



AND

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No. 278.

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

### THE NEW COLONIAL MINISTER.

(From the Spectator.)

Why it happened so, is of little consequence now, but there can be no doubt that Lord Normanby was expected to cut a figure as Colonial Minister. Appointed to the office at a time when the politics of a colony seemed likely to affect very materially those of the mother-country, and succeeding one who had been removed for notorious incapacity, Lord Normanby appeared to have been selected as the fittest man of his party to deal with the colonial exigencies of the moment, and to provide permanent remedies for the evils which had grown out of a long course of neglect and mismanagement. It was imagined that those who appointed him knew him to possess the requisite qualities and therefore that he possessed them. Scarcely has a public expectation been more thoroughly disappointed. As Colonial Minister, Lord Normanby has done nothing, suggested nothing, projected nothing. He has reaped no harvest, though a rich one had been prepared for him by Lord Durham's mission, and has sown no seeds in the wide wilderness which he found open to improvement. He has exhibited neither genius, nor sagacity, nor resolution, nor readiness, nor even common diligence. The multitudinous business of the office was never more in arrears, never in a worse mess than as the present time. Lord Normanby "broke down" within about a week of his appointment. It is well known that he had intended to remove Mr. Stephen, the over-secretary of many nominal chiefs; but just as this popular purpose was on the point of execution, out came Sir Francis Head's narrative, in which Mr. Stephen was abused as a republican, and so forth; when Lord Normanby changed his mind, for fear of its being said that he had been influenced by Sir Francis Head; and therefore, Mr. Stephen remained. From that moment, none who were acquainted with the facts had any hope of Lord Normanby. The expectations which they expressed at the time, he has perfectly fulfilled. His brief career has been distinguished from that of the poorest of his predecessors by nothing but some theatrical flourishes, which now seem ridiculous to those who remember them. His first despatch a very silly, sentimental sort of letter to some West India governor, about the negroes, he published in the London newspapers, *apropos de bottles*, under the title of "Lord Normanby's First despatch." He struck up a notice in the office, to the effect that, during certain

hours of certain days every week, he would receive all comers without introduction. It was given out at the time, that Lord Normanby would show the office how to do business, that he was to be the most accessible of ministers, that he would learn and judge for himself, and many more fine things of the same sort. Now, what was the result of this *coup de theatre*? Why, that the ministers soon grew sick of thus showing off his accessibility, and ended by being as difficult of access as any of his predecessors, not to say more so. The old messengers used to hold up their hands and groan at the scene which grew out of his lordship's "public days," as others would have done had they known all that the *Court Circular* did not tell about "interviews with the Marquis of Normanby." He is gone, however, and we have only to write his epitaph. He left the Colonies as he found them, a prey to every evil resulting from misrule. He attempted, but happily failed, to destroy the most ancient of the colonial constitutions, by substituting a de potism for the representative government of Jamaica. He advertised his first despatch, and made a mere show of extraordinary accessibility. Any thing else?—Yes, he did what in him lay to prevent an important addition to the colonial empire of England, which he might easily have had the honour of founding.

What can have induced Lord John Russell to take the colonial seals, is a question that puzzles the best informed. The appointment is of inferior rank, relates to subjects of which the late Home Secretary knows little, and about which one so steeped in home politics as the leader of the House of Commons, must almost necessarily be careless. The duties of the office, if but decently performed, are exceedingly laborious; and it has never been held of late years without loss of reputation. The risk of damage from holding it is peculiarly great just now, when the gross incapacity of two or three colonial ministers in succession has produced something like a general rebellion in our colonial empire. We never heard that Lord John Russell had a taste for fishing in troubled waters. What then can have been his motive for changing places with Lord Normanby?

This question receives numerous answers, which, in the absence of reliable information, we shall repeat before we express our own opinion.

There are not wanting persons who say, that the arrangement is merely provisional; that Lord John will soon retire, having been in-

duced to keep the place warm for another, not yet persuaded to join the government; and that nothing important, therefore, will result from his appointment.

Others assert that the government has at length resolved upon settling the Canada question at last; and that the leader of the House of Commons takes the Colonial seals for that purpose only, under the idea that by uniting the character of Colonial Minister to that of the leader of the House of Commons, he will adopt the best means of carrying early next session a measure for the permanent government of Canada. This is a pleasant speculation, and so reasonable, in many respects that one might hope it to be well founded, if it were not contradicted by Mr. Thomson's appointment. Lord John is a person of no mean abilities; but if he settle the Canada question here while Mr. Thomson is revivifying there the embers of universal strife, he has a far greater capacity than his warmest admirers suppose.

A third set of speculators on Lord John's appointment, wary old hacks of the party now in power, smile at the notion of attributing this change of places to any very definite object. The government, say they, knew that it could not meet Parliament again without putting on the appearance at least of some novelty or freshness; so it made a move amongst its members, as one shuffles the cards for a change of luck; and the result is, that while Lord Normanby finds himself in Lord John Russell's place, Lord John Russell finds himself in Lord Normanby's. By the same sort of accident Mr. Thomson is despatched to Canada. But Lord Melbourne deliberately laughs in his sleeve. This version of the story will have many believers, until something happen to disprove it.

EARTHQUAKE AT MARTINIQUE.—The following letter from Mr. Philip A. de Greby, U. S. Consul at St. Pierre, Martinique, under date of the 2d instant, has been received at Baltimore, and contains the particulars of an earthquake, with which that island has again been visited. "I hasten to inform you that this morning at 25 minutes past two o'clock, the inhabitants of this town were awakened by two very severe shocks of an earthquake, each of which lasted about 40 seconds. A gentleman from Baltimore occupied the chamber with me;—we immediately rushed into the street, which we found already filled with men, women, and children, flying in all directions, others on their knees, calling on God to preserve them. It is impossible to describe the sensations caused by such an occurrence; houses rocking to and fro, tiles, small stones, and mortar falling all around, women and children screaming, and with the expectation of seeing the houses fall upon you, I assure you our situation is far from being envious.—Rumours have just reached us, of several houses having fallen down at Port Royal,

of the truth of which there can be no doubt, as many houses were in a very precarious position; and the shock was of such force as to have thrown down those of more solidity. We have not heard of any deaths, but several persons were much hurt, in jumping from the windows" &c.

The Dover Banquet.—The dinner service at the Duke's table was of the most magnificent description, the knives having handles of gold. The service was the same which was used at the civic banquet, when her present Majesty honoured the city of London with a visit.—The tables for the company were laid out in a very tasteful manner, and the following is the bill of fare:—26 tables, 25 each 26; ditto, 23 each; 1 ditto, 124; Duke's table, 172; 29 quarters of lamb, 56 dishes, roast veal, 46 ditto boiled beef 28 ditto roasted ditto, 120 couple chickens, 40 turkey poult, 28 hams, 56 tongues, 120 pigeon pie, 240 ventrals ditto, 180 fruit ditto, 160 custard puddings, 200 lobsters, 200 salads, cucumbers, pickles, &c. Dessert, &c. *Kentish Observer*.

DISTURBANCE AT BALTIMORE.

Our city is at this moment thrown into the greatest degree of excitement, in consequence of the escape of a Carmelite nun from the convent situated in Aisquith street, at 12 and 1 o'clock, by the front door, and was instantly followed by several persons (one a priest) in pursuit. She endeavored to gain admittance in a house adjoining the nunnery, but its inmates refused to receive her; she then ran a few doors farther, gained admittance into the house of a very respectable citizen, and implored his protection. By this time several persons had collected, including the priest and one or two other of her pursuers, the latter of whom demanded the surrender of the fugitive. Their request was promptly refused—the nun calling aloud upon the citizens to shield her from the officers of the convent, as she had thrown herself upon their protection. A carriage was immediately procured, in order to convey her to the Maryland Hospital, in charge of the "Sisters of Charity," but every attempt on the part of the institution to recover her was overruled by the assembled citizens. The excitement now became intense—the mayor and the whole body of police were on the ground—and the carriage, by order of the mayor, proceeded with the fugitive nun to the Washington University, situated on College-hill adjoining Fair Mount, escorted by some two or three hundred citizens, where she will be safely and comfortably provided for. She is said to have complained bitterly of the treatment she has experienced in the convent—that she had been long watching a favorable opportunity to escape, and that several others were only waiting the chance to do likewise. As might have been expected, indignation, loud and deep, has been freely expressed against the institution, threatening an alarming riot. By three o'clock the entire police of the city were within the walls of the building, together with a large number of religious friends of the institution, including nearly all their dignitaries, from the archbishop down, and at the time of writing this note, not less than five thousand people are in front of the convent, many of them exhibiting signs of a menacing attitude, notwithstanding two or three hundred fixed bayonets, borne by the City Guard, are bristling in the crowd. The determined character of Gen. Leakin, mayor of our city, saves, I verily believe, our city from a most disgraceful and disastrous riot; and consequently I have no apprehension of a popular outbreak.—The young lady who has effected her escape is said to be a Miss Neal, of Charles County, Maryland, aged about 25, and has been for eleven years a member of

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the Carmelite order, and is also a niece of the late Robert Walsh, of this city, and consequently a cousin of the famed literary gentleman of that name, now travelling in Europe. The priesthood, is said, pronounce her *insane*, and that he disease is a family one. *New York Courier.*

**The Slave Trade.**—By the Ranger packet, arrived at Falmouth, letters are received from Jamaica to the 31st July. Her Majesty's sloop Snake had arrived at Port Royal with the Corrida Cubi, Spanish slaver, captured off Porto Rico, having on board 171 slaves. She was about to proceed to Havannah for adjudication of the prize before the Mixed Commission. The Pickle schooner also captured another slaver. On the 4th of June she observed a very suspicious looking vessel standing in for the Height of Pines, to which she immediately gave chase, firing several guns for the purpose of bringing her to, but to which the stranger paid no attention, continuing to run directly for the land, under a heavy press of canvass, and soon after commenced heaving overboard casks and other articles to lighten her. The Pickle, gaining fast upon her, row fired shots with grape and cannister, which fell thick around her, but such was the determined obstinacy of the crew that it was perceived they lay flat on the deck on every gun being fired, and jumped up immediately after. After a chase of six hours, the vessel, which had hoisted Portuguese colours, ran ashore in the night, distant about two cables' length. Lieutenant Holland despatched his boats to capture her. It was now seen that the crew were pitching the negroes into the sea, and on the boats nearing, they jumped overboard themselves, swam, to the shore, and escaped into the thick mangrove bushes on the water's edge. On taking possession of the vessel, she proved to be the schooner Sierra del Pilar, 78 days from Onium, on the African coast, with 180 negroes on board, several of whom were in the most emaciated condition. She had originally 255; but death, and those who had escaped into the woods with the crew, had reduced the number to 180. The scene of misery and filth that presented itself on board the vessel is inconceivable. From having such an addition to her complement, the Pickle steered for the Havannah, the nearest port, where she arrived on the 12th. *Hampshire Telegraph.*

The protracted struggle between the Carlist and Christiano forces in Spain seems to have been brought to a termination. Don Carlos has not been vanquished by the gallant Sir Lacy Evans and his battalions, he has not been conquered by the direct interference of the British troops that were suffered to act in concert with the hero of Irun, he has not been overcome by the Queen's forces, supplied as the latter were with the munitions of war by the government of Great Britain. Far from it. He has been basely betrayed by his own General-in-chief. This traitorous act was prompted by the British government, and has been commended in terms of exultation by the organs of the administration of which Lord Palmerston is the foreign secretary. Naval and military officers holding her Majesty's commission have, we are confidently assured, been employ-

ed in the scandalous work of seducing Maroto from his allegiance to his acknowledged sovereign. Yes, the liberal ministry of England have countenanced this traitor in all his proceedings. The guilt of the murder of his fellow-chiefs, rendered necessary in order to carry his treachery into successful execution, must rest on the heads of Lord Melbourne and his associates! Shame upon the base crew that have sanctioned such diabolical acts!—*Liv. Standard, Sept. 13*

**Preparing to be Buried.**—An "oddy," of the name of Leigh, who for some years filled the honourable office of master of a flat, navigating the river Mersey, and by industry, and a rather more than ordinary share of good luck, has accumulated a small independency, is spending his latter days in Warrington, in making preparations for his funeral, which to appearance, seems to occupy the whole of his thoughts. Some years ago, he procured a large oak chest, fastening with secret springs, in which his mortal remains were, after death, to be deposited; but that idea has now been abandoned, and a new coffin has been procured. In shape, it is a beautiful model of a pleasure-yacht, and was built by Mr. Clare, of Sankey, of old English oak plank, 1 inch thick. It is provided with mainsail, foresail, and gaff topsail, and on the stern is inscribed the name of "Admiral Nelson." In length, it measures 8 feet 2 inches. Last week, it was brought into Warrington, mounted on wheels, and accompanied by its owner and a fiddler, and followed by a crowd of wondering spectators. Its final destination is fixed upon to be the St. James's Cemetery, at Liverpool, to which place, on its "bill of lading" being complete, it is to be drawn by horses, and followed by a certain number of John Leigh's fellow-flatmen, for whose refreshment on the way a large cask of ale is to be placed on the deck of the vessel. John Leigh's tomb-stone is also provided. It is ornamented by the picture of the flat Victory, and a rather ride representation of the sun, moon, and stars. Underneath are some twenty lines of poetry, of which the last four may be taken as a specimen. They run as follow:

May God be our pilot, and steer us the right way.  
And all our fleet anchor in heaven's bright bay.  
The seas I have seen, and the ships I have pass'd,  
But the Lord will call us all down to our graves at last.

**Steam Men-of-war.** We have lately been at some pains to ascertain the progress and estimate to the present extent of steam power in the United Kingdom and its dependencies, and the result of our inquiries is most gratifying and satisfactory. The increase of steam-vessels in the royal navy is remarkable, not only on account of their augmented size and locomotive power, but their heavy armament, improved form, capacity for stowage, and increased speed; whilst their performances under canvass are little, if at all, inferior to the best sailing ships. On reference to the Navy List for January, 1830, we find but eight steam-vessels described, and one only (the *Dee*, building,) calculated for war; the others, namely, *African*, *Carron*, *Columbia*, *Confiance*, *Echo*, *Lightning*, and *Meteor*, (all still existing,) being, excepting the *Columbia* of 361 tons, small vessels under 200 tons, and

of 100 horse power, and principally employed as packets in the Mediterranean. We have now, in 1839, no less than thirty-three steam-vessels of war, besides thirty-eight employed in the packet service, exclusive of hired steam-vessels, making altogether seventy-one, some of which are upwards of 1,000 tons and 400-horse power, armed with heavy guns of great range, and capable of combating with any description of force that can be met afloat; and this splendid steam navy, which has a tained to its present extent in such a short period, is capable of transporting an army of 10,000 men to the continent, or, if need be, across the Atlantic, at any time when such a proceeding might be deemed necessary. We find, by the report of the commissioners appointed by the Board of Trade, Captain Pringle, R. E., and Mr. Parkes, that the total number of vessels of all sizes and classes, propelled by steam, belonging to the United Kingdom and the colonies, amounts to 810, the registered tonnage being 87,907; to which add the tonnage of the engine-room, not registered, 69,933; making altogether 157,840 tons, impelled by 63,250 horse power.—*Naval and Military Gazette.*

**PROGRESS OF NATIONS IN AMERICA.**—In the newly American states, it is customary to celebrate the day on which the settlement of the district or town, or whatever it may be, took place. The fiftieth anniversary of the settlement of Cincinnati was lately celebrated, this being now a town of 50,000 inhabitants, exporting annually seven or eight millions of dollars' worth of agricultural produce, and having often forty of fifty steam vessels lying at one time at the wharves. The whole territory was purchased at the beginning for forty nine dollars. One old man attended the celebration, who had himself made the roof of the first house shingled in the place. A Mr. Tappan, whose age is about sixty, and who was lately chosen one of the federal senators for the state of Ohio, resides in a large town, called Ravenna, where he was the first man to cut down a tree. This state, in forty years, has acquired a population of 50,000, which it is expected she will be able to do next year. Next year, also, two more territories, called Iowa and Wisconsin, which began to be heard of in America last year, and are as yet totally unknown in Britain, are expected to be in a similar condition, and to make the same application. The United States will then be twenty-nine in number, instead of thirteen, as in 1775; and the stars on the national banner must be numbered accordingly. An additional illustration of the mushroom progress of all things in America is obtained from the fact, that the steamers on the western waters of the States have increased from 234 to 600 in the short space of five years.—The States have now 800 steamers in all of 155,000 aggregate tonnage, the largest being a vessel of 160 tons (l) which runs between New York and Natchez.—*Letter in the Athenæum, dated "Boston, January 16, 1839.*

**EXETER HALL.**—When it was resolved to pull down Exeter 'Change, and to widen the Strand, some of the industrial leaders and movers in the religious world started the scheme of building an "immense edifice," for the meeting of the various societies. Hitherto, there had been no central point of union; some of the chief societies held their meetings in the fine room of the Freemasons' Tavern. But, though this hall will hold 1,500 persons, it sometimes could not accommodate one-half who clamoured for admittance. In 1829 the project was taken up of building on the site of Exeter 'Change the present structure, which has received the name of Exeter Hall. It was erected by a company, who subscribed shares; and additional expense was defrayed by donations. The management of the hall is under the direction of a committee or society, of which Sir Thomas Baring, Bart. is chairman. The building was completed and opened in 1831. The stranger, walking along the Strand, might miss Exeter Hall, unless he looked sharp. The entrance is of an ornamental character; but, being narrow, and flanked by shops, it is apt to be passed in the bustle of the Strand. The entrance is a porch or portico, formed of two Corinthian pillars, with a flight of steps from the pavement; but the building extends a great way back. The principal room is 90 feet broad, 138 in length, and 48 high, and is lighted by 18 large windows. It will hold 3,000 with ease, and 4,000 crowded. The platform is at the east end, and can ac-

commodate 500 persons; it is fenced from the rest of the hall by a railing.—Underneath the large hall is a smaller one, for meetings of a more limited character; and there are various rooms appropriated to the use of particular committees or societies. Sometimes there are meetings in both halls at the same moment; and a speaker in the lower room will occasionally be annoyed by the reverberations of the thunders of applause shaking the great room above him.—*London Saturday Journal.*

The Star.

WEDNESDAY, OCTOBER 30, 1839.

From the Royal Gaz. Oct. 22.

BY AUTHORITY.

HIS Excellency the GOVERNOR in Council has been pleased (under and in pursuance of the Colonial Act 3 Victoria, cap. 5,) to appoint the under-mentioned Gentlemen to be Commissioners for the management and control of the several Light Houses erected and to be erected in this Island.

Viz.

- The Honorable John Sinclair
- Patrick Morris, Esq.
- Thomas Bennett, Esq.
- Henry Phillips Thomas, Esq.
- and
- Thomas Ridley, Esq.

The sittings of the Central Circuit Court, for the Fall term, commenced yesterday, agreeable to Proclamation.—His Honor the Chief Justice briefly charged the Grand Jury, after which Bills of Indictment were laid before them by the Hon the Attorney General, against several individuals, which were returned into Court as follows:—

- JOHN MULALLY, Larceny of 1 jacket and 1 pair trowsers—True Bill.
- WALTER NAIL, Larceny of 1 pair of blankets—ditto.
- JAMES MEAGHER, unlawfully returning from banishment contrary to Act 4 W. 4, c. 5.—ditto.

Mulally was put upon his trial—found guilty, and sentenced to 14 days' imprisonment.

Neil and Meagher on being arraigned, pleaded guilty.—Sentences not passed.

**FIRE.**—At day-break yesterday morning, a large Barn at Brookfield, (the property of the Messrs. Thomas,) occupied by Mr. D. Reed, farmer, was destroyed by fire—together we understand, with about 80 tons of Hay, contained therein.—We have not heard in what manner the fire originated—through it is believed to have been through accident.

SOCIETY FOR THE PROPAGATION OF THE GOSPEL.

The following gentlemen have recently received appointments as missionaries from the above society:—

- For van Diemen's Land.—The Rev. Gregory Bateman, M.A., Trinity College Cambridge.
- For Upper Canada.—The Rev. R. J. C. Taylor, B.A., Trinity College, Dublin; Rev. John Radcliff.
- For Newfoundland.—The Rev. W. Bowman, perpetual curate of Greenborough; Mr. Johnstone Vicars; Mr. Thomson Boone.
- For Jamaica.—Mr. Robert Robinson, B.A., Queen's College, Oxford.

Boston, Sept. 21.—Brig Alpha, (a herm brig, believed to be British) from Sydney, laden with coal, bound to New York, struck on the bar, at the mouth of the Connecticut River, on Sunday last, unshipped her rudder, stove a hole in her cabin, and sprung a leak. The Captain mistook Saybrook light, for New London light. She was abandoned after taking out two boxes of furs, some copper, and the best of her sails. Since then the Govt. Officers took possession, and by means of a small steamer, towed her into Sydney.

Ship News.

Port of Harbor Grace.

- CLEARED
- Oct. 17.—Norval, Wills, Sydney, ballast.
- 20.—Castlereagh, Lokier, Civiti Vecchia, 1750 qts. fish.
- 26.—Melina, Butler, Sicilly, 2532 qts. fish.

Port of St. John's.

- ENTERED
- Oct. 18.—Clondolin, Collins, Sydney, coal.
- Irene, Jose, Boston, molasses, and sundries.

American scit. A. ton, four, port. Margaret, Gave, S. Dash, Huntress, I. Packet, Madden, 19.—Harmony, general cargo. 21.—Albion, Mart. Antelope, Ebsary, Amanda, Poland, flour, bread. Friends, Whelan, Nine Sons, Price, Ranger, Carroll, American brig C. pork. Erid, Walsh, Live 22.—Despatch, Cl shingles.

Ann, Blake, Bridge Eliza Bunting, L. Harmony, Isis, L. & sundries. Oct. 17.—America Groom, Leghorn Jane & Mary, Ste. St. Patrick, M. G. last. Steadfast, Kirkon 18.—Globe, P. E. 19.—St. Patrick, 20.—St. Patrick, 21.—St. Patrick, 22.—St. Patrick, 23.—St. Patrick, 24.—St. Patrick, 25.—St. Patrick, 26.—St. Patrick, 27.—St. Patrick, 28.—St. Patrick, 29.—St. Patrick, 30.—St. Patrick, 31.—St. Patrick, 32.—St. Patrick, 33.—St. Patrick, 34.—St. Patrick, 35.—St. Patrick, 36.—St. Patrick, 37.—St. Patrick, 38.—St. Patrick, 39.—St. Patrick, 40.—St. Patrick, 41.—St. Patrick, 42.—St. Patrick, 43.—St. Patrick, 44.—St. Patrick, 45.—St. Patrick, 46.—St. Patrick, 47.—St. Patrick, 48.—St. Patrick, 49.—St. Patrick, 50.—St. Patrick, 51.—St. Patrick, 52.—St. Patrick, 53.—St. Patrick, 54.—St. Patrick, 55.—St. Patrick, 56.—St. Patrick, 57.—St. Patrick, 58.—St. Patrick, 59.—St. Patrick, 60.—St. Patrick, 61.—St. Patrick, 62.—St. Patrick, 63.—St. Patrick, 64.—St. Patrick, 65.—St. Patrick, 66.—St. Patrick, 67.—St. Patrick, 68.—St. Patrick, 69.—St. Patrick, 70.—St. Patrick, 71.—St. Patrick, 72.—St. Patrick, 73.—St. Patrick, 74.—St. Patrick, 75.—St. Patrick, 76.—St. Patrick, 77.—St. 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**New Goods!**

**JUST LANDED**

*Ex ANN, from Bristol.*

**AND ON SALE**

BY THE

**SUBSCRIBERS**

*At Low Prices for Cash or Produce*  
*Viz.—*

500 Bags 1st, 2nd & 3rd quality BREAD  
72 Barrels Prime Mess PORK  
30 Bolts East Croker CANVAS  
20 Pieces Flat Ditto, No. 1 to 7  
43 Kegs White, Green & Black PAINT  
Hogsheads LIME  
Bags 1½ to 9 inch assorted NAILS  
Horse and Shingle Ditto  
Splitting Knives  
Axes, Hammers  
Grindstones  
Carp. Compasses  
Coopers Rushes  
Bake Pots and Covers  
Grappels, Fish Hooks  
Assorted TINWARE  
Sheet COPPER  
Oxide, Whiting  
Slate, Bark Ditto  
Ship Chandlery  
Linseed Oil, Spirits Turpentine  
Butts LEATHER  
Shoe Blacking  
STATIONERY, and Ink in Bottles  
Pieces Brown Holland  
RISH LINENS  
Sheeting, and Sheetting CALICOES  
Irish Union Ditto  
Unbleached Ditto  
Fancy Shirtings  
Fustians, and Molesters  
Printed Ditto  
Twist, Check  
Aberdeen Dowles  
A Large Assortment Fancy Printed  
CHINTZ COITONS  
Twilled and Cambie Ditto  
Fancy Cotton Handkerchiefs  
Cambie Mousins  
Slate, Brown and Black Ditto  
Book and Soft Swiss Ditto  
Jaconet Ditto  
Colored and Black MERINOES  
Satin, Sarsnet and China Gauze Ribbons  
Shaded and Figured Ladies Belts  
BANDANA & Barcelona Handkerchiefs  
Pieces Colored Persian  
Black Crape  
Stays (white & colored), Saxony Ties  
CHENILLE Handkerchiefs  
Figured Squares  
THIBET Shawles & Turnovers  
Colored, Black & White KidGloves  
Ladies Thread Ditto  
VelvetSlippers  
German Lace Cotton  
Gentlemens Satin & Mohair Stocks  
Blue, Black, & Green Superfine Broad  
CLOTHS  
HOSIERY, Dornet, Lancashire & Welch  
FLANNELS  
Scotch PLAID, Green Baiza  
LEATHERWARE  
EARTHENWARE  
Stone Jars, & Ginger Beer Bottles

*Also,*

30 Tons Best Red Ash

**NEWPORT**

**Coals.**

THORNE, HOOPER & Co.

Harbor Grace,  
May 8, 1839.

**Boots & Shoes.**

A large and well Assorted

**SUPPLY,**

**JUST RECEIVED**

*Per Experiment from Poole,*

**And For Sale By**

RIDLEY, HARRISON & Co.

Harbor Grace,  
September 4, 1839.

**BLANKS**

At the Office of this Paper.

Harbor Grace,  
September 25, 1839.

On Sale.

**'SAMUEL GOULD,'**

*Captain Smith, from Trinidad de Cuba.*

113 Puncheons

23 Tierces

12 Barrels

**CHOICE**

**Molasses,**

*By the above Vessel,*

**FOR SALE BY**

RIDLEY, HARRISON & Co.

**N.B. A few Tierces**

**Salmon**

**WANTED.**

Harbor Grace,  
October 2, 1839.

**NOW LANDING**

**AT THE WHARF OF**

**The Subscribers**

*From the brig Ann, from Mira-*  
*michi,*

8,000 Feet Birch Plank,  
3 inch & 2 1-2

6 M. Pine Decking 3 inch,

30 M. Merchantable Board

90 M. Shingles

12 Spars.

THORNE, HOOPER & Co.

Harbor Grace,  
July 10, 1839.

**INCENDIARISM!**

WHEREAS on SATURDAY evening last the 24th inst., a quantity of Blasted Boughs, Pickets and Matches (partly burnt) were found under the eastern end of our HOUSE formerly occupied by Mr. GILMORE, evidently left there in an ignited state (but not known how long since) by some malicious, evil disposed Person or Persons.

*We hereby offer a Reward of*

**ONE HUNDRED POUNDS,**

to any Person who will give such evidence as will lead to the Conviction and Punishment of the authors of such an outrage.

Per pro. WILLIAM BEMISTER & Co  
JOHN BEMISTER.

Carbonear,  
August 26, 1839.

**UNEXAMPLED**

**MAMMOTH SCHEME.**

THE following detail of a Scheme of a LOTTERY to be drawn in December next, warrants us in declaring it to be unparalleled in the history of Lotteries. Prizes to the amount have never before been offered to the public. It is true, there are many blanks, but on the other hand, the extremely low charge of 20 Dollars per Ticket—the value and number of the Capitals, and the revival of the good old custom of warranting that every Prize shall be drawn and sold, will, we are sure, give universal satisfaction, and especially to the Six Hundred Prize Holders.

To those disposed to adventure we recommend early application being made to us for Tickets—where the Prizes are all sold, blanks only remain—the first buyers have the best chance—We therefore, emphatically say—delay not! but at once remit and transmit to us your orders, which shall always receive our immediate attention. Letters to be addressed, and application made to

SYLVESTER & Co.

156, Broadway, N. Y.

Observe the number, 156.

700,000 Dollars! 500,000 Dollars!  
20,000 Dollars!

Six Prizes of Twenty Thousand Dollars!  
Two Prizes of Fifteen Thousand Dollars!  
Three Prizes of Ten Thousand Dollars!

GRAND HALL SCHEME FOR THE YEAR 1839

OF PROPERTY SEPARATED IN NEW ORLEANS

The richest and most magnificent scheme ever presented to the public in this or any other country. Tickets only Twenty dollars.

Authorized by an Act of the Legislative Assembly of Florida, and under the direction of the Commissioners acting under the same. To be drawn at Jacksonville, Florida—Schmidt and Hamilton, Managers. Sylvester & Co., New York, sole Agents.

No combination numbers! 100,000 Tickets, from No. 1 upwards in succession.

The deeds of the property and the stock transferred in trust to the Commissioners appointed by the said act of the Legislature of Florida, for the security of the Prize Holders.

**SPLendid SCHEME!**

*One Prize—the Arcade,*

236 feet, five inches, 4 lines on Magazine street, 101 feet, 21 inches, on Natchez street, 126 feet, 6 inches, on Gravier street—Rented at about 37,000 dols. per annum, valued at

*One Prize—City Hotel,*

102 feet on Common street, 146 feet, six inches on Camp street—Rented at 25,000 dols., valued at

*One Prize—Dwelling House,*

(adjoining the Arcade) No. 16, 24 feet, 7 inches, front on Natchez street—Rented at 1,200 dols., valued at

*One Prize—Dwelling House,*

(adjoining the Arcade No. 18, 28 feet front on Natchez street—Rented at 1,200 dols., valued at

*One Prize—Dwelling House,*

(adjoining the Arcade) No. 20, 28 feet front, on Natchez street—Rented at 1,200 dols., valued at

*One Prize—Dwelling House,*

No. 22, north east corner of Basin and Custom House street, 40 feet front on Basin, and 40 on Franklin street, by 127 feet deep in Custom House street—Rented at 1,500 dols., valued at

*One Prize—Dwelling House,*

No. 24, south west corner of the Basin and Custom House street, 32 feet, 7 inches on Franklin, 127 feet, 10 inches deep in Custom House street—Rented at 1,500 dols., valued at

*One Prize—Dwelling House,*

No. 339, 24 feet, 8 inches on Royal street, by 127 feet, 11 inches deep—Rented at 1,000 dols., valued at

*One Prize—Dwelling House,*

1 prize, 250 shares, Canal Bk. stock, 100 dols. each

25,000 dols.

1 prize, 200 do. Commercial do. 100 dols. each

20,000 dols.

Do. 150 shares Mech. & Trade's do. do.

15,000 dols.

Do. 100 shares City Bank do. do.

10,000 dols.

Do. 100 shares do. do.

10,000 dols.

Do. 100 shares do. do.

10,000 dols.

Do. 50 shares Exchange Bank do. do.

5,000 dols.

Do. 50 do. do. do.

5,000 dols.

1 Do. 25 do. Gas Light do.

5,000 dols.

1 Do. 25 do. do. do.

5,000 dols.

1 Do. 15 do. Mech. & Trade's do.

1,500 dols.

1 Do. 15 do. do. do.

1,500 dols.

20 prizes, each 10 shares of the Louisiana State Bank 100 dols.—each prize 1,000 dols.

20,000 dols.

10 prizes, each 2 shares of 100 dols. each—each prize 200 dols. of Gas Light Bank

2,000 dols.

200 prizes, each one share of 100 dols. of the Bank of Louisiana,

20,000 dols.

200 prizes, each one share of 100 dols. of the New Orleans Bank,

20,000 dols.

150 prizes, each one share of 100 dols. of the Union Bank of Florida,

15,000 dols.

Six Hundred Prizes

1,500,000 dols.

*Tickets 20 Dollars—No Shares.*

The whole of the Tickets, with their numbers, as also those containing the Prizes, will be examined and sealed by the Commissioners appointed under the Act, previously to their being put into the wheels. One wheel will contain the whole of the numbers, the other will contain the Six Hundred Prizes, and the first 600 numbers that shall be drawn out, will be entitled to such prize as may be drawn to its number; and the fortunate holders of such prizes will have such property transferred to them immediately after the drawing, unincumbered, and without any deduction!

Editors of every Paper in the United States, in the West Indies, in Canada, and British Provinces, are requested to insert the above, as a standing advertisement, until the 1st of December next, and to send their accounts to us, together with a paper containing the advertisement.

SYLVESTER & Co.

156, Broadway, N. Y.  
New York, May 7, 1839.

American schr. Attention, Plummer, Boston, flour, pork.  
Margaret, Gave, Sydney, coal.  
Dash, Huntress, Liverpool, general cargo  
Packet, Madden, Novascotia, cattle.  
19.—Harmony, Henderson, Liverpool, general cargo.  
21.—Albion, Martin, Sydney, coal.  
Antelope, Ebsary, Sydney, coal.  
Amanda, Poland, Copenhagen, butter, flour, bread.  
Friends, Whelan, Cape Breton, coal.  
Nine Sons, Price, Sydney, coal.  
Ranger, Carroll, Sydney, coal.  
American brig Cherub, Forster, Boston, pork.  
Erin, Walsh, Liverpool, coal.  
22.—Despatch, Clunn, Miramichi, board, shingles.  
Ann, Blake, Bridgeport, coal.  
Eliza Bunting, Lucas, Sydney, coal.  
Harmony, Isis, Halifax, molasses, coffee, & sundries.

ENTERED

Oct. 17.—American Ship Charles Carroll, Grogin, Leghorn, fish.  
Jane & Mary, Stephens, Sydney, herring.  
St. Patrick, M'Grath, Cape Breton, ballast.  
Steadfast, Kirkpatrick, Barbados, fish.  
18.—Glide, Pike, Cape Breton, ballast.  
Edeavour, M'Donald, Novascotia, herring.  
Native, Squires, Cork, fish.  
Trust, Power, Sydney, ballast.  
Ann Catherine Munro, Wells, Novascotia, fish.  
Kingaloch, Stanton, Cork, fish.  
Spanish brig Dionisio, GoBiaza, Santander, fish.  
Spanish brig Begonia, Santander, fish.  
Hebe, Duncan, Oporto, fish.  
19.—Funchal, Clift, Barbados, fish.  
22.—St. Patrick, Nisbet, Novascotia, oil, fish.  
Devon, Dench, Oporto, fish.  
Spanish brig Norma, Baca, Malaga, fish.  
Telemachus, Gilbert, Barbados, fish.  
Packet, Graham, Novascotia, salt.

On Sale

THE BRIG

**Whit or Miss,**

*Barthen per Register 9549 Tons,*  
*94*

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

**NEW PROVISIONS,**

**&c. &c. &c.**

**FOR SALE,**

BY THE

**SUBSCRIBERS,**

*Ex ELIZABETH, 13 days*  
*from NEW YORK,*

370 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  
40 Kegs Negrohead TOBACCO  
1 Hoshed 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

Notice.

**WILLIAM STIBLING, 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.

it is fenced by a railing.— It is a smaller more limited various rooms of particular Sometimes there is at the same in the lower annoyed by the nders of applause above him.—

DER 30, 1839.

Oct. 22.

CITY.

GOVERNOR in pleased (under Colonial Act 3 point the under- to be commis- ent and control es erected and nd.

Sinclair mas, Esq.

Central Circuit m, commenced Proclamation.— Justice briefly after which Bills before them by General, against h were returned.

ny of 1 jacket True Bill. y of 1 pair of

fully returning ntrary to Act 4

his trial—found o 14 days' im- being arraigned, es not passed.

yesterday morn- kfield, (the pro- mas,) occupied was destroyed nderstand, with ntained therein. n what manner igh it is believed icient.

PROPAGATION SPELL.

en have recently as missionaries

and.—The Rev. Trinity College

The Rev. R. J. College, Dublin;

—The Rev. W. grate of Green- ne Vicars; Mr.

Robert Robinson, Oxford.

Brig Alpha, (a be British) from bound to New at the mouth of on Sunday last, steve a hole in her k. The Captain for New London ned after taking ome copper, and Since then the session, and by er, towed her into

ews.

Grace.

ills, Sydney, bal-

skier, Civiti Vec-

Sicily, 2532 qtls.

John's.

Collins, Sydney,

molasses, and sun-

POETRY

THE REJECTED.

(From Fraser's Magazine.)

I met her in the bower,  
By roses shaded round;  
And defined in that bright hour,  
My wishes would be crowned.  
Said I, "This day be mine dear;  
Be mine alone, dear Kate."  
Said she "I can't be thine dear,  
You're just a day too late!"

Despairingly I rushed forth,  
And sought the Lover's lesp;  
My burning tears they gushed forth,  
I reached the fatal steep!  
When came this thought to save me,—  
"Be still, poor heart, be still;  
If cruel Kate won't have ye,  
Perhaps fair Fanny will!"

Fair Fanny then to meet,  
I wandered on the strand;  
I threw me at her feet,  
I offered her my hand.  
"What! proffer me to-night, Sir,  
What Kate refused at noon?  
Your love, indeed, you plight, Sir,  
At least a day too soon"

Thus ever I'm too late, Madam,  
Or else a day too soon;  
'Twill never be my fate, Madam,  
To know a honeymoon.  
And will no woman make me  
A happy married man?  
Will any woman take me;  
For any woman can!

Hark! Hymen's hymn is singing,  
The Vicar takes his fee;  
The wedding bells are ringing,  
Yet ring they not for me!  
I sit, and by my-self sigh,  
Deserted by my hopes;  
By heaven, I'll mount the beltry,  
And hang me in the ropes!

Though I'm a man of thirty,  
I'm solitary yet,  
And to the piano-forte  
My sorrowings are set.  
Each day my woe's related  
In sentimental songs,  
How I must die unmated,  
Like half a pair of tongs!

THE SABBATH MORN.

BY CHARLES SWAIN.

Light of the Sabbath—soul-awakening  
morn,  
Thou mirror of the mystery above!—  
Oh! sainted day, on prophet pinions  
borne,  
How waits the heart thy solemn rest to  
prove;  
How longs the soul with Deity to move,  
And drink thy deathless waters!—and  
to feel  
Thy beauty—and thy wisdom—and thy  
love—  
Sublimely o'er the soaring spirit steal,  
Till ope the heavenly gates Jehovah to  
reveal!

Whilst, mounting and expanding, the  
mind's wings  
Thus like a seraph's reach eternal  
day;—  
Futurity its starry mantle flings  
And shrinks the past an atom in its  
ray!—  
So mighty—so magnificent—the way  
Which leads to God!—so endless,—so  
sublime!—  
The skies grow dark, their grandeur  
falls away

Before the worldless glory of that elme  
Which feeds with light the suns and thou-  
sand worlds of time!

Light of the Sabbath—soul-awakening  
morn;—  
Take me, religion, on thy holy quest;—  
Lead me mid desert hills, the wild and  
lorn,  
To mark the lowly shepherd hail his  
guest  
And bless the voice which ever leaves  
him blest!—  
Makes his rude cot an altar to God's  
praise!—  
Where 'neath a mother's pious bosom  
rest  
His child, with little hands, and up-  
ward gaze,  
Pleads for its parents' health, and happy  
length of days!—

Sun of the Sabbath—lead me to the vale  
Whose verdant arms unfold you village  
fair;—  
Afar from towns where passions stern  
prevail,—  
Afar from commerce and her sons of  
care—  
Guide me where maidens young for  
church prepare  
In cottage grace—and garments Sun-  
day-white!  
With reverent step, and mild submis-  
sive air,

Oh! let me hear their tuneful lips unite  
To hail with humble hearts the Sabbath's  
sacred light!

Oh, sight the loveliest human eyes  
e'er found?  
To view two sisters o'er the same page  
bend,  
Their lovely arms each other's waist  
around—  
Their soft, bright hair in careless ring-  
lets blend—  
Their mingling breath like incense  
sweet ascend  
Over God's book—his angel-book of  
truth!—  
Their hearts, minds, feeling, all emoti-  
ons lend  
A vision of that paradise of youth  
Re Adah's beauteous form drooped  
'neath the serpent's teeth:—

Morning of worship!—with thy beams  
arise  
Devotions sanctified by memories dear;  
With thee the hymns of nations wake  
the skies!—  
The broken prayer;—the sinner's con-  
trite tear;  
Hail, blessed morn, that brings the dis-  
tant near;  
Bids kindred meet the ballowed page  
around:—  
Pours comfort in the friendless Wi-  
dow's ear,  
For who the wild birds fed whilst win-  
ter frowned,  
Will succour her poor babes when she  
sleeps in the ground!

Some hand, she prays, an infant school  
may raise!—  
And learn—oh task divine!—their lips  
to bless!  
Teach them that hope the book of  
Christ conveys,  
To be their consolation in distress!—  
And he—the father of the fatherless—  
The sheltering wing of the poor orphan  
dove,—  
God,—more than words may show—  
or thoughts express  
Shall aid them with his own almighty  
love!—  
For Angels plead for these—the mother-  
less!—above!

Hail Sabbath hour!—Hail comforter  
and guide!  
Hour when the wanderer home a bless-  
ing sends;  
Hour when the seaman o'er the surges  
wide  
To every kindred roof his heart ex-  
tends!—  
Hour when to all that mourn thy peace  
descends!  
When e'en the captive's bonds less  
sternly lower:—  
Hour when the cross of Christ all life  
defends;—  
Hour of our salvation!—God's redeem-  
ing hour!  
Eternity is thine!—and heaven-evaluing  
power!

*A Military Bon Mot.*—When I was a  
cadet, my friend Cipriani commanded the  
Huntingdon Militia, at Woolwich. I ob-  
served to him the singular circumstance  
that all the other officers of the regiment  
were Captains White, Green, Brown;  
Lieutenants White and Gray; and I be-  
lieve an Ensign Black; he replied "Yes,  
my dear boy, we are a small body; but,  
I hope, in garrison or in the field, we  
shall never be so unfortunate as to lose  
our colours."—*Benson Hill's Home Ser-  
vice.*

*Result of the Ballot.*—Old John  
Randolph, the American orator, was asked  
one day, at a dinner party in London,  
whether the ballot prevailed in his state  
of Virginia, "I scarcely believe," he  
said, "we have such a fool in all Vir-  
ginia as to mention even the vote by bal-  
lot, and I do not hesitate to say that the  
adoption of the ballot would make any  
nation a nation of scoundrels, if it did  
not find them so." John Randolph was  
right; he felt that it was not necessary  
that a people should be false in order to  
be free; universal hypocrisy would be  
the consequence of the ballot: we should  
soon say on deliberation, what David only  
asserted in his haste, that all men were  
liars."—*Rev. Sydney Smith on the Bal-  
lot.*

*Shades for the Eyes.*—Although it is  
improper to exclude the light and air from  
the eye to so great an extent as is often  
done, care must be taken not to fall into  
the opposite error of leaving the eyes ex-  
posed to the full glare of the sun, or the  
action of the wind. Bonnets with small  
fronts and narrow-brimmed hats are  
therefore unfit for those whose sight is  
weak, and indeed for any one. I have  
myself remarked the effect produced on  
my eyes by wearing a hat with a narrower  
brim than usual. Children especially  
should have a broad front to their caps.  
—*Curtis on the Preservation of Sight.*

On Sale

Just Landed

Ex Jane Elizabeth, Nathaniel Mun-  
den, Master,  
FROM HAMBURG,

Prime Mess PORK  
Bread  
Flour  
Oatmeal  
Peas  
Butter.

Also,

15 Tuns BLUBBE.

For Sale by

THOMAS GAMBLE.

Carbonear,  
Jan. 9, 1839.

ON SALE

BY THE

SUBSCRIBERS,

Ex NAPOLON 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,

Ex APOLLO, Captain BUTLER from  
LIVERPOOL

RIDLEY, HARRISON & CO.

Harbour Grace,  
July 3, 1839.

Capt THOMAS GADEN

BEGS 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, Harbor Grace, Carbonear, and  
Bigus, as Freights may occasionally offer.  
He will warrant the greatest care  
and attention shall be paid to the Prop-  
erty 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

CONCESSIONARY PACKET

St John's and Harbor 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.

All Letters and Packages will be careful-  
ly attended to; but no accounts can be  
kept or Postages or Passages, nor will be  
Proprietors be responsible for any Specie to  
other monies sent by this conveyance.

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

Nora Creina

Packet-Boat between Carbonear and  
Portugal Cove.

JAMES DOYLE, in returning his best  
thanks to the Public for the patronage  
and support he has uniformly received, begs  
to solicit a continuance of the same 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 Men  
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 2s. 6d.	
Single Letters	6d.
Double do.	1s.

All Packages in proportion  
N.B.—JAMES DOYLE will hold  
himself accountable for all LETTERS  
and PACKAGES sent on him.  
Carbonear, June, 1839.

EDMOND PHELAN

EDMOND PHELAN, begs most respect-  
fully to acquaint the Public, that he  
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,  
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  
he trusts give every satisfaction. Hence  
begs to solicit the patronage of this respect-  
able community; and he assures them it  
will be his utmost endeavour to give them  
every gratification possible.

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

TERMS.

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

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

N.B.—Letters for St. John's, &c., &c.  
received at his House in Carbonear, and in  
St John's for Carbonear, &c. at Mr Patrick  
Kielty's (Newfoundland Tavern) and at  
Mr John Cruel'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  
STARR, and on the east by the Subscriber's.

MARY TAYLOR,  
Widow.

Carbonear, Feb. 9, 1839.

Blanks

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



VOL. V

From the

PUBLISHER

An Act for  
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