

The Greeks are in hourly expectation of hearing that the siege is raised. It is said, that by an able manœuvre of Karaiskaki, Redschid Pacha was driven from Athens for several hours, during which, the Citadel was supplied as above mentioned. Lord Cochrane is said to be busy in fitting out a formidable flotilla of five ships. The Reis Effendi is reported to have made serious remonstrances to the British Ambassador, respecting the appearance of Lord Cochrane, but to have received for answer, that Lord Cochrane is not in the service of England but that of Greece.

COLONIAL.

HALIFAX, July 30.

AWFUL TEMPEST.

On Saturday the 21st inst. as fourteen Boats from Ragged Island Harbour, and six others from Turpin's Cove and Green Harbour, were together on the Fishing Ground, about six or seven leagues south of Gull Rock, and in sight of Shelburne Light-House, a heavy black looking squall began to draw round from the northwest to the southward, and gradually to darken the western sky. Its appearance being very awful, the Fishermen began to think of making for the land, and one or two weighed early, and got safely into the harbour of Ragged Island. Not so, however, the whole—one, in which were two persons, named Charles Haden and Zeba Orchard weighed about two hours before the bulk of the Fishermen concluded to leave the ground, and was noticed by them to be steering a much more westerly course than was usual in making the harbour, which they attributed to an apprehension of the wind heading in to the northwest, and a desire to fetch well to windward. It was now between two and three o'clock in the afternoon, when a scene began which beggars all description; the whole Heavens had become overcast with the darkest clouds which appeared to be moving slowly to the eastward, and were so heavily charged as in some places to appear almost to touch the surface of the water. The apprehension of danger was now great among the Fishermen, who were all hastening to the harbour as they perceived that the weight of the tempest was now evidently about to discharge itself over, and around them; suddenly it became dark as night—the thunder burst over their heads—the lightning began to play—the rain fell in torrents, and the wind blew a gale from the southwest. This state of things continued, becoming increasingly awful for about three-quarters of an hour, when the tempest spent itself in one incessant glare of lightning, and a continued roar of thunder, lasting about fifteen minutes directly among the boats; no one person could see his neighbour, though many of the boats were but a few yards apart, and all were occupied with alarming apprehensions that each moment would be their last; at length, after the lapse of about an hour the clouds began to disperse, and the weather to clear a little, when the first act of the poor fishermen may naturally be conceived, an anxious look around to see whether their comrades had escaped the fury of the storm—all were safe excepting the boat in which were Haden and Orchard, which was not to be seen, and which they knew could not have reached the harbour.

Alarm for the safety of these two poor men now spread itself amongst them, and the eager inquiry on their landing was "had Charles Haden got in?" The answer, "No" was given, which too well assured them of his melancholy fate. It was now late in the evening, but on Sunday morning, the sea being delightfully smooth, with a fine light breeze of wind, a number of per-

sons, among whom were several relations of the deceased, started in several boats, early from Ragged Island harbour, and steered as directly for the spot as they could, when about 3 miles from the land, a horn was blown on board one of the boats, as a signal that something was seen on the water. All hastied immediately, and lamentable to tell, it proved to be the mainsail, mast, boom, oar, tiller, and a piece of the side of the missing boat. The feelings of an extensive and respectable connexion, may be imagined—described they cannot be, on the return of the boats to the harbour with these relics. The mast had been struck by lightning in ten or twelve places, which had taken large pieces out of it, and there can be no doubt, but the boat itself had been dashed to pieces. The clouds during the height of the tempest, were described by the fishermen being not more than 60 or 70 feet high; and the lightning, literally dropping perpendicularly out of them streams as thick as a man's arm. In some instances, when it struck the sea, it opened a chasm to a considerable depth—threw the water to a considerable height, and made a hissing sound like that of red hot iron immersed in cold water.

A ball of fire of an immense size struck just a head of one of the boats, and the effect was such that it stopped her progress, though going rapidly through the water, and pressed her almost beneath its surface. The rain fell in such torrents, that the men could with difficulty keep the boats from swamping while every crash of thunder caused them to tremble as if they were about to fall to pieces. The eyes of most of the spectators of the scene were bloodshot, and several so deafened by the tremendous peals of thunder, that they did not recover their hearing for some time. Twenty-four hours after, a melancholy awe, and dread seemed visible in the countenances of all. On Sunday evening the weather again thickened up, and a similar tempest was anticipated, but although the thunder and lightning were from the dusk of the evening until after daylight on Monday morning so tremendous, that scarcely a family in the Harbor retired to bed, yet providentially no accident occurred. The unfortunate man Charles Haden has left a wife and four children, two of whom were born blind. The fate of several of this family is remarkable—a few years since two of his brothers younger than himself, left Shelburne for the Ragged Islands in the month of February in a small boat, which was afterwards picked up at sea, with the two brothers clasped in each others arms, frozen to death. Another brother went to sea and was never after heard of. The younger man, Zeba Orchard, was about 17 years old, and has left an extensive connexion to mourn his sudden, and alarming removal.

NEWFOUNDLAND, June 14

We learn from Harbour Grace, that on Friday evening His Majesty's Ship Orestes, Capt. Jones, with His Lordship the Bishop of Nova Scotia, and the Venerable Archdeacon Coster, arrived at that anchorage. Captain Buchan, High Sheriff, and Lieutenant Colonel Donscomb, were also passengers in the Orestes. At ten o'clock on Saturday, the Lord Bishop and Suite landed at the wharf of Hugh W. Danson, Esq. where he was received by all the principal Episcopal inhabitants, and conducted to the Church, which his Lordship particularly examined, and recommended certain necessary repairs should forthwith be entered upon. A Meeting of the Parishioners was convened at the School-House at 3 o'clock, when certain resolutions were unanimously passed, for establishing a Branch Committee of the "Society for promoting Christian Knowledge." His Lordship was chosen President;—the Venerable Archdeacon

Coster, Vice-President,—the Rev. Mr. Burt, Secretary—and John C. Nuttall, Esq. Treasurer. His Lordship headed the subscription list with Five Pounds, and we understand that about Twenty-Five was immediately raised. A subscription list was afterwards entered into for the repairs of the Church, which was also liberally subscribed to.

On Sunday morning his Lordship proceeded in the barge of the Orestes to Carboneer, when he consecrated the Church to Saint James, and Confirmed about eighty persons—at 4 P. M. his Lordship returned to Harbour Grace, where he consecrated the Church by the name of Saint Paul's and afterwards preached a most impressive Sermon on Confirmation; immediately after which His Lordship Confirmed about three hundred and ninety persons, of all ages. The burial ground was also consecrated. An attentive observer of what passed on that day has assured us, that during the progress of these solemn ceremonies there were but few dry eyes in the Church—old and young, one and all, seemed to participate in one general feeling of awful respect and veneration, at thus witnessing, for the first time, the performance of those rites of the Primitive Church, the effect of which, we trust will long continue to bless this land, and render us all true worshippers of Him, "whom even the Heaven of Heavens cannot contain."

His Lordship will next proceed to Consecrate and Confirm at Port-de-Grave, Bay Roberts, Bread-and-Cheese Cove, and other places in that populous district.—Royal Gazette.

His Lordship the Bishop of Nova Scotia had returned from Petty Harbor and Ferryland, and was waiting at St. John's the arrival of His Majesty's ship the Alligator, Captain Canning, from Quebec, in which his Lordship intended to take passage to Halifax.—Acadian Recorder, July 28.

Important.—(Extract of a private letter from St. John's, N. F. dated July 17th.) "The Collector has received orders from the Commissioner of the Customs to exact the duty on all foreign flour, provisions, &c. that are not imported by (or consigned to) a resident merchant, as they consider no other person eligible to enter provisions for the use of the fisheries. About 250 barrels have been imported from Warehouse by a non-resident, and the duty was demanded."

We perceive by the new Brunswick papers, that a Steam Boat will in future run from Annapolis and Digby to St. John's, once in each fortnight. This conveyance will afford a cheap and certain mode of communication; and were the plan more extended, would doubtless be productive of much advantage to the proprietors of the vessel, and would be beneficial to the public.

If the Steam-Boat were to ply between Windsor and St. John's, and would call at the two places already named; the facility which might be thus afforded, to those who wish to visit the more western parts of the Province, would create very general and extensive intercourse. There will always exist difficulties as respects the route to Digby by land, which must give a decided advantage to a mode of conveyance in which are combined facility and cheapness. The subject is one of much interest, and we presume will attract the attention of the Legislature, which will probably extend its patronage to an undertaking, that would be productive of much public utility and private convenience.

While writing upon this subject, we cannot refrain from alluding to the present

precarious mode of conveyance, from Picton to Prince Edward Island; it is true, Mr. Smith who contracts to carry the mails is about procuring a new vessel, having been disappointed in one which he purchased last summer; but the safety and comfort of passengers should not be left to individual exertion;—the Government of the Island ought to see that a fit and proper vessel is provided; and were such the case, and a stage established between Halifax and Picton, which we understand is in contemplation, Charlotte town would during the summer season become a fashionable and agreeable place of resort.—Free Press, July 31.

LAUNCHES.

From the Ship yard of John Morrison, at Five Islands, Parrsborough, was launched a fine brig of about 200 tons admeasurement, built for Messrs. Ratchford & Dewolf. She measures on deck, 80 feet, 3 inches....breadth of beam, 23 feet 10 inches....depth of hold, 16 feet, 1 inch. The workmanship is said to be very excellent...her model good....and the materials of which she is constructed are of the best quality. The principal timbers are of hachmetack.—Halifax Journal, July 30.

The fine Ship HALIFAX, built by Mr. Lowden, at Dartmouth, for the Halifax Packet Company, was launched this morning, in a very handsome style.—A numerous concourse of people collected on the high ground near the Ship Yard, and a great many boats filled with spectators, plying in the Cove, gave the scene a very animated and pleasing effect. We regret, to say, that by the discharge of the signal gun, while in the act of ramming down, for a second fire, a Mr. Moreland had both his arms from the elbows downwards, blown completely off, and it materially adds to the pain which all must feel at this melancholy accident, that he has a wife and family whose means of support depend upon his industry. This is the third accident of the kind which has occurred within a few days. An Artilleryman by the name of Newell, lost his arms while assisting in firing the Salute on the departure of Admiral Lake, and a fine young man was blown out of a port of the Rinaldo Packet, while that vessel was firing the customary salute on the anniversary of His Majesty's Coronation: he was picked up, and both arms immediately amputated.—N. S. Royal Gazette, July 25.

Mr. Moreland expired on Thursday last, from the effects of this melancholy accident.

Launch at Bras d'Or.—Extract of a private letter dated Sydney, 10th July. "On Saturday, the 30th ultimo, the fine ship Samuel Cunard, 305 tons, was launched at the Great Bras d'Or in the Island of Cape Breton. The sight was extremely gratifying and she moved into her element in majestic style. About 300 persons were present. This is the second ship launched from the same place within fifteen months, and does great credit to the enterprise and spirit of Mr. William Duffus."—Novascotian.

Yarmouth, July 10.

A beautiful copper fastened Ship, nearly 400 tons, owned by John Bingay, Esq. was launched this day in a very handsome manner, and without the slightest accident; she is called the Sarah, and is considered by good judges to be one of the finest models that ever left Yarmouth, combining in a superior degree, the appearance of fast sailing with very large stowage; her materials and workmanship are the best the country can afford.—Acadian Recorder, July 21.

Guysborough, July 16.

Launched from the Ship Yard of Mr. Jarvis Hart, on the 15th inst. a fine vessel of about 50 tons burthen, built for R. M. Cutler, Esq. She is called the Manchester.