodating and Low Prices

BY

THORNE, HOOPER & Co.

Harbor Grace,

Nov. 13, 1839

**NEW PROVISIONS,**

&c. &c. &c.

**FOR SALE,**

BY THE

**SUBSCRIBERS,**

Ex ELIZABETH, 13 days from NEW YORK,

70 Barrels Superfine FLOUR } From  
50 Half Do. Do. Do. } New  
50 Barrels FINE Do. } Wheat  
100 Do. Prime BEEF  
77 Do. Do. PORK  
50 Do. Very Fine APPLES  
50 Boxes CRACKERS  
30 Puncheons MOLASSES  
10 Kegs Negrohead TOBACCO  
1 Hoshead Leaf Do.  
20 Barrels PITCH  
20 Do. TAR  
4 Do. Bright VARNISH  
3 Do. TURPENTINE  
2 Dozen Carpet BROOMS.

RIDLEY, HARRISON & Co.

Harbor Grace

October 9, 1839.

THE BRIG

**Hit or Miss,**

Burthen per Register 93<sup>49</sup>/<sub>94</sub> Tons,

Iron Sheathed and well found in Anchors, Cables, Sails, Rigging, Boats, &c., &c., &c.

Inventory to be seen on application to

THORNE, HOOPER & Co.

Harbor Grace,

Oct. 16, 1839

**Indentures**

**FOR SALE,**

At the Office of this Paper.

POETRY

REFLECTIONS OF ONE WHO HAS KNOWN SORROW.

Ah! how hard is my sad cruel lot,  
That an outcast, a wanderer, I  
Should thus by the world be forgot,  
And left unlamented to die!

By a world where I once held a sway,  
Of riches and honor possessed,  
Where the footpath of life's little day  
With Content's gayest herbage was  
drest;

Where friends, like the swallows of  
spring,  
While the sun of prosperity shone,  
Caress'd but like them took to wing  
When their prey with the sunshine was  
gone.

Ah! oft my fond fancy is blest  
To trace these past scenes o'er again,  
Which by fancy delusively drest,  
Bring as oft sad mixtures of pain.

But since, e'en is sorrow, the mind  
Pants with hope at the prospect above,  
While mercy, still dove-like and kind,  
Descends on the pinions of love,—

I will smile at the fortunes of life,  
I'll be calm at its boisterous sea,  
I will say that its storms and its strife  
Pass by inoffensive to me

When Philosophy lends us its aid,  
Resignation, her banner unfurl'd,  
Invites us to flee to its shade,  
Secure from the frowns of the world.

THE SLAVE SHIP.

No surge was on the sea,  
No cloud was on the day,  
When the ship spread her white wings,  
Like a sea-bird on her way.

Ocean lay bright before,  
The shore lay green behind,  
And a breath of spice and balm  
Came on the landward wind.

There rose a curse and wail,  
As that vessel left the shore;  
And last looks sought their native land,  
Which should dwell there no more.

Who seeing the fair ship  
That swept through the bright waves,  
Would dream that tyrants trod her deck,  
And that her freight was slaves?

By day was heard the lash,  
By night the heavy groan;  
For the slave's blood was on the chain  
That festered to the bone!

Was one in that dark ship,  
A prince in his own land;  
He scorned the chain, he scorned the  
threat—  
He scorned his fetter'd hand;

He called upon his tribe,  
And said thy might be free!  
And his brow was cold and stern,  
As he pointed toward the sea.

Next night a sullen sound  
Was heard a mid the wave;  
The tyrants sought their captives,—  
They only found their grave.

Portfolio.

The Sabbath is necessary. Man was made for six days, not for seven; and the Sabbath was made for man—planned and suited for such a creature as he is. At the creation, God intending to give his creatures a Sabbath, said that they were 'all very good'—suited to his gracious designs. But part of those designs was the appointment of a weekly day of rest; and as man's nature is adapted to a Sabbath, and requires one, he is not in the situation for which his Creator designed him, if it be withheld. You may as well deprive him of his nightly rest as of his weekly Sabbath; the mischief, though more slow, would not be less certain. It has been declared upon the best medical authority, that man's body cannot thrive without a weekly day of rest, in

addition to the remaining nightly rest; that persons following trades which usually occupy all the seven days, are generally sicker or short-lived, and that clergymen often lose their health by not taking another day of rest, instead of Sunday, on which they labour. God gave the Sabbath as a rest even to cattle; and what farmer sees not the advantage of this, or would he be willing to have his horses worked all the year round without the Sunday's rest. Would the labourer in the field, or the workman in the factory, like to toil year after year without the Sunday, without a day of rest after six day's toil, a day of refreshment before beginning his round again? How many a tradesman who has not enough of religion or of courage boldly to keep the Sabbath, would, notwithstanding, be thankful for the Sunday's rest, if he could prevent others taking his business out of his hands on that day? How do politics, study, and business waste the body and wear out the mind of such public men, lawyers and students as disregarded the Sabbath? The Sabbath-breaker contradicts the Lord of the Sabbath, and says, 'the Sabbath was not made for man; it was not made for me; I cannot keep it, I have no time, no inclination.' How doth he say, 'I am wise: in vain made he it; lo, he hath rejected the word of the Lord, and what wisdom is in him?' He knows that his business would not thrive if, in order to follow it without ceasing, he robbed himself of sleep; but he is unable to see that neither will it thrive so well in the neglect of the Sabbath as in the observance. The Sabbath restores the body and freshens the mind; it affords that weekly change of employment, scene, and thoughts, which is so necessary to the health of mind and body.—*Rev. A. W. Browne.*

*Anecdote of the late King of Poland.* His Majesty, who was always an enemy to superfluity, clearly evinced this disposition in the following instance. A shoemaker being recommended to this monarch before he left Warsaw, actually made his appearance in a suit of embroidered velvet. The King, till he was better informed, mistook the son of Crispin for one of the grandees of the kingdom, but discovering his error, dismissed him with this reproof: "That if his shoemaker wore velvet, it would require some consideration on his part, to think of some external distinction between them."

Judge Doodrige, at Huntingdon assizes, 1629, had, it seems, reproved the Sheriff for having returned persons on the jury who were not efficient respectability. The Sheriff, however, took care, against the next Assizes, to present the following singular list, at which the Judge smiled, at the same time applauding his ingenious industry.

Mamilian King of Tortand,  
Henry Prince of Godmanchester,  
George Duke of Somersham,  
William Marquis of Stukely,  
Edward Earl of Hartford,  
Rovert Lord of Warsley,  
Richard Baron of Bythorpe,  
Edmund Knight of St. Neots,  
Peter Esquire of Easton,  
George Gentleman of Spaldock,  
Robert Yeoman of Barham,  
Stephen Pope of Weston,  
Humphrey Cardinal of Kimbolton,  
William Bishop of Bugden,  
John Archdeacon of Paxton,  
John Abbot of Stukely,  
Richard Friar of Ellington,  
Henry Monk of Stukely,  
Edward Priest of Graffham,  
Richard Deacon of Catsworth.

On Sale

Just Landed

Es Jane Elizabeth, Nathaniel Mun-  
den, Master,

FROM HAMBURG,

Prime Mess PORK  
Bread  
Flour  
Oatmeal  
Peas  
Butter.

Also,

15 Tuns BLUBBER

For Sale by

THOMAS GAMBLE.

Carbonear,  
June 9, 1839.

ON SALE

BY THE

SUBSCRIBERS,

Es NAPOLEON from HAM-  
BURG,

BREAD, FLOUR and  
4000 Bricks

The latter at Cost and Charges,  
if taken from the Ship's side im-  
mediately.

ALSO,

90 Tons

SALT

And,

20 Tons Best House  
Coals,

Es APOLLO, Captain BUTLER from  
LIVERPOOL.

RIDLEY, HARRISON & Co.

Harbour Grace,  
July 3, 1839.

Capt THOMAS GADEN

DEGS to inform the Public in genera-  
l that he intends employing his  
Ketch BEAUFORT, the ensuing Season  
in the COASTING TRADE, between St.  
John's, Harbour Grace, Carbonear, and  
Brigus, as Freights may occasionally offer.  
He will warrant the greatest care  
and attention shall be paid to the Property  
committed to his charge.

Application for FREIGHT may be  
made, and Letters or Parcels left at Mr.  
JAMES CLIFF'S, St. John's; or to Mr.  
ANDREW DRYSDALE, Agent, Harbour  
Grace.

N. B.—The BEAUFORT will leave St.  
John's every Saturday (wind and weather  
permitting).

May 1, 1839.

For Portugal Cove

The fine first-class Packet Boat

NATIVE LASS.

James Doyle, Master,

Burthen 23 tons; coppered and copper fastened  
The following days of sailing have been deter-  
mined on:—from CARBONEAR, every MONDAY,  
WEDNESDAY and FRIDAY morning, precisely at 9  
o'clock; and PORTUGAL COVE on the mornings of  
TUESDAY, THURSDAY and SATURDAY, at 12.

She is completely new, of the largest class, and  
built of the best materials, and with such improve-  
ments as to combine great speed with unusual  
comfort for passengers, with sleeping berths, and  
commanded by a man of character and experienced  
The character of the NATIVE LASS for speed and  
safety is already well established. She is con-  
structed on the safest principle of being divided  
into separate compartments by water tight bulk-  
head, and which has given such security and  
confidence to the public. Her cabins are superi-  
or to any in the Island.

Select Books and Newspapers will be kept on  
board for the accommodation of passengers

FARES:—

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

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

Carbonear.

Notices

CONCEPTION BAY PACKETS

St John's and Harbour Grace Packets

THE EXPRESS Packet being now  
completed, having undergone such  
alterations and improvements in her accom-  
modations, and otherwise, as the safety, com-  
fort and convenience of Passengers can pos-  
sibly require or experience suggest, a care-  
ful 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 Por-  
tugal 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 can be  
ly attended to: but no accounts can be  
kept or Postages or Passages, nor will the  
Proprietors be responsible for any Specie to  
other monies sent by this conveyance.

ANDREW DRYSDALE,

Agent, HARBOUR GRACE

PERCHARD & BOAG,

Agents, St. JOHN'S

Harbour Grace, May 4, 1839

Nora Creina

Packet-Boat between Carbonear and  
Portugal Cove.

JAMES DOYLE, in returning his Dea  
thanks to the Public for the patronage  
and support he has uniformly received, beg-  
to solicit a continuance of the same fa-  
vours.

The NORA CREINA will, until further no-  
tice, start from Carbonear on the mornings  
of MONDAY, WEDNESDAY and FRIDAY, posi-  
tively at 9 o'clock; and the Packet Man  
will leave St. John's on the Mornings of  
TUESDAY, THURSDAY, and SATURDAY, at 9  
o'clock in order that the Boat may sail from  
the cove at 12 o'clock on each of those  
days.

TERMS.

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

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

THE ST. PATRICK

EDMOND PHELAN, begs most respect-  
fully to acquaint the Public that the  
has purchased a new and commodious Boat,  
which at a considerable expence, he has fit-  
ted out, to ply between CARBONEAR,  
and PORTUGAL COVE, as a PACKET'S  
BOAT; having two cabins, (part of the after-  
cabin adapted for Ladies, with two sleeping  
berths separated from the rest). The fore-  
cabin is conveniently fitted up for Gentle-  
men with sleeping-berths, which will  
the trusts give every satisfaction. He now  
begs to solicit the patronage of this respect-  
able community; and he assures them it  
will be his utmost endeavour to give them  
very gratification possible.

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

TERMS.

After Cabin Passengers	7s. 6d.
Fore ditto,	ditto, 5s.
Letters, Single	6d.
Double, Do.	1s.

Parcels in proportion to their size of  
weight.  
The owner will not be accountable for  
any Specie.

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

Carbonear,  
June 4, 1838.

TO BE LET

On Building Lease, for a Term of  
Years.

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

MARY TAYLOR,

Widow.

Carbonear, Feb. 9, 1839.

Blanks

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