

Our readers we presume are now prepared to expect, that the asylum which Government has provided for its ships and seamen, after surmounting the dangers we have mentioned, is perfectly secure;—that

Safely in harbour
Is the King ship; in the deep nook,
there she's hid,—

that storms and tempests may be set at defiance; and that shady groves and aromatic bowers await the famishing and fevered wretch sent thither for relief. But widely different is the fact! and the vessel which has had to contend with the difficulties of this intricate and tedious navigation, while lying at the Dock Yard is exposed to the violence of almost every gale which blows; whilst the suffering or expiring sailor finds instead of a refreshing coolness a most excessive heat, occasioned by the rays of the sun reflected from a sandy and arid waste.

It is perhaps needless to state that no vessel can leave the Dock Yard or re-pass St. Catharine's Fort when the wind is to the southward. There is a passage out however by the North Rock, which lies about ten miles from the land, through which vessels are piloted; but is so dangerous that it is seldom resorted to. It is extremely narrow, in some places there is barely room for ships to pass, and from the zig-zag direction in which it tends, requires a perfectly fair wind. Boats are sent a head on those occasions to buoy the channel, and the Pilots will not undertake to carry a vessel through unless the day is perfectly clear. We will here observe that the Bermudian pilots will not steer a vessel against the sun, as its reflection upon the sea, occasions appearances similar to rocks, and prevents them from seeing distinctly the different shoals, through which vessels are conducted.

We now come to the second head of which we proposed to treat; that of *showing the superiority of the Dock Yard at Halifax to that at Bermuda.*

It may appear unnecessary to some of our readers to spend any time in recounting the well-known advantages, which are attached to the Naval Yard which has been so many years established at Halifax; but our object in drawing up this sketch is not only to gratify our friends and supporters, by conveying in a public manner what must be the conclusions and opinions of every person acquainted with the subject, and who has the welfare of his country at heart, but also to give such information as our local situation has enabled us to obtain, to the Conductors of the most respectable newspapers in the mother country; that THERE the subject may be fairly enquired into, and animadverted upon in a place where the expence of supporting either establishment can be accurately ascertained.

In the first place then, the Naval Yard at Halifax is placed in the most convenient and advantageous part of one of the finest harbours in this part of the world, and where the whole of the ships in the British Navy could moor in perfect safety; nor do any natural difficulties present themselves to obstruct the entrance of vessels; for any person who has a chart on board, can enter the harbour without any risk; vessels of war can come to anchor close to the Dock Yard, let the wind blow from any point of the compass whatever; and it is besides so very complete that the largest ships can be cartened and repaired without delay or danger; the St. George a 98 gun ship was here hove down, righted, hove down again, and had her repairs completed in two days—an instance of dispatch not to be exceeded in England.

The anchorage is superior in every part of the harbour of Halifax; and it abounds with excellent water, the climate is wholesome and provisions are in abundance and very cheap; whilst communications can be had between the Ships and the Yard in any weather. These are among the most prominent of the many advantages which Halifax possesses, to recommend it as a proper place for a naval station.

Let us turn our attention for a moment to Bermuda Yard, and behold it

like a milder's ear,
Blasting its wholesome brother.
We think we have already made out to the satisfaction of our readers that the approach to Bermuda is hazardous in the extreme, and the navigation to the Dock Yard most difficult,—that the places of anchorage are very exposed, and that vessels lie there at the mercy of the winds and waves. We shall now produce other particulars, connected with that Yard; and will commence by

asserting that it possesses none of the advantages which Halifax Yard presents.

We shall now state in what manner vessels are watered. Bermuda from the porous nature of the rocks of which the Island is composed, is incapable of yielding good water; wells have been sunk, but as might be expected the water is generally brackish. The inhabitants therefore look in the heavens for a supply of this invaluable article, and by having reservoirs attached to their houses, procur rain water, which they carefully preserve; instances of drought notwithstanding sometimes occur, and it is then retailed out and sold by the pail full.

A tank has been built at St. George for the supply of the Garrison, and from which men-of-war occasionally obtain water; but the principal watering place is at Brackish Pond, where wells have been sunk near the shore, and water rendered fresh by the process of filtration is pumped off for the supply of the shipping. As is to be expected, this water which naturally is inferior in quality, becomes extremely brackish and unfit for use when drawn off in large quantities, and this consequence was severely felt during the late American war, when a number of vessels required to be supplied.

In addition to this the intercourse with the shore is often extremely hazardous, and it frequently occurs that no communication can be had between the Dock Yard and the ships in the anchorage during the prevalence of violent winds. The weather is intolerably hot, Bermuda not having the advantage of the sea-breeze so reviving in the West Indies; and although the Island is naturally healthy, yet where a number of men are crowded together in vessels, contagion must and does often prevail; and the climate so far from promoting convalescence rather enervates and debilitates. Provisions are scarce and difficult to be procured, and all articles of comfort or necessity are extravagantly dear.

We have hitherto viewed this subject merely as relates to the natural advantages of Halifax, and the disadvantages attached to Bermuda; but as it is pretended that economical motives and a desire of retrenchment has produced the adoption of a measure which all must deplore, we shall detain our readers but a little while in proving that if such were the motives, which we do not believe, the effect will be widely different.

The Dock Yard at Bermuda being an insular situation, and not always to be approached by boats, it is necessary that the people belonging to that establishment should have accommodations allotted to them on the Island; we have already observed that the dearness of living is great, and therefore persons who go thither demand and receive higher wages than are paid in Halifax. The pay of a Shipwright in the latter place is six shillings per day, and on allowance. In Bermuda it is more, although we cannot at present state the exact amount, and the men are supplied with provisions. This item alone would operate in favour of Halifax even were the people of this Yard victualled, from the circumstance that provisions can be had in abundance and very cheap; the Navy at present are supplied with fresh beef in Halifax at 33s. per hundred, whereas the contract prices in Bermuda is generally 112s; and during the war was as high as 2s. per lb.; here vegetables are very low, and other necessaries in proportion.

If therefore it is taken into consideration that the people of one Yard are victualled at an extravagant rate,—that they must be found in house room, fuel and rum,—that the anchorage at that Yard is exposed,—and that there must consequently be an increased expenditure in anchors and cables; while the people of the other are paid for their labour at a less rate per day, exclusive of allowances, and find their own lodgings and fuel—and that good and sufficient moorings are already laid down, where vessels may ride with perfect safety; is it not evident that in removing the Dock Yard to Bermuda, Government have been guilty of an impolitic act, and the nation will be put to greater expence?

But there is another point of view in which this subject is to be considered, which will demonstrate that Government must be put to an unnecessary and unavailing expence; and that is the necessity which is now imposed of endeavouring to make Bermuda Yard complete; thirty thousand pounds will not accomplish that object, and then it would not be a place of secure resort; for it is the opinion of well inform-

ed naval men that neither industry nor art can establish piers and break-waters at Ireland, that will resist the violence of the waves of the ocean, which break against upon its shores.

If the peace establishment as determined upon at the conclusion of the American war, had been kept up at Halifax, the amount would not have exceeded £6000 per annum; the Yard would have been kept in perfect order, and ready at a moment's notice for any emergency that might occur.—Consequently the expence of endeavouring to complete Bermuda Yard alone, would have maintained the Establishment here for five years; and could Government even succeed at a great expence in making it a place of security for vessels and, what is impossible, remove its natural obstructions, yet whenever Great Britain has to contend with an enemy sufficiently powerful to deprive her of this colony, Bermuda is gone from her forever.

In conclusion we will now state what we understand to be the cause of this impolitic measure; and in doing so we beg our readers will not suppose that in attributing it to Sir JAMES COCKBURN, we are actuated by motives of personal hostility. The idea of imputing to him the odium of this transaction did not occur to us; but originated in a quarter where better information was to be had upon the subject. It appears that considerable discussion had taken place between the Committee of Finance of the House of Commons and the Navy Board, upon the great expence of supporting two Yards in America; and it was not determined upon which should be reduced when Sir JAMES arrived in England. The public will recollect the promises which he made the people of Bermuda in his replies to the addresses presented to him at his departure; which were republished in some of the prints of this town, God knows for what purpose, unless they were meant to warn us of approaching danger. Those promises he most probably fulfilled by advising his brother, Sir GEORGE COCKBURN, who is one of the efficient Lords of the Admiralty, to retain the Bermuda Yard. Sir GEORGE we believe was never in Halifax, and therefore could not be aware of the importance of its Naval Establishment or of the extent of the sacrifice.

We should stop here but one or two observations present themselves, that we must add to an article which we fear our readers will consider as already too long. The subject however is of so much interest, that we trust these remarks will not be generally considered as intrusive.

On Saturday the discharge of the people of the Yard commenced; and we must take this opportunity to correct an error which was inadvertently introduced in our last statement. The Naval Establishment at this port is in future to consist of a Master Shipwright, a Clerk, Boatswain, Gate Porter, Painter, and six Shipwrights; not a Watchman remains to guard the Yard from fire or plunder, nor is a labourer to be retained for the purpose of opening, airing and sweeping the stores.

It is here worthy of observation, that the Americans on hearing of the intended reduction of this establishment, with that foresight and keenness which ever characterised them, have directed double the number of workmen to be immediately placed upon ships of war building and refitting; of course it is thrown out as a bait, and most of the men discharged from the Yard will catch at it. These men we understand are invaluable, and not readily replaced; most of them have been in the service from their youth, and many of them are capable of undertaking the repairs of ships of war, (which differ materially from ordinary vessels) without the assistance or direction of officers to guide them.

If an establishment of about twenty of these men had been allowed, their time when disengaged from ship work, could have been most valuably employed in keeping in repair the Yard Buildings, Wharves, Capstans, Sheers, landing places, &c. which must now inevitably go to decay and ruin; and by retaining them also we should have deprived our neighbours of their valuable mechanical abilities, and secured them to ourselves without the smallest tax upon our national honor or our national prosperity.

Government have also withdrawn that protection from the Mercantile interests of this place which they are bound to support

—not one individual is left for keeping in order and replacing the Buoys about the entrance of the harbour, which are very frequently carried away by the ice. Pilots making for the harbour in hazy weather always stand for the Buoys, and if these are gone the most fatal effects will result, both to the king's ships and merchant vessels, from this neglect.

We shall now conclude by stating that no provisions has yet been made, for the old and faithful servants of the Crown, who are deprived by this arrangement of any employment, which has been merely intended to enable them to bring up their large families with the strictest economy. Several of them have been for some time entitled to a retired allowance, but preferred active service to idle retirement. As it can never be the intention of Government to deprive these persons of that to which their long services entitle them, we shall say no more upon the subject; such a supposition would be a reflection upon the British character.

What we have this day written has not been dictated by any adverse sentiments towards Bermuda or its inhabitants; to hear of whose prosperity will always afford us pleasure. We have discussed the subject upon the broad basis of public utility, and were not aware of having misstated a single fact, or of having "set down aught in malice."

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

To all whom it may concern, GREETING: NOTICE is hereby given, that upon the application of SAMUEL SCOVIL, Esquire, to me duly made, according to the form of the Act of Assembly in such case made and provided, I have directed all the Estate, as well real as personal, within this Province, of Benjamin Emmons, late of the City and County of Saint John, Carpenter, (which same Benjamin Emmons is departed from and without the limits of this Province, with intent and design to defraud the said SAMUEL SCOVIL and the other Creditors of the said Benjamin Emmons, (if any there be) of their just dues, or else to avoid being arrested by the ordinary process of the Law, as it is alleged, against him) to be seized and attached; and that unless the said Benjamin Emmons 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 Emmons, within this Province, will be sold for the payment and satisfaction of the Creditors of the said Benjamin Emmons.

Dated at the City of St. John, the 10th day of September, one thousand eight hundred and nineteen.

WARD CHIPMAN, J. S. C.
WM. BOYD KINNEAR, Atty.

NOTICE.

ALL Persons who have claims for School Money, or Bounties on raising Bread Corn, are hereby notified, that whenever the money is payable at the Province Treasury, notice will be immediately given in the Royal Gazette, that all persons may call at the Office of the Clerk of the Peace and receive their several proportions.
Fredericton, 13th Sept. 1819.

£10 Reward.

STOLEN or Strayed from the owners, at Ludlow, a dark brown HORSE, black mane and tail, (very short.) Whoever returns him to the Subscribers will receive ten pounds reward.

JAMES & JOHN DONALD.
Ludlow, 2d Sept. 1819.

STRAYED away from the owner on the 1st of July, a small dark red MARE, with black mane and tail, 27 paces. Whoever will return the said Mare shall have the sum of fifty shillings paid on delivery.

JOSEPH ARBO, Senior.
Miramichi, 27th August, 1819.

NEW GOODS.

JAMES TAYLOR, HAS just received, and is now opening his SPRING SUPPLY of GOODS, which he offers for sale on his usual liberal terms.
Fredericton, 16th June, 1819.