

...ing to the ship Sea Fox, from this port, voluntarily took upon himself the trouble and expence of going to Philadelphia, for the purpose of seeing Capt. Knight, and learning from him all the particulars of the transaction. The committee received from him yesterday Capt. Knight's own statement, which with much satisfaction we give to our readers this morning. It appears by the account, all was done in the case that could have been done; and the connections of the unfortunate individuals who were lost on board, have now the satisfaction of being assured that their friends were not left to experience the most distressing of all calamities—that of perishing of hunger in such a dreadful situation. This fact, melancholy as their fate was, must afford them great relief, when compared to the picture which, previously to the publication of this account from Captain Knight, their imaginations were left to form, concerning their possible fate.

October 30, 1821.

In the latitude of 40. 8. long. 72. 56. in 30 fathoms of water, Sandy Hook bearing W.N.W. 1/2 W. distant 57 miles, at 7 P.M. boarded the Sea Fox, lying on her beam ends; on getting on board the wreck heard human voices screaming out under deck, and looking towards the place from whence the sound came, saw a stick pushing up through a small hole in the main deck, on the starboard side, abreast of the main hatchway, which informed the boat's crew where the people were; they immediately returned to the ship, got axes, went to the wreck, cut a hole through the deck, and got out four men, whose names were as follows: Bradford Morey, William Woodbury, Jacob Smith, and William Mitchel; who informed us that they left New-York on the 27th, and had been about 12 hours from Sandy Hook, when the ship upset in a heavy squall, and immediately filled full of water; they say they attempted to get on deck out of the fore scuttle, but the water rushed down so hard upon them that they could not, and they were obliged to get up into the starboard wing to keep themselves from drowning. They then broke off a piece of the bulk head, and found the cargo had settled down so much that they attempted to go aft to see if they could get on deck, and went as far as the main hatchway, but could not succeed in getting any further, and remained in that place till they were taken out by my boat; they then told us there were ladies and gentlemen in the cabin, and some of them were in the starboard state room. We then cut another hole through the ship's side, abreast of the state room, but could not hear nor see any thing, the cabin being entirely full of water, as the ship was sunk very low aft, and her quarter deck all under water as far forward as the companion doors.

The situation I found the ship in satisfies me, and the people that I took from her say, she was immediately full of water after she upset; and the place they were in was as full of water when they first reached it, as it was when I took them off. If that was the case it was impossible for any person to have been alive fifteen minutes in the cabin after the ship upset; for when we boarded the ship the cabin was full of water, and it was not possible for any person to have lived in it any longer than they could under water in the open sea, for they must have been entirely under water.

JOSHUA KNIGHT,

Master of the ship John and Adam. Lieutenant Easterbrook, of the British Navy, with his wife and two children, were in one of the state rooms, and a large sum of money has been offered to induce another attempt to relieve any persons who may yet be struggling with their fate. The four men relieved, were taken from the hold, where, nearly up to their necks in water, they had subsisted for three days and nights on flour and hogs lard.

From the Richmond Enquirer.

An old merchant in Philadelphia has published a caution to the young ones—giving an estimate, founded on an actual sale of flour, of what it should bring in this country, when it sells for 35s. sterling in Liverpool. His conclusion is, that it is 3d less than 6 dollars in the United States. But then he estimates exchange at par. Of course, all above par will be gain to the American shipper.

To verify or correct these calculations, and to give our inexperienced dealers some land-mark to regulate their transactions, we

have obtained the following statements from a quarter in which we have confidence. They are founded on actual sales; one at London and the other at Liverpool. We lay these before our readers as means to assist their own speculations:

Charges on 500 Bbls. at London, from account sales.

Freight 4s. 6d. primage 5 per cent. and pierage,	£120	4	2
Entry inwards,	10	6	
London Dock Company for landing, weighing, coopering, and housing,	12	8	4
Insurance at 25s. per bbl. say on £575 at 20s. and duty 15s.	6	10	0
Brokerage at 1s. per bbl.	25	0	0
Commission and guarantee 4 per cent. on £617 5 1.	24	13	9
Extra cooperage and warehouse rent,	4	13	6
	£194	0	3

Which makes the average charges 7s. 9d. per barrel.

Hence 36s. ster. per bbl. in London, would leave net to the shipper 28s. 3d. ster. or 6 dollars 28 cents.

From which deduct the charges incurred in Richmond, for drayage, craftage, and wharfage, supposing the ship at Warwick, 12 1/2 cents. per bbl. will leave 6 dolls. 15 1/2 cents.

It is therefore manifest, that 36s. sterling would not warrant more than 6 dollars per bbl. here, unless, indeed, with a view to gain on exchange. But the article is rarely sold for cash on the other side, and it is here generally bought for money. Take into account the time of purchase, delay in shipping, the voyage across the ocean, and the period of time when the proceeds of sale are receivable—and it makes a serious item in the calculation.

Copy of charges on 3732 Bbls. Flour in Liverpool.

Freight of 3732 barrels, at 4s. 6d. per bbl.	£339	14	0
Primage 5 per cent.	41	19	8
	£381	13	8
Dock dues,	40	14	0
Town dues,	15	11	0
Trade,	1	17	5
Carriage,	43	3	8
Porterage,	46	13	0
Cooperage,	18	15	3
Rent,	295	19	7
Interest on the amount of charges paid,	12	12	5
Insurance on £4663 paid in London at 20s. per bbl. and duty £5 17 6,	52	10	1
Commission and guarantee 4 per cent.	152	16	1
	£1562	6	2

This is a trifle over 34s. sterling per bbl.; but by possibility, something might be saved in a sale on arrival in England, such as cartage and rent. This might reduce the charges to about 7s. per bbl. But the present increased price of flour would, on the other hand again, add to the charges—the difference of insurance and commissions between 8 dolls.—(if this be the price) and 25s. 6d. sterling, at or about which price this parcel may have been rated when shipped; this difference would be about 6d. sterling per barrel.

We have these statements with the reader for his consideration. He will take along with him the Liverpool letters in our last, and the extracts from the London Messenger in this day's paper—and he will judge for himself, how much higher the price is likely to be in Liverpool, over and above 36s. which is the very highest sale announced by the Hercules.

A word more—In our last, we stated that the opening (port) price in Great Britain was 80s. for a quarter of wheat of 8 bushels, each bushel weighing 70 lbs.—and that the price was obtained from the average of returns made every three months from the different counties. The following extract will set this matter however, in a more correct point of view:

Extract from a letter from a house in Liverpool.

"Flour and grain cannot be imported for home use, but must be bonded for exportation, unless the average price of wheat in the 12 marine districts be 80s. per quarter of 8 Winchester bushels, for six weeks preceding the quarter day 13th February, May,

August, and November, in which case they will be admitted for three months certain after such quarter days."

Note by a merchant.—I should suppose that a "Winchester bushel" implied 32 quarts in measure—and has no reference to weight. Foreign wheats are not taken into the account when the average returns of prices are to be ascertained.

The opening price in England for wheat from Canada is 67s. per quarter.

ST. ANDREWS, Dec. 4.

DIED] In this town, on the morning of the 23d ult. ROBERT PAGAN, Esquire, in the 72d year of his age.

Mr. PAGAN was a native of Glasgow, in Scotland, and came to America in the year 1769, where he was engaged in Mercantile pursuits until the peace of 1783, when he removed with other Loyalists from Penobscot to Saint Andrews, and took a conspicuous and active part in the location and settlement of the then infant Colony.

In private life, Mr. PAGAN was distinguished for humanity, piety and benevolence.—By his death, the poor are deprived of a kind and charitable friend, society of a valuable and useful member, and his venerable widow of a tender and affectionate husband.

As a public character, he was independent in his principles, of strict integrity, and firm, though moderate and conciliating. He was a Member of the House of Assembly, from the first formation of the Provincial Legislature, until the year 1819, when his advanced age, and the death of a beloved brother, induced him to retire, notwithstanding the urgent and unanimous entreaties of his former Constituents to the contrary, whereby the County of Charlotte, and the Province at large, were deprived of the services of a most able, upright, and indefatigable Representative.

For the last twenty-one years, Mr. PAGAN has filled the situations of Chief Magistrate of the County, and Judge of the Common Pleas; and discharged the arduous and important duties attached to those offices, with credit to himself, and advantage to the community.

We regret to state, that serious disturbances prevailed in the County of Limerick, (Ireland.) So daring were the perpetrators become, that murder was committed in the face of day, and the houses of the Gentry were attacked by parties of 2 or 3000 men each. Government have offered a reward of £2000 for the apprehension of the murderers of a gentleman named Going.—Herald.

Demerara, Oct. 23.

An instance of the extraordinary violence with which lightning acts, on the sudden explosion of electrical clouds, occurred in these seas not many days ago, on board the brig Susan, Capt. Thompson, [belonging to St. Andrews, N. B.] which arrived here on Friday last. On the 16th inst. about 12 o'clock, all hands being on the fore-top-sail yard, the dangerous fluid struck the vessel with terrible force, coming down by the wedges of the foremast, which it carried away in a moment, about eight feet above the deck, along with every soul aloft, and shattered the main-topmast and jib-boom into splinters. It also burst the ship on the starboard bow, two planks from the deck. One of the crew was in a manner annihilated by the thunderbolt—no mark remained of him but spots of his blood on the sails and rigging. Another, whom the lightning struck, was so severely wounded on the head, and so much scorched, that he remains unfit for duty. The rest of the men were more or less hurt by the fall, when the masts and rigging came down. The dreadful situation of the master of the vessel may well be conceived, but cannot be described. It is gratifying, however, to know that the crew reached the vessel, and with the usual intrepidity of British seamen, set about cutting and clearing the wreck, although the most of them must have been violently stunned from being dashed overboard. After considerable labour they succeeded in erecting a jury mast, and were enabled to proceed hither. Many of our readers must have been astonished at the powers of electricity, when only collected and employed by human art; but how much more awful is it when directed and exercised in the course of nature.

ST. JOHN, Dec. 5.

ARRIVED.

Wednesday, brig Trafalgar, Johnston, Kingston, Jan. last from Savannah la Mary, 26—Crosby's & Johnston, ballast. On the passage, off St. Domingo, in the night, fell in with an American brig, name unknown, who informed, that she had spoken another brig three days previous, who had been robbed of one of her topsails by a piratical vessel. On the following morning was boarded by the Am. sloop of war Hornet, from Santa Iago, the Officers of which stated, that three days previous they had captured and carried into that port, a piratical Schooner. This vessel had some short time prior, robbed an English brig, on board of which were two ladies passengers, who were at Santa Iago, when the pirate was carried in there, and who identified the master, as being the person who robbed them, and which he did not attempt to deny. The crew were all taken on board the Hornet, and put in iron—the vessel sent on to the United States. They had no other authority to shew, except a letter of instruction from the Master of a Sloop, which they said was cruising in that vicinity, and which the Hornet went immediately in quest of. Capt. J. left the Hornet in chase of a vessel which he took to be the same from her description that robbed the brig before mentioned of her topsail. Capt. J. was treated with the utmost attention by the Officers of the Hornet, the Captain of which sent his Surgeon on board the T. to the relief of some of his men who were sick. Shortly after, fell in with a brigantine, with a dark flag hoisted; but on Captain J. hoisting English colours, they lowered the dark and hoisted the Spanish flag. After making a number of inquiries respecting the Hornet and some Spanish men of war, he ranged a-head, and kept his position until the T. made the Cayes passage, but the winds being light and variable, he was prevented from boarding the T. The following morning saw him to leeward making towards a brig, which he fired at, and brought to.—The weather afterwards came on squally with rain, and night approaching, lost sight of him. Capt. J. left at Kingston, brigs Jane, Dobinson, (lost her mainmast on her passage out); Squirrel, Mason, (arrived the day previous); Victory, Gray, (to sail in a few days.) The schooner Amelia, Kerr, sailed same day with the T. for this port.

Thursday, brig Ocean, Yeats, Norfolk—Noves & Plumer, lumber. Lost her deck load on the passage.
Tuesday, ship John & Thomas, Baxter, Liverpool, 56—Master, coals, &c.
Brig Providence Success, Bowes, Liverpool, 79—J. M. Wilmot, & Co ballast. Spoke brig thence for Liverpool, out 15 days.
Sch'r Morning Star, Drinkwater, Belfast, lumber. This morning, brig Jessie, Ellis, Boston, 40 hours, Coats & Barr, ballast.

JUST opening and for Sale by the Subscriber, a variety of BRITISH MERCHANDISE—among which are Best West of England black and blue superfine cloths, Superfine black, blue, grey, and olive broad-cloths.

Second and forest cloths, Ladies' scarlet and yellow superfine do. Kerseymeres and serges, Small beavers, and mattresses, Brushes and bellows, 2 tons of nails assorted, Plain and cut glassware, Foreign and British bar and chain iron, Brasiers' rods and steel, Loaf sugar, Tin and hollow-ware, British, castor, and sweet oil, Turlington's balsom, Paregoric, and essence of peppermint.

He has likewise on hand, Brown Sugar, Molasses, Jamaica Spirit, Rum, Gin, Brandy, and Wine, with a number of other articles.

He intends opening in a few days a small stock of FRUITS and SPICES, consisting of Prunes, Currants, and Raisins, Mace, Cloves, &c.

Persons wishing to purchase to a considerable amount, will be supplied at the lowest prices, and a liberal discount will be made for prompt payment.

PETER FISHER, Frederickton, 26th Nov. 1821.

N.B.—Left at his House, a Barrel of Apples. The owner is requested to call for them.