

*Wm. D. D. D.*  
**THE NEW-BRUNSWICK**  
**ROYAL GAZETTE.**



Volume V.]

TUESDAY, 21st SEPTEMBER, 1819.

[Number 30.]

**The Gazette.**

BY AUTHORITY.

SECRETARY'S OFFICE,  
 26th April, 1819.

WHEREAS divers Persons have at different Periods, had allotments of Land, and have neglected to take out their GRANTS for the same, as required by the ROYAL INSTRUCTIONS, notwithstanding repeated cautions given on this subject: Such Persons are again hereby notified that the LANDS which may have been so allotted to them, are, by the ROYAL INSTRUCTIONS, forfeited, and are open to any new application, although they may have been cultivated or transferred to other Persons.

SECRETARY'S OFFICE,  
 24th May, 1819.

**CAUTION.**

ALL Persons are cautioned against purchasing Allotments made to the MILITARY in this Province since the late War; as no Title can be given to such Lands until the original Military Settlers shall have resided on them for three years, and made a suitable cultivation.

At a special Session of the Peace holden at the County Court-House in Fredericton, in and for the County of York, on Thursday the 20th May, 1819, for the purpose of Regulating the Assize of Bread in the Town of Fredericton, Ordered that from Thursday the 27th instant, the ASSIZE OF BREAD be as follows:—

THE Sixpenny Wheaten lb. oz.  
 Loaf to weigh - - - 2 : 0  
 Ditto Rye do. 3 : 0  
 And other Loaves in proportion.  
 By order of the Court,  
 G. CLOPPER,  
 Clerk of the Peace.

By the Honorable JOHN SAUNDERS, one of the Justices of His Majesty's Supreme Court of Judicature for the Province of New-Brunswick.

NOTICE is hereby given, that upon the application of David Tozer, of the Parish of Northesk, in the County of Northumberland, Yeoman, to me duly made, pursuant to the directions of the Act of Assembly in such case made and provided, I have directed all the Estate, as well real as personal of Benjamin Chaplin, late of the Parish of Northesk, in the County of Northumberland, aforesaid, Yeoman, (which said Benjamin Chaplin is departed from and without the limits of this Province, or concealed within the same, with intent and design to defraud the said David Tozer and the other Creditors of the said Benjamin Chaplin, if any there be, of their just dues, or else to avoid being arrested by the ordinary process of law as is alleged against him) to be seized and attached; and that unless the said Benjamin Chaplin do return and discharge his said debt or debts, within three months from the publication hereof, all the Estate as well real as personal of the said Benjamin Chaplin, within this Province will be sold for the payment and satisfaction of the Creditors of the said Benjamin Chaplin.

Dated at Northumberland aforesaid, the thirtieth day of August, in the year of our Lord one thousand eight hundred and nineteen.  
 JOHN SAUNDERS,  
 GEO. L. WETMORE, Atty.

Commissariat Office, Fredericton, N. B.  
 23d December, 1817.

**CASH.**

ANY Person wishing to remit MONEY to Saint John, may obtain Drafts from this Office, on the Assistant Commissary General, payable at sight.

NOTICE is hereby given, that We, the Subscribers, have been duly appointed Trustees for all the Creditors of Robert C. Commelin, late of Miramichi, in the County of Northumberland, Merchant, an absconding Debtor, and have been duly sworn to the faithful Execution of the said trust, pursuant to the directions of the Act of Assembly in that case made and provided; and we do hereby require all persons indebted to the said Robert C. Commelin, on or before the first day of November next ensuing the date hereof, to pay to us, or some, or one of us, all such sum or sums of money, or other debt, duty or thing, which they owe to the said Robert C. Commelin, and to deliver all other effects of the said Robert C. Commelin, which they, or any, or either of them may have in his, her, or their hands, power or custody, to us, or some, or one of us as aforesaid; and we do also desire all the Creditors of the said Robert C. Commelin, on or before the same first day of November next, to deliver to us, or to some, or one of us as aforesaid, their respective accounts and demands against the said Robert C. Commelin, in order that right and justice may be done, agreeably to the form of the said Act of Assembly in such case made and provided.

Given under our hands at Miramichi, in the County of Northumberland, this tenth day of May, 1819.

(Signed) LEWIS HENRY.  
 (Signed) ROBERT YOUNG.  
 (Signed) WILLIAM BURNIE. } Trustees.

[From the Halifax Free Press of Sept. 7.]

**REDUCTION OF THE NAVAL YARD.**

In our last number we stated that we would insert some observations in this day's paper, upon the subject of the abandonment of the Naval Yard at this place, and its removal to Bermuda; in the performance of that promise we must beg the indulgence of our readers. The measure must be considered as of very great national importance; and it is our object as well as duty, to endeavour to bring it before the public, in such a way as will enable them to judge of its propriety and expediency. Nor must they expect an animated and glowing description of dangers which the most vigorous imagination cannot portray, or the most able pen faithfully represent. Ours is a humbler task—humble but important.

We shall therefore proceed in the first place to trace a brief history of the Naval Yard at Bermuda, and the dangers to which vessels are liable which frequent that Island.

The Bermudas are a cluster of small Islands lying in lat. 32, 16, long. 64, 33, and are surrounded by dangerous reefs of rocks, which forbid the approach of the mariner without the aid of skilful and active pilots. Notwithstanding this circumstance however, from its central situation, it has been deemed necessary for several years to make it a depot for stores, for the purpose of supplying such of His Majesty's Ships as required it, at a time when the inclemency of the weather prevents them from approaching this coast in a disabled condition. This arrangement was found sufficient for every purpose until the year 1809, when Government determined upon establishing a Naval Yard at Bermuda, and the Admiral then commanding was directed to purchase a place as a site for the intended establishment. We do not recollect to which of the distinguished officers who commanded about that period (Sir John Warren or Admiral Berkeley) is to be attributed the selection of the Island of Ireland for this purpose:—a place at the extreme end of Bermuda, and very difficult of approach; but we well remember that a difference of opinion existed between those officers as to the propriety of the proceeding.

In consequence of his instructions however, Sir John Warren purchased at a most

exorbitant price Ireland Island, which forms the Western and most dangerous part of the Bermudas; and proceeded to clear it of its trees and to erect buildings for the accommodation of the officers, clerks, and people of the Yard, and for the reception of its stores. Those measures have been followed up at a very great expence; a hospital has also been erected on this Island, and large sums have been lavished in building wharves and forming piers, without rendering it a place of secure resort for vessels sent thither to refit.

To shew as well as a description will enable us, the disadvantages under which Bermuda Yard labours, we shall briefly state some of the most prominent dangers and obstructions that vessels meet with, upon making the Island, before they arrive at the Naval Yard; and although we cannot give such description with that critical acumen which will suit a nautical reader, we trust that personal observation will enable us to make it intelligible to all, and will counter-balance any technical inaccuracy of style.

The Island of Bermuda is not only dangerous to approach, but is situated in a latitude frequented by violent gales, inasmuch that sailors term the latitudes near it, the horse latitudes. It is a place from its minuteness difficult to be found; although alas, too often, the unconscious mariner who considers himself at a sufficient distance from it, finds himself in an unsuspecting moment driven upon its frightful rocks, and pays with the forfeit of his life for the incautious manner in which he attempted to pass it.

The frequent shipwrecks for which this place is remarkable, is to be attributed to the Gulf stream, which often drifts vessels to the eastward of their reckoning, and to the currents which set around Bermuda, and whose courses cannot be ascertained; no prudent man therefore will venture to pass the Island in the night, when he supposes himself near it. Scarcely a winter elapses without several instances of shipwreck, in some of which the crews of the vessels have had the good fortune to escape perishing, while on the other hand, the frequent discovery of articles drifting on shore, affords a melancholy testimony of the hapless fate of less fortunate mariners.

What adds to the danger of making Bermuda, is the circumstance that soundings cannot be obtained out of sight of the Island, except in a north-west direction, where we have understood they are to be met with at a distance of about forty miles; and although most of His Majesty's Ships have good chronometers on board, yet we question whether any one of their commanders would have the temerity to run for the Island during the night. Smaller vessels, together with transports and store ships with valuable cargoes on board, which have no time-pieces cannot approach it with any degree of certainty. If we have been rightly informed, the Admiralty Board, aware of the critical navigation near the Bermudas, owing to the currents to which we have already alluded, issued a positive order some time since, that no vessel of war should heave too at night when near the Island; and they are directed to run for it in lat. 32, 8, which will carry them to the south side, where is the least danger. It will be observed that the Dock Yard lies among the reefs to the north west, against which it is the aim of the later direction to guard.

The South West Breaker lies about four miles from the land, and dangerous coral reefs extend from that point round to the North East of the Island, and in some places ten or fifteen miles from the shore, precluding the approach of ships from the northward or westward, except through two or three intricate channels, where small vessels with a leading wind may be carried. The south side may be approached by large ships within gun shot, but a uniform reef of rocks extends in a parallel line with the land,

about pistol shot distant, from the South West Breaker to the South East point of Bermuda, which is called St. David's Head; and here is the only entrance for large vessels.

On the south side is Castle harbour, where such of His Majesty's Ships as originally visited Bermuda, used to anchor; but from its exposed situation, as well as from the danger to which vessels are liable after entering it, from the numerous rocks with which it abounds, it has of late years been abandoned; and the entrance to St. George harbour at the East end, being sufficiently deep to admit sloops of war, stores were kept there as we have already stated, for the purpose of supplying such vessels as might require them. Vessels of this description entered this port, and larger ships went round and anchored on the north side of the Island, in Murray's anchorage, and are there protected from the whole sweep of the Atlantic ocean, by these very shoals which render the approach to the Island from the northward dangerous or impracticable. The Melampus frigate a few years since parted her cables in this anchorage, and endeavouring to put to sea without a pilot, ran on shore; and cost the nation a considerable sum to repair her; for which purpose people were sent from Halifax Yard. Between these rocks and the land, vessels may be navigated—the passage being sufficiently wide for that purpose.

To reach this anchorage a vessel requires a fair wind, as the channel round the North-East end of the Island, by St. Catharine's fort is barely sufficient for a ship to pass through. Should the wind therefore blow from the north west to the north-east, while vessels are attempting this passage, they must either return to sea, or anchor between St. Catharine's and St. David's Head, in a very exposed situation, where moorings are laid down for the packers. Admiral Cochran on his last arrival from England to take the command, preferred the former mode as being the most safe; and went to sea until the wind became fair.

To prove how dangerous a resource is the other, we will mention a circumstance which occurred a few years since:—The Cleopatra frigate was endeavouring to pass St. Catharine's, the wind blowing from the North East; she fell to leeward, and upon dropping her anchor, tailed in upon the rocks; she was afterwards however hauled off to the packet's moorings. The wind increased during the night and the following day, and notwithstanding she had several anchors down, it was found necessary to strike yards and topmasts to prevent her from driving on shore. The gale moderating on the third day, they succeeded, in getting the ship into Murray's anchorage—a place of comparative safety! The wind flew back again to the North East, and occasioned such a tremendous sea, that it was deemed advisable to cut away the masts, and axes were got up for that purpose, when the wind abated.

There is also an anchorage called Warren's, a short distance from Murray's, to the westward, and another at the watering place called the Wells, about four miles farther in this same direction. At either of these places vessels may arrive, although the wind should be a-head, after passing St. Catharine's Fort; but here they must remain, until a favourable breeze enables them to pass through another narrow and dangerous channel, formed by several reefs which lie about half way between the Wells and the Dock Yard; and so prevalent are adverse winds at some seasons of the year, that the writer of this article recollects an instance, where a brig which had a cargo of lumber to deliver at the Yard, was thirty-three days after quitting St. George harbour, before she arrived at her place of destination; and had absolutely to send back to St. George for provisions.