

THE GREAT WESTERN AT SEA.

Extracts from Letters written by a Passenger on her last trip to Bristol.

According to my promise, I am to give you a general description of the Great Western. Well then, as to her size, she is, on her upper deck, two hundred and sixteen feet long, in all two hundred and thirty four feet, about the length of one wing of the Quincy Market, Boston, and nearly the same in width, which, by comparison, will give you some idea of her size. Her depth is twenty two feet. She has four masts, about half the height of a common merchantman, with less than half the rigging. If she has masts, of course she has sails, but they are used only occasionally, and seldom all at once.

The ship has four principal divisions for the accommodation of passengers, namely: the main saloon, containing twenty one state rooms, with forty two berths; the fore saloon, with fourteen state rooms, containing twenty eight berths; the cabin, with ten berths; and twelve deck state rooms, with twenty four berths; making in all, one hundred and four berths; and if there are more than that number of passengers, as we now have, and as there have been on several previous trips, they sleep by agreement, in cots.

The principal saloon is fitted up and furnished in the most costly and extravagant manner, resembling the carved and paneled style of the sixteenth century. Most of the panels of the doors of the state rooms are painted in an expensive manner, with all sorts of pictures and devices. Looking glasses in gilt carved frames are placed permanently in the pillars, and about the room, in abundance. Then there is carved work, and gilt work, and brass work, and all other kinds of expensive work, in profusion.

The engines and machinery of the ship are placed down deep in the centre of the vessel. It is all below the decks. You look down through the hatchway, and you see, twenty two feet below you, half a dozen glowing furnaces, an immense machine moving with the regularity of clock work, and a dozen or more men shoveling coal into the furnaces, and moving slowly about from one part of the machinery to another, in apparent darkness, resembling the eager spirits in the fabled regions of Pluto.

I shall say a few words about the persons who control and manage her. And first then, with regard to the Captain—Hosken. He is a tall, slim, genteel looking man, with regular features, quick movement; dressed usually with a hat, shoes, and white stockings, and frock coat, with buttons having on them an impression of the Great Western. Every hour or two he passes from one end of the ship to the other, goes down often and examines the engine and machinery, to see that all is right, passes down on deck among the men, speaks in a pleasant manner to each of the principal officers, and moves round, and chats, as he has leisure, with the passengers. As yet I have not heard him use a profane, vulgar, or harsh word. He seems to be universally popular with all who have sailed with him. From some remarks made at the dinner table, while paying him a compliment, I understand he is soon to take the command of another steam ship, now building, and that Mr. Matthews, the first mate, is to succeed him in the command of the Great Western.

Well, then, as to Mr. Matthews. He is thick set, rather short, with a round, florid face, bright eyes, and quick; dressed in pleasant weather, in jet black shoes, light coloured stockings, blue pants short jacket with yellow buttons, and a gold laced cap. He is up early and late, enters personally into all the details of the ship, and is admitted to be one of the most industrious officers ever on board ship. He was highly complimented by the passengers the other day at the dinner table, and if he is appointed to succeed Captain Hosken, in command of the Great Western, it is believed he will give general satisfaction.

Beside the Captain and chief mate, there are five midshipmen on board, dressed as if on board a man-of-war, with short jackets and yellow buttons, stamped with an impression of the ship, blue pantaloons, and caps with gold lace. They are seen at all times moving from one part of the ship to the other, attending to their appropriate duties.

Connected with the engine and machinery there are five engineers, and twenty men under them and at their control. These men are most of them, in the regions below, out of sight, watching and feeding the furnaces, and superintending the engine and keeping it in repair. Here, at a temperature of between eighty and ninety degrees, the chief engineer, with one or two assistants, eats, sleeps, and constantly remains. The firemen are relieved every four hours, and are allowed to come up and breathe the fresh air. Their birth is much hotter and more oppressive than the engineer's.

The next large class of men on board are the stewards, or those that are classed under the head of stewards. They include the cooks, waiters, porters, &c. They number about 25. All these men are under the general direction of the chief steward. Each class, also, has its appropriate head, to whom those under him are responsible.

The above men, with some ten or a dozen sailors, making in all between eighty and ninety, compose the crew of the ship. And with this large number of persons, and the system that prevails, one would expect perfect regularity and harmony in all their movements—and so there is. Every man seems to know his place, is familiar with his duties, and is ready and willing to perform them. I have not yet heard a complaint from any one on board.

Rules.—Breakfast is to be on the table at nine o'clock, and be removed at half past ten; the before dinner bell going to strike at half past three, dinner to be on the table at four, and the cloths to be removed the instant it is over; tea to be on the table at half past seven; supper, if ordered and required, to be before ten o'clock; servants and young children to breakfast at half past eight, dine at one, and sup at six, in the fore cabin.

Each passenger is to select his place at the table, when first going on board the ship, and keep it during the passage, though this does

not prevent parties from changing seats with one another, which is often done. The stewards and boys are to attend at table in clean and becoming apparel. Male servants are not allowed on the poop or quarter deck, except when in attendance on their masters or mistresses. The state rooms are to be swept and carpets taken out and shaken, every morning after breakfast. Beds to be made once only each day, (except in cases of sickness), and within one hour after the breakfast things are cleared away. Divine service to be performed on Sunday. (Whether this depend upon the contingency of a clergyman, passenger, being on board, or whether there is one in regular attendance upon the ship, I have not yet learned.) To-morrow is the Sabbath and I shall see how it is kept. The last regulation on board which I will name, as it sends every lounge, wine-drinker and card player to his berth, and closes the scene every day is this—that the lights are put out in the grand saloon, fore saloon, and cuddy, every night at eleven o'clock.

The above rules and regulations, you will perceive, relate altogether to the convenience and comfort of the passengers. For the government of the ship there are equally strict and important rules, which every man on board is obliged to know by heart, and which, if forgotten or disobeyed, he is reminded of and made to perform, by a severe flogging upon his back. Sometimes, in a hurry to do the needful, the business is executed with the fist. One striking instance of this kind of punishment occurred yesterday. A man and a boy were at work aloft in the rigging. The boy gave offence—the man instantly aimed a blow at his head—the boy dodged—he then let fly at his body—the chirp instantly swung under the yard. With the ferocity of a tiger, the enraged sailor let drive at him with both feet, holding on with his hands. The boy sprang upon the rigging—the man pursued him—the young offender jumped from yard to yard and rope to rope and came on deck without ceremony, exhibiting a most wild and horrible appearance, to the great amusement of those on deck! But this is not the usual mode of doing these things on board. The man received a severe reprimand from the mate for making the business into his own hands.—*American paper.*

London Correspondence of the Old Quebec Gazette.

"Royal Exchange, June 12, 1839.

"You will have, I anticipate, seen a report of the proceedings of the annual meeting of the shareholders of the British North American Bank, which was held at the Company's house, on Tuesday week, in Great St. Helens. I was present on the occasion, as, indeed, I have been at all former meetings, and I can, with truth, say, that I never saw a more responsible body of proprietors even at the Bank of England. From my very numerous, professional attendances, if I may be allowed to be egotistical, I am prepared to state that rarely have I witnessed such perfect confidence reposed by any set of proprietors as is given to the Directors of the Bank of British North America. G. R. Robinson, Esq., was in the Chair. The report read, placed before the meeting the difficulties which have existed to delay the full tide of prosperity. These difficulties will be fully appreciated by your readers & need not be detailed in a communication from this side of the Atlantic. The more important facts are those relating to the financial results of the operations of the Bank and its branches in the past year, the accounts being made up to the 31st December, 1838. From this statement it appears, that at the close of 1837, the balance of individual profits was £30,334 8s. 6d. The net profits of the year 1838, after deducting all expenses, making provision for bad or doubtful debts, and making a provision for preliminary expenses, &c. is £20,018 13s. 8d.—total, £49,353 19s. 11d. Deduct first the second dividend to proprietors, £20,710 16s. leaving a balance of undivided profits at the close of 1838, of £19,643 3s. 10d. The Directors recorded a dividend of 12s. per share, or at the rate of 6 per cent. per annum on the paid up capital, which was, with the report, agreed to. In the course of the decision the proprietors were informed that of the many engagements by the Bank, during the late crisis, all would be realised, except, perhaps, £2,000; and also, that in the present year, the increase of the business at the branches of the Bank have been equal to, at least, 50 per cent. Many proprietors thought it surprising—the late state of Canada being considered, that so much progress had been made; the warmest thanks of the meeting were given to the Directors, the Chairman, and the name of the Manager and Inspector in Canada, Mr. S. Lunnell, was favourably mentioned by more than one Director. The meeting then separated.

ONE DAY LATER FROM ENGLAND.

The Packet ship Siddons arrived at New York on Friday, bringing papers a day later than were received by the Liverpool.

In the House of Commons a petition was presented from the Catholic Archbishop and priesthood of Tuam, in Ireland, against the national system of education in that part of the kingdom. They claimed the right to regulate and control the education of their flocks.

Mr. Law moved that the petition be rejected on the ground that the assumption of the title "Archbishop of Tuam" was illegal. A long and sharp debate ensued, in which Mr. O'Connell took a prominent part, and the petition was rejected, 165 to 82.

The bill respecting the rating of tenements was thrown out, 94 to 70.

A resolution was proposed by Mr. Spring Rice and adopted, to the effect that it was not expedient to make any alteration in the duties on sugar and molasses.

The prospect for the crops in Great Britain and Ireland, was good.

The Cotton Market on the 13th June had a brisk appearance; the trade buying rather free at an advance of prices of about 1s. 8d. per lb. since the previous Friday. The sales on the 12th and 13th were about 9,000 bales.

The Turkish fleet now number ten thousand marines, and the navy never was so formidable.

Letters from Constantinople of the 22d May state that a division of the Ottoman fleet was to sail for Gallipoli on the 24th. The Turkish army, 60,000 strong, have crossed the Enphrates, at Bir. It is added, as the result of a deliberation of 10 hours in the Sultan's Council, that war should be immediately declared against Mehmet Ali.

The combined British and French fleets in the Levant, would amount, after the joining of 30 vessels of war in preparation at Toulon, to 75 sail. Admiral Stopford is the British Commander. The fleet would, it is said, be divided into two—the one to watch the Turkish, the other the Egyptian naval forces.

Disturbances, said to be of a political nature had taken place in Servia.

Prince Francis Borghese died at Rome, May 29th, of apoplexy, in the 63d year of his age.—He leaves three sons to inherit his immense fortune.

London, June 13.—In the House of Commons yesterday, an immense number of petitions from all parts of the Kingdom was presented against the Government scheme for national education.

A great number was also presented in favor of a uniform penny postage.

Lord John Russell gave notice that he should to-morrow (this day) move the reception of the report on the Jamaica bill, and the third reading on Friday.

London, June 13.—2 o'clock.—The funds have been depressed this morning; Consols having receded from the account to 93½.

[From the London Morning Chronicle, June 13.]

Money has again become very scarce in the city, more particularly at the Stock Exchange, and in the foreign market, the demand for it has seldom been greater than it is to-day. Five per cent was the minimum given on any stock, but the rate of interest varied according to the description of security offered.

London, June 13.—The Paris papers of Tuesday, June 11th, have arrived, together with letters from several of our foreign correspondents. The former are occupied principally with domestic matters, which were assuming a somewhat graver aspect. For example, the ministry incurred another and signal defeat in the Chamber of Peers on Monday, in the proceedings respecting the proposed law of M. Mounier, relative to the Legion of Honour. "Such an occurrence," observes a correspondent, "in a Chamber which had almost universally shown itself the obsequious instrument of Government, is naturally considered to prove that the ministry has not much influence over it, and consequently no strength."

It would appear that some uneasiness about the proceedings in respect of the Polytechnic School was entertained in Paris, and that the approaching trials of the insurgents of the 12th, were looked to with something like apprehension. The police were still active in endeavouring to obtain a clue to the conspiracy which preceded that revolt, but had been hitherto lamentably unsuccessful.

These circumstances, added to rumours of disturbances in Lyons, and the warlike character of the news received by the German mails, caused a decline in the funds on Tuesday.

It was considered all but certain that the Chamber of Deputies would reject the proposed bill of Ministers to authorise a loan of 5,000,000 francs, to the company which had undertaken to construct a railroad from Paris to Versailles by the left bank of the Seine—an impression which on Tuesday produced another and serious fall in the shares of that company.

THE ARMY.—Arrangements are making for the retirement of Lord Hill from the Horse Guards; but there are some doubts as to who is to be his successor. By the express wish of the Queen, the Marquis of Anglesea was applied to; and it was understood that Sir Frederick Stovin would be his Secretary. The noble Marquis, however, hesitated on account of his declining health. But this objection will be over ruled, and within a short time the Marquis of Anglesea will be Commander in Chief.—*Britannia.*

ARMY CONTRACT.

SEALED TENDERS will be received at this Office by Assistant Commissary General SWINNEY, until noon on Tuesday the sixth day of August, for the undermentioned supply of—

1250 Cords of sound HARDWOOD FUEL, to be delivered into Her Majesty's Fuel Yard at Fredericton, viz:

400 Cords on or before the 31st January, 1840.
400 do. do. 29th February, do.
450 do. do. 31st March, do.

The Cord to be English Measure, and the rate to be expressed in Sterling. Any further particulars with regard to the terms of the Contract to be entered into, will be made known on application at this office.

Each Tender to be accompanied by a letter signed by two responsible persons who are willing to be bound for the due fulfillment of the Contract.

Payment will be made in Bills of Exchange at the rate of £100 for every £101 10s. Sterling, or in Silver Money at the Army Rates.

Commissariat, New Brunswick,
Fredericton, 17th July, 1839. 5

VALUABLE LOT OF LAND FOR SALE.

ON Thursday the 15th day of August next, will be sold at the Market House in Fredericton, a part or the whole of Lot No. 12, containing 200 acres of excellent Land, with about 30 acres cleared and under grass, and having a small Barn and a good spring of Water on the Premises: situate about a mile and a half east of the Cardigan Road, and three miles from the Road leading from Fredericton to Stanley, the Road from Fredericton to Cardigan running through the same, being the Estate of the late JAMES EVANS, deceased. Terms made known at the time of Sale.

MARIA EVANS, Administratrix.
Fredericton, July 10, 1839.

ROYAL GAZETTE.

FREDERICTON, JULY 24, 1839.

Central Bank of New Brunswick.

WILLIAM J. BEDELL, President.
SAMUEL W. BABBITT, Cashier.

Discount Days.....Tuesdays and Fridays.

Director this week.....JAS. TAYLOR.

Bills or Notes offered for discount must be left at the Bank, enclosed and directed to the Cashier before two o'clock on Mondays and Thursdays.

Commercial Bank of New Brunswick.

FREDERICTON BRANCH.

ASA COT, Chairman of Directors.

ARCHIBALD SCOTT, Cashier.

Discount Days.....Mondays and Thursdays.

Hours of business from 10 to 3.

Notes or Bills for discount are to be left at the Bank, enclosed to the Cashier, before 3 o'clock on Saturdays and Wednesdays.

Director this week.....F. E. BECKWITH.

Bank of British North America.

FREDERICTON BRANCH.

ALFRED SMITHERS, Manager.

Discount Days.....Wednesdays and Saturdays.

Director this week.....JOHN F. TAYLOR.

Hours of business, from 10 to 3.

Notes and Bills for Discount to be left before 3 o'clock on the days preceding the Discount Days.

Saving's Bank.

Trustee for next week.....JAS. TAYLOR.

Central Fire Insurance Company.

Office open every day, at Mr. Minchin's Brick House opposite the Parade, (Sunday excepted,) from 11 to 2 o'clock.

B. WOLHAUPTEN, President.

Committee for the present month.

W. D. HARTT and THOMAS T. SMITH.

Alms House and Work House.

Commissioner for the week commencing to-morrow.

THOMAS GILL.

NOTICE.

ALL Warrants for the Series 1838, remaining unpaid, will be paid on demand at the Province Treasury.

B. ROBINSON,

Province Treasurer.

St. John, 20th July, 1839.

ANNIVERSARY OF THE BATTLE OF SALAMANCA.

We had the pleasure of announcing in a previous number, that a jubilee was to be given to Her Majesty's 36th Regiment, now in this Garrison, which accordingly took place on Monday last, the 22d instant, the anniversary of the glorious battle of "Salamanca," in which that corps were actively engaged. The weather proved very favourable in the morning for the commencement of the amusements of the day, by the splendid and inspiring spectacle of a "Sham Fight." About eight o'clock, A. M. Major CAIRNS proceeded in command of the opposing force, consisting of a division of the 36th Regiment, with the Royal Artillery, Cavalry and Rifles, belonging to the 1st Battalion York County Militia, to the ground selected for the occasion, where they occupied a commanding position on the heights above the town; and about half past nine, Lieutenant Colonel MAXWELL, with a detachment of Royal Artillery of the line, and five Companies of the 36th Regiment, representing the English force, marched to the Flats in the lower vicinity of the town where they halted in order of battle. At 10 o'clock His Excellency Sir JOHN HARVEY, with a numerous suite, arrived on the ground, upon which a gun was fired as the signal for action, and immediately the firing became general on both sides; the whole of the manoeuvres were well conceived and executed, and the repeated charges of the Cavalry and the line could not have been excelled under existing circumstances;—the ground was well chosen for the occasion, and the advance and retreat of the Troops on the heights was admirably and skillfully conducted, and the oft repeated but ineffectual attacks of the Cavalry upon the solid squares of the Infantry, had an imposing appearance and gave a striking resemblance of reality to the animating scene. The Troops retired to their original ground,—a party then ensued by sending out a *Fly of True*,—the whole then passed His Excellency in review order, and from thence the Corps filed off to their respective quarters.

About 2 o'clock the 36th Regiment, with the Royal Artillery as their guests, sat down in the Barrack Square, where the tables were tastefully decorated with green boughs and evergreens, (admirably adapted to correspond with the "grass greens," the name by which the Regiment is frequently designated by their facings), in the form of three avenues, to a plentiful supply of Roast Beef and Plum Pudding, and various other joints and *etceteras*, with an ample quantity of Malt Liquor.

On the first sound of the bugle for dinner, a large concourse of spectators, who were anxiously awaiting the hour, were admitted into the square, and all appeared to be much delighted with the pleasing scene, and with the kind and friendly attention paid by Colonel Maxwell and the Officers of the Regiment to all those who were present. The health of our youthful and beloved Sovereign was drunk with enthusiastic cheers, and a number of other appropriate toasts were given,—amongst which were "The Duke of Wellington," "Lord Hill and the Army," "Sir J. Harvey," "Colonel Maxwell," &c. &c. &c.—which were echoed from table to table in loud, long and continued cheers. We may just remark, that at this stage of the proceedings we were never more delighted, when we beheld the joy and pleasure which seemed to play on every countenance, and the admirable system of internal economy which so materially contributed to the comfort and happiness of the British soldier, and in the arrangements of which the Regiment has been so highly eulogized by His Excellency Sir John Harvey, at its last inspection. After dinner a variety of amusements followed on the Parade ground in front of the Officers Quarters, consisting of Gymnastic exercises—running in Sacks—wrestling—hopping—jump-

ing,—foot Ball, singing, &c. &c., which fully occupied the afternoon;—swings were suspended from the trees in different angles of the Square, which afforded much amusement to girls and boys and to some of a larger growth. As the day began to close the ground was cleared for a short time to permit preparations being made for the evening's fun and frolic—several booths were erected—in one of which the Sergeants of the Regiment and their guests dined together, after which they had a ball.

The enchanting strains of the music, with the change produced by various transparencies, and the light which shone from a number of lamps well arranged at the different angles of the ground, seemed to animate the whole mass of spectators; the dancing became general, and all was a scene of mirth and pleasure, which it is impossible for us rightly to describe.

About 10 o'clock a brilliant display of fireworks commenced on the parade and also on board a scow in the river, which gave a most splendid effect to the evening's amusement,—a balloon ascended from the parade amidst a volley of rockets which closed the delightful and animating occurrences of the "Salamanca anniversary." This festival which recalls to our mind one of the glorious achievements of British heroism, will long be remembered by those who had the pleasure of participating in the enjoyment, mirth and festivity of a day which Colonel MAXWELL and the gallant 36th has rendered once more memorable by the desire which they have evinced on this occasion to contribute so much to the happiness, and for which they deserve the best wishes, of the community.

In the evening also there was a dinner, ball and supper at the Officer's Mess room to which the principal inhabitants were invited.

We are happy to say, in conclusion, that although there was a good many *sham fights*, yet there was nothing occurred of a serious nature to disturb the harmony which continued uninterrupted until it reached the *smoke* hours upon the twelfth.

On Monday morning last, Edward Collingburn, a private in the 36th Regt., put a period to his existence by discharging his firelock into his head. The unfortunate man was subject to occasional aberrations of mind from the effects, it is supposed, of a fall into the hold of the vessel in which he embarked at Plymouth for this country.—*Verdict, Temporary Insanity.*

An inquest was held at the Great Falls, Parish of Andover, County of Carleton, the 9th inst. before Jonathan P. Taylor, Esq. Coroner, on view of the bodies of John Robinson and Thomas Sheridan, private soldiers of the 96th Regt. The Jury after examining witnesses and due consideration, returned a verdict, that the deceased came to their deaths, by drowning in consequence of the accidental upsetting of a canoe, while crossing the St. John River, above the Great Falls, in the County of Carleton, the 29th of June last.—*Sentinel.*

Her Majesty's Ship Madagascar, Capt. Wallis, we are happy to state, arrived to-day from Quebec. Fears for her safety were entertained here last week, in consequence of intelligence from Pictou, of a Frigate having been seen on shore in the Straits of Canso. Her Majesty's Steamer Medea was despatched on Wednesday afternoon to her assistance,—she found the Madagascar riding safe at her Anchors, waiting for a fair wind, towed her through the Gut on Saturday, clear of all danger, and returning here on Sunday. The Madagascar, in attempting to work through the Passage, had grounded, but floated off with the rise of the tide, having received no injury.—*Halifax Royal Gazette.*

The four American Fishing Vessels seized and brought into this Port, for a violation of the Treaty, have been tried, and two, the Battelle, and the Hyder Alley, condemned and ordered to be sold; the other two have been liberated.—*Journal.*

Orders were received by vice Admiral Sir Thomas Harvey on Saturday, from the Admiralty, for the return of H. M. S. Edinburgh to England. She sailed this afternoon. The Madagascar, we believe, will also soon proceed from hence to the same destination.—*Id.*

STEAM FROM LIVERPOOL TO HALIFAX AND BOSTON.—We have on several occasions, alluded to the preparations for the establishment of a line of steam boats from this port to Halifax and Boston.—The *Glasgow Constitutional* publishes the following particulars respecting the project:—"Mr. Cunard has associated with himself a party of influential merchants in Glasgow, and the vessels will be much extended beyond the sizes and power stipulated for by the Admiralty, so that the whole will be completed on a scale corresponding to the magnitude of the undertaking. The vessels which are being built will exceed 1,250 tons burthen and 450 horse power, and are to sail from Liverpool for Halifax twice every month; and, as there will be corresponding steam communication regularly from thence to Boston, and to Quebec, (via Pictou,) the route will afford the utmost facility and comfort to passengers travelling between the United States and British North America."—*Halifax Times.*

The fourth of July has passed, we hope, without any fresh outrages on the Canada border, and probably all the reports put into circulation for some time past relative to the promised achievements of "The Patriots," on that day, consisted of a mere *ruse*, designed to keep alive by false and delusive hopes, feelings in favour of a sinking cause. We observe by the Montreal papers that Sir John Colborne, with that watchful vigilance and precaution which marks the character of a true soldier, sent over a few detachments which took up a position near the frontier, on the above day. Their presence however was, fortunately, not required.

We do not think it by any means certain, that the *British Queen* would sail on the 1st of July, although we are fully aware that her owners would make all possible efforts to keep their pledge to the public. But allowance must be made for difficulties attending a first voyage, especially in a steamer of such magni-