

THE NEW-BRUNSWICK ROYAL GAZETTE.

[Volume XI.]

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[Number 29.]

The Gazette.

SECRETARY'S OFFICE,

Fredericton, 13th August, 1824.

HIS Majesty having directed returns to be forthwith made of the general Establishment of the Government of this Province, arranged according to Departments, and including every Individual employed therein, with all the particulars specified in the annexed Schedule, and also a return under similar heads of those public officers who may not be attached to any particular department: all Persons concerned are hereby required in obedience to His Majesty's commands, to forward immediately to this office their respective reports, agreeably to the form prescribed.

By order of His Honor the President.

Return to express in separate columns the following particulars.

- Name, and designation of Office.
- Office.
- Date of appointment.
- By whom appointed and under what Instrument.
- Whether Office executed by Principal or by Deputy; if by Deputy his name.
- Annual salary in sterling and Currency, with rate of Exchange.
- Fees during the year which has expired, in currency and sterling value.
- Nett amount received by Principal and by Deputy, in currency and sterling.
- Whether Principal or Deputy be allowed a House for personal residence, or what allowance, if any, for House rent or Quarters.
- Whether Office be held by Principal in conjunction with any and what other Civil, Military or Naval office or appointment or place of Profit, in any Colony or on the establishment of the United Kingdom. If the office be held by a Military or Naval Officer whether upon full or half Military or Naval pay, the total amount of pay and allowances of every kind actually received by him in addition to the Profits of his Office.
- Periods during which the officer has been absent on leave from the Colony.
- Whether the Principal or his Deputy enjoy any and what other advantage or profit, not required to be stated in the preceding columns.
- Remarks in explanation of the duties of the office and of such subjects as require elucidation.

NEW-BRUNSWICK, } 13th July, 1824.
In Chancery.

Between Mallory Raymond, Complainant,
and
Richard Carlow, & James Carlow, Defendants.

FORASMUCH as the Court was this day informed by Mr Wetmore, of Council for the Complainant, that the Bill in this cause was filed on the 10th day of April last, as by the Certificate of their Clerk in Court appears, and process of Subpoena taken out against the said Defendants, but that the said Defendants now reside without the limits of this Province, or do otherwise avoid being served with such Process as by affidavit appears: And the said Certificate and affidavit being read, and the truth of the above allegation being made out to the satisfaction of the Court, It is ordered that the said Defendants do appear and answer to the Complainant's bill, on or before the third Tuesday in February next.

By the Court,
D. LUDLOW ROBINSON, Registrar.

NOTICE IS HEREBY GIVEN, That We, the Subscribers having been duly appointed Trustees of all the Creditors of James Develin, late of the Parish of Chatham, in the County of Northumberland, Carpenter, 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 such case made and provided: And we do hereby require, all persons indebted to the said James Develin on or before the Twenty-eighth day of October 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 James Develin, and to deliver all other effects of the said James Develin, which they, or either, or any of them may have in his, her, or their hands, power or custody, to us, or some, or one of us aforesaid: And we do desire all the Creditors of the said James Develin, on or before the same day, to deliver to us, or to some, or one of us, as aforesaid, their respective accounts and demands against the said James Develin, in order that

right and justice may be done pursuant to the form of the Act of Assembly in such case made and provided
Given under our hands at Chatham, the 28th day of July, in the year of our Lord one thousand eight hundred and twenty-four.
ALEXANDER FRASER, junr. } Trustees.
JOHN M. JOHNSON,
THOMAS VONDY.

COMMUNICATION WITH AMERICA.

A number of Noblemen and Gentlemen in Britain and Ireland, conceiving that it is quite practicable, are desirous to render the Communication between the South-West of Ireland and North-America, more expeditious and safe, by the means of Steam Boat Navigation, have published their Scheme, a copy of which we now give our readers: and shall be glad to receive, and give publicity to, any useful hints or observations which may tend to promote the object contemplated by the public spirited Individuals on the other side of the water.

The superior certainty and rapidity of the communication by Steam between Britain and Ireland, and the excellent and level lines of road travelled by the Mail Coaches of the latter Country, have suggested a plan for materially facilitating the communication from Britain, and Europe generally, to British America, the United States, Mexico, and the West-Indies, of which the following is an outline:

It is proposed to establish a line of Steam Packets, of 1,000 Tons, from the excellent Harbour of Valentia, in the S. West extremity of Ireland, to the City of New-York, touching at Canso, in Nova-Scotia.

A Mail Coach would be at once established from the above-mentioned harbour, twenty-five miles, by a level and picturesque road to the celebrated town of Killarney.

From Killarney well appointed Mail Coaches now run daily, through Cork to Waterford, and through Limerick to Dublin and Belfast.

From Dublin and Waterford the Post-Office Steam Packets pass daily across the Channel to Holyhead and Milford Haven. From Cork, Dublin and Belfast, there are also regular Steam Packets to Bristol, Liverpool and Glasgow.

From the latter points it is unnecessary to particularise the favourable lines of intercourse across Britain, with the most important harbours and cities of the Continent, as Havre and Paris, Calais, Ostend, Rotterdam, &c. on all which lines steam communication already exists.

From New-York there is a direct and rapid communication to Philadelphia, Baltimore, Boston, and all other cities of the Union—to Montreal and Canada—to the Ohio, the Mississippi, and New Orleans—to Mexico and the West Indies—and the direct line of navigation from New-York to Ireland passes so near Halifax and Newfoundland, that, if found desirable, no difficulty will arise in communicating with these parts of British America.

The harbour of Valentia is the nearest point of Europe to the American Continent. From the high lands near it, and the new light house on the Skellig rock, nine miles to seaward, is easily made from the sea. It is perfectly safe; is capable of receiving large vessels; has two entrances in different directions, so that vessels may enter and depart in all winds. Ballast cargoes may be obtained there in slates, butter, and coarse linen, for the American markets. There is a revenue establishment and there are no port charges. It is 202 miles more westerly than Falmouth, and may be reached from London in fifty hours, and forty from Liverpool, by a traveller who will thus save all the disagreeable risks of the channel navigation. No delay can arise in the sailing, of the Packet, in any wind, even those which shut the harbours of the West of England; and it is well known, that by far the greater part of the delay and danger of the passage from Falmouth or Liverpool, occurs within the

Channel and the Bay of Biscay, which by this line are avoided.

Every facility for the necessary establishments will be given by the Proprietors, and the tranquillity of that country has never been disturbed.

No Person can have passed the Atlantic between Great Britain and America, and especially in sailing to and from Liverpool, without recognizing the great importance towards comfort, expedition and safety, of selecting some station for Packets more favourably circumstanced than any from which they at present depart.

The intercourse between Europe and New-York has grown to an amount, which should render the passage independent of commercial freight. To a passenger the first consideration is his personal security, the shortness and certainty of passage.

It is an extraordinary instance of the subserviency of general to local interests that persons from all other parts of Great Britain, from Ireland and the Continent of Europe, shall still continue to encounter from Liverpool one of the most dangerous known navigations, and that American intercourse shall not have hitherto commanded independent exertion.

The favourable position of Liverpool, with reference to the manufacturing Districts, the weight of capital, and its spirit and enterprise, will ensure commercial preponderance; but the consideration for a Passenger is not that he sails from the richest, but from the safest and most convenient port.

Nor is it necessary that his person shall be embarked in the same bottom with his merchandise. The latter may be insured. What insurance can compensate him for the dangers, the unnecessary dangers, of the passage up or down St. George's Channel, along the shoals and head lands of the south-eastern coast of Ireland, with the baffling winds and currents to which shipping is there exposed?

The alternative offered is one of the finest harbours in the Kingdom, the most to windward, 400 miles west of London, 202 west of Falmouth, 300 west of Liverpool, and 600 advance in the route to New-York, beyond all the dangers of the Channel Navigation; making, on the lowest calculation, a difference of five days in the summer passage, and much more in winter and dark weather. Valentia is the point of Europe, nearest to America; she approaches by land from Cork, Waterford, and Dublin, are complete. From Glasgow and Scotland generally, the lines would be by Belfast, Dublin, and Limerick, from London and the West of England, either by Holyhead and Milford, from which points short lines and daily steam packet conveyance now exist in perfection, to Dublin and Dunmore, near Waterford. It is notorious that almost the entire losses of Shipping in these Seas, are to the eastward of Valentia: and that from the longitude of that Harbour the sailor considers that he has passed one-third of his Voyage and all its dangers. The first land seen on coming from America, is the Reeks and Brandon Head, in the County of Kerry, Ireland, both of which, as well as the new Light House building on the remarkable Skellig Rocks, mark, in a peculiar manner, the approach to the Harbour of Valentia. For Sailing Packets, great advantages would thereby be obtained.—For Steaming there can exist no doubt, that the nearest and safest point should be selected.—Coals could be deposited at Valentia on as reasonable terms as at any other port, and all articles of provisions and stores, including several suited to the New-York Market, obtained in abundance on the cheapest terms.

There can be little doubt that the establishment of Packets in the recommended line would prove a profitable speculation.

QUEBEC Aug. 9.

THUNDER STORMS.

These visitations have been here more frequent and more destructive this year than for very many years past. They appear to have extended to the Atlantic, and through the United States. We have lately heard of several vessels being burned by lightning and have heard of many more which have been struck by it. It is probable that they are regulated by the temperature of the atmosphere, which has been more uniform in this than in other years, attended with mildness in the last winter, and chill this summer, and not approaching as usual either extremes of cold or heat.

On Saturday evening last a thunder cloud from which the flashes of lightning succeeded each other rapidly, approached the City from the north east, and discharged itself in two very loud peals of thunder about seven o'clock. The air was perfectly overcharged with the fluid, and almost every house in the more elevated parts of the City appears to have been affected by it. The electric matter descended the conductors of the French Cathedral, and entered the Church by the windows, several panes of which it broke. At the other extremities of the City it struck several buildings. It entered the chimney of a house belonging to Mr. C. Hoffman, at the end of St. John's Suburbs, occupied by Mr. Lane, of the Provincial Secretary's Office, and shattered the wall of the north gable, destroyed several window sashes and struck Mrs. Lane, who wore some steel in her corset & severely injured her; from which she however has recovered.

It entered the House of Mr. J. Gingras, in the rear of the English burying ground, under the floor and beams; an individual lighting the fire escaped unhurt. On Mr. Bell's Wharf it descended along some tin shingling, entirely shattering the south end of the store which it is said was at one time on fire. Several persons in that neighbourhood very narrowly escaped. It struck a house in Parloir Street; and in Champlain Street, at the foot of the stairs leading from Mountain Street it communicated to the carrying of a young lady, and descended along her body; she remained for a long time insensible, and has now recovered after much suffering. In many other houses it was violently felt. During the storm a mass of stone of many tons weight was detached from the Cape near pres deville, which in falling fortunately did not meet with any house.

It appears also to have been felt at Point Levi; and at P'Anancienne Lotette it demolished a house belonging to one Robitaille, affecting a boy so much that it is doubtful whether he will recover. The late accidents from the same cause and the general distribution of the electric matter throughout the City, created a very general alarm, and has led every body to look for protection against similar visitations.

A letter from Panama dated July 27, a copy of which was published in the Jamaica Royal Gazette of the 17th July, states that the Spanish General Planeta, had declared in favor of the Patriots, and having opened a communication with some Buenos Ayres Troops on the frontiers of Peru, would make a diversion in favor of Bolivar. A general engagement was expected in June, which would probably decide the fate of Peru.

Earl Fitzwilliam died in England, on or about the 18th July.

Summary of Domestic and Miscellaneous News.

Capt Johnson, of the East-India Company's service, is the proprietor of a new company to be called the "Indian Steam Packet Company." The capital will be £200,000, to be raised by six thousand