

Great Britain.

HOUSE OF LORDS—JULY 11.

ADDRESS TO HER MAJESTY.

Their Lordships met to-day shortly before one o'clock, for the purpose of proceeding in state to Buckingham Palace, with the Address agreed to on the motion of the Archbishop of Canterbury, praying her Majesty to rescind the grant of the House of Commons, for the purposes of education. There were about 100 Peers present at half past one o'clock, all of whom were in their court dresses, or military costume.

The Lord Chancellor took his seat on the Woolsack at half past one o'clock, when the names of the Peers present were called over by Mr. Pulman, the Deputy Usher of the Black Rod, according to the seniority, in which order their Lordships proceeded in state to the Palace.

Her Majesty's Most Gracious Answer.

I duly appreciate your zeal for the interests of religion, and your care for the Established Church.

I am ever ready to receive the advice and assistance of the House of Lords, and to give to their recommendations the attention which their authority justly deserves.

At the same time I cannot help expressing my regret that you should have thought it necessary to take such a step on the present occasion.

You may be assured that, deeply sensible of the duties imposed upon me, and more especially of that which binds me to the support of the Established Church, I shall always use the powers vested in me by the Constitution for the fulfilment of that sacred obligation.

It is with a deep sense of that duty that I have thought it right to appoint a Committee of my Private Council, to superintend the distribution of the Grants voted by the House of Commons for Public Education. Of the proceedings of this Committee, Annual Reports will be laid before Parliament, so that the House of Lords will be enabled to exercise its judgment upon them; and I trust that the funds placed at my disposal, will be found to have been strictly applied to the objects for which they were granted, with due respect to the rights of conscience, and with a faithful attention to the security of the Established Church.

STEAM VESSELS IN THE CLYDE.—The *Achilles* and the *Fire King*.—The whole river Clyde is at this moment a scene replete with interest to the man who is interested in the progress of steam navigation.—We were shown a large ship called *Achilles*, of about 1000 tons, floating in the basin of a Mr. Steele, at Greenock, which is to contain engines of about the size of the *British Queen*, and which we were also shown in the establishment of Messrs. Laird & Co. The *Achilles* is a noble and symmetrical vessel, rising to a great height out of the water, yet standing as stiff as a castle; and her engines are formed in a colonnade of eight Grecian-Doric columns of gigantic proportions carrying an entablature which connects the two engines with much elegance. I should have imagined that this vessel was designed to cross the Atlantic or Indian Ocean, at least; but, to my astonishment, I found her merely built as one of the magnificent line of packets between Liverpool, Greenock, and Glasgow, to ply in concert with almost equally fine vessels called the *Acteon*, *Eagle*, *Commodore*, &c. vessels so large that the dock gates of Liverpool, (to their shame be it said,) cannot admit the largest and barely the others. The *Achilles* will form a most interesting experiment in regard to power.—The proportion of five hundred horses power to one thousand tons, is a proportion unequalled in the world, and will decide some important questions of general interest. There is another experiment of equal interest at present in progress in the Clyde. The *Fire King* is a vessel of very peculiar construction, built for Mr. Ashton Smith, of Wales, as a steam yacht. The midship section of the vessel is very peculiar, being a plan of Mr. Smith's invention; and the water lines adopted are those of which you have repeatedly given diagrams in your accounts of the *British Association*, as having been proposed by Mr. Scott Russell, to admit of the vessel's passing through the water with least resistance. This experiment is the fourth which has been made avowedly upon this form of water-line, the two first having been made by Mr. Russell himself, in 1834-35. This is the largest yet tried, the vessel being 600 tons, and 220 horses power; and although the proportional power is much less than what we find to be in general use on the Clyde, yet this singular vessel is now the fastest vessel afloat. We were told by a gentleman, who was on board at one of her trials, and who had previously been prejudiced against her shape, that she performed, without having set a stitch of canvass, the measured distance, in rather fresh weather, of 15½ miles in 64 minutes, being about 15 miles an hour thro' the water; and the same vessel has since gone from Liverpool to Greenock, and from Greenock to Liverpool, each way in less than fifteen hours, each way without canvass, in fresh blowing weather, being about a rate of fifteen miles an hour. This vessel we saw lying alongside the *British Queen*; and although she seemed very diminutive in comparison, yet she appeared elegantly shaped; and the part of her above water has the appearance of an excellent sea-boat. We are told that she has also a great capacity for carrying cargo, and would have been repeatedly bought as a merchant steamer had not the owner wished to retain her as a yacht. We were also shown a large steam-ship at Greenock for the India Steam Navigation Company, by the Cape of Good Hope; and several large steam frigates, now fitting up for the government; besides preparations for large steam-ships for the Halifax and London mail communication.

THE BRITISH QUEEN.

[We find the following account of this noble Vessel in the Liverpool Advertiser of the 8th ult.]

No sooner had the *British Queen* come to anchor than the scene on the river became animated beyond description. Steamers and open boats innumerable crammed with passengers,

put off to inspect her. Thousands of individuals attempted to board her, but it was, of course, impossible to admit all who presented themselves, and the result was some confusion and not a little danger. To give any notion of the multitudes of boats that covered the river is impossible, and considering that the steamers were plying about amongst them in every direction, it is marvellous that no accident occurred. Some contented themselves with going round her, or obtaining as near a glimpse as they could. Several steamers were crowded with individuals who paid to be carried round the vessel; and it was fearful, in many instances, to behold these comparatively small craft, when they neared the object of curiosity, heaving over nearly on their beam ends as the anxious spectators impatiently pressed to one side, to obtain a good gaze. Even the ferry steamers obtained enormous shipments of passengers on the understanding that they were to go as near as possible to the *British Queen*. The appearance of the latter from the piers and from the river was extremely beautiful, not more from her extraordinary length and height than from her beautiful proportions. Indeed the common remark was, that the exceeding beauty and fine harmony of her proportions hindered her great bulk from being obvious. The following description of this vessel, as she appears to the spectator externally, is from a late number of the *Athenæum*:

"The external appearance of the ship, seen from the shore, is imposing and beautiful. The figure head is a graceful representation of the youthful monarch of Britain, so well proportioned as to seem no more than the usual height, although twelve feet in stature; and it is only when the sturdy fellows who form her crew approach the sovereign that her Patagonian size is determined by their Lilliputian dimensions. The appendages of the figure head and cutwater are beautifully outlined, moulded, and covered with gold, and the effect of the vessel at the bow, on the whole is very majestic. Passing round to her stern, the vessel is still very fine; the carving of the stern is in perfect keeping with the rest of her ornamental work, and the stern galleries are elegant and well placed. The rigging is also well proportioned; her masts are beautiful, and her yards of great strength and excellent proportion. There she rides majestically, queen of the seas, and the noblest steam-ship the world has ever seen."

The spectator who has been pleased with the external appearance of the *British Queen* will, when he gets on board of her, and comes to survey her extent, convenience, and excellent accommodations, be filled with wonder and admiration. Her length aloft is 275 feet; her length for tonnage is 237 feet.—Her width over all is 64 feet; her beam within paddles 40 feet 2 inches.—Depth of hold 27 feet. Her burthen is nearly 2,000 tons. Her engines, which were manufactured by Mr. Robert Napier, of Glasgow, are of 500 horse power; the diameter of her paddle wheels is 30 feet 6 inches; length of float 10 feet. Her draught of water, when full, is estimated at 16 feet. The following brief description of her interior, we borrow from the same source as the preceding extract:

"It was only when I gained the deck of the *British Queen* that I became thoroughly impressed with the truth of her enormous size. The deck is what is called a flush deck, perfectly continuous from one end to the other, instead of having higher and lower portions, forming poops, &c., as most common vessels of her size. The deck is a long promenade, and the distance from stem to stern is a good rifle shot, her breadth on deck being some sixty feet. Her cabins are of the dimensions of her Majesty's drawing-rooms, and the whole of her accommodations spacious, airy, and sufficiently splendid.—Descending to her engine rooms, the engine does not strike the spectator as being extraordinarily large; but when once at the bottom of it, looking up, you perceive the men who guide the whole machinery, and regulate and direct the combined strength and simultaneous energy of five hundred horses with greater success than the tyrant Philopater his galley of three thousand slave-power, and feel that you are in the presence of one of the noblest of human creations, the impersonation of the adage that 'knowledge is power,' power applied to the benefit and improvement of humanity. The engine is of the Gothic structure, some thirty feet high, occupying a length of eighty four feet, and weighing, with its appendages, about 500 tons. It does great credit to the engineering talent of the river Clyde; and although its appearance is rendered somewhat heavy by the fact of having two condensers instead of one, it is otherwise strong, light-looking, and well proportioned."

We know not how to give a notice of the spacious galleries and handsome apartments in which the spectator may wander. The principal saloon is a most magnificent and extensive apartment, sufficiently lofty for the tallest individual to walk upright, with some inches to spare above his head. It is altogether most airy and pleasant, presenting, to a greater degree than any other vessel which we ever visited, the aspect of a superbly furnished drawing-room. The style of the whole is ancient, such as may be met with occasionally in some of the old baronial residences of our nobility. The effect of the whole is splendid and striking. Turn which way we will, something which reminds us of the magnificence of olden times meets the eye, heightened and enriched by some of the appliances and conveniences of modern luxury, but always in strict keeping. This beautiful apartment is approached by a handsome staircase, the railings of which are of polished oak. These lead the visitor to a vestibule which is richly embellished in oak, and which opens, through Gothic doors, into the spacious saloon. Here the enriched oak paneling surrounds the apartment to the subbase. Pilasters of polished oak rise to the roof, the panels of which are of plate mirror glass, which, with several large mirrors inserted in masonry frame work in other parts of the room, reflecting the object in front, greatly increases the apparent size of the apartment. The upper part of the walls is painted in a novel and curious, but most beautiful style, so as to represent tapestry or rich needlework. The cornices are elaborately carved, and the ceiling is exceed-

ingly handsome. The furniture is at once rich and substantial. The couches by which the room is surrounded, and the chairs, are of polished oak, ornamented with antique carving, and covered with richly embossed crimson velvet. At the stern the seats form a semicircle of great extent, rising in tiers one above another. The higher range is divided from the lower by a finely carved open work balustrade. The carpets are superb. One hundred and eighty persons may dine in this apartment. The splendour of the whole is if possible exceeded by the great convenience, which appears every where to have been a paramount object. The state rooms are of silk, and they contain marble washstands and basins. Each sleeping apartment also contains an elegant sofa. Below this saloon there are ranges of sleeping rooms, very elegantly fitted up, to which access is gained through two wide and airy lobbies. Below these again are sleeping rooms for servants and others, which are furnished with every attention and comfort.

The *Ladies' cabin* is a well lighted and elegantly furnished room, bearing much the aspect of a very handsome parlour on shore. The furniture is rose-wood, upholstered in green morocco. The sleeping apartments attached are light, airy and commodious, and the ladies who occupy them will be perfectly retired.

The *Fore saloon*, though not so richly furnished as the others, is, to our mind, the most agreeable apartment of the suite. It is lofty, spacious, and delightfully cool and airy. It is neatly panelled with oak, and surrounded with broad hair cloth sofas. The bedrooms adjoining are spacious and comfortable.

The pantries, store rooms, cellars, plate closets, conveniences for storage of crockery, glass, &c., are all objects to beget admiration, if not wonder. It is impossible to conceive anything more compact and convenient.

About one o'clock a cannon was fired from the fore-castle, and all the visitors were requested to betake themselves to their boats. The heaving of the anchor occupied about an hour, so that it was about two o'clock ere the *British Queen* was ready to take her departure from our port. Another gun announced the completion of her preparations, and, greeted by the cheers of assembled thousands, this fine vessel, was at two o'clock, put in motion towards the mouth of the river. Several salutes were fired as she passed the other craft and the dock yards, which she returned from the cannon on the fore-castle. She reached Bootle Bay in about twenty minutes, and went through the Rock Channel. At five o'clock she was off the Great Orme-head, about forty miles from Liverpool; at half past six, off Point Lynas, about fifty miles; and at eight, she was abreast of Holyhead, nearly seventy miles from the Mersey.

The *British and American Steam Navigation Company's* steam vessel, The President, will be at this port in about two months, to receive the machinery, which is being manufactured by Messrs. Fawcett & Co. The President is intended for the Liverpool and New York trade. She is larger, will have greater power, and is generally considered a much finer vessel than the *British Queen*. Both these magnificent steam ships were planned and modelled by Mr. Macgregor Laird, the managing director of the company, who when Dr. Lardner was ridiculing, three or four years ago, a voyage by steam to America as impracticable as a voyage to the Moon, maintained, in a letter published in *The Albion*, that according to the doctor's own data a steamer from England ought to reach New York in twelve days. The *Great Western*, it will be fresh in the recollection of the public, performed the voyage in thirteen days. May Mr. Laird, in the *British Queen*, have the good luck to perform it in twelve!

AMERICAN BOUNDARY QUESTION.—The very protracted and expensive nature of the former survey of the territory which Maine disputes with New Brunswick having led to no results, the Senate of the United States having rejected the decision of the King of the Netherlands, to whom the dispute was referred, the new survey now proposed by the American government will probably be carried into effect; and as a preliminary step, her Majesty's government has selected two commissioners to proceed immediately by the *British Queen* to North America, to examine into the possibility of simplifying this arduous undertaking, and bringing the question to a prompt and honorable settlement. Lieutenant Colonel Mudge, of the Royal Engineers, an officer of high reputation in geodetic operations, is one of the commissioners. The other is Mr. Featherstonhaugh. This gentleman has been selected as well for his scientific attainments, his very intimate acquaintance with the details of this troublesome question, as for the topographical knowledge which his extensive travels in North America have enabled him to acquire. It is believed that the experience and judgment of these gentlemen peculiarly fit them for the very responsible duty they have entered upon.—*London Globe*, July 10.

PARISH OF DUMFRIES,

COUNTY OF YORK, 2

7th August, 1839.

UNDER the Act of Assembly, 1st Victoria, Cap. 7, Sec. 8, DUNCAN BARBER, & Co. are Defaulters for non-payment of Parish Rates, to the amount of £1 11s. 8d.

TURNER WHITEHEAD,

Collector.

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, AUGUST 14, 1839.

Central Bank of New Brunswick.

WILLIAM J. BEDELL, President.

SAMUEL W. BARRETT, Cashier.

Discount Days.....Tuesdays and Fridays.

Director this week.....GEO. J. DIBBLEE.

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 COY, 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.....T. T. SMITH.

Bank of British North America.

FREDERICTON BRANCH.

ALFRED SMITHES, Manager.

Discount Days.....Wednesdays, and Saturdays.

Director this week.....HON. THOMAS BAILLIE.

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.

Savings Bank.

Trustee for next week.....B. WOLHAUTER.

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. WOLHAUTER, President.

Committee for the present month.

F. E. BECKWITH and W. A. McLEAN.

Rums House and Work House.

Commissioner for the week commencing to-morrow.

C. P. WETMORE.



By Authority.

COMMISSIONERS OF RYE ROADS, COUNTY OF KENT.

John Carruthers and William Fitzgerald, in the room of Isaac Sowerby, resigned, to expend the following sums:

£40 for the road from the Coal Branch to the West Branch.

£10 from the West Branch to the Town Plat.

£15 to complete the Bridge over Indian Creek.

Jonathan Dickenson, in the room of Isaac Sowerby, resigned, to expend the following sums:

£20 from Pine's on the main River to the Bridge over Trout Brook.

£15 from Smith's up the Coal Branch.

£15 from the Coal Branch Bridge to the Church.

[From the St. John Courier.]

The Circuit Court commenced its sittings in this City on Tuesday last—His Honor Judge CARTER presiding. We understand there are fifty-seven civil cases on the docket, besides several criminal cases on the Sheriff's calendar.

MECHANICS' INSTITUTE.—We are pleased to hear of the growing prosperity of this Institution. Contracts, we understand, have been made for the erection of a building for the Institute on a Lot of Land belonging to His Honor the Chief Justice, near Saint John's Church, and it has been suggested to us by several of the members that the ceremony of laying the corner stone of the edifice should be conducted in a manner similar to that adopted in other places on such occasions, viz: by a Trades Procession and the delivery of an oration on the spot, or if that should be found to be inconvenient or impracticable, for want of time to make the necessary arrangements, the Masonic fraternity would doubtless consent to lay the corner stone according to the ancient forms and usages of their order. We throw out this hint, that the subject may be canvassed at the next monthly meeting which will take place on Monday.

Two hundred and fifty volumes of valuable scientific Books, to form part of the Library of the Institute, have arrived by the *Mary Prince*, from Glasgow, and a variety of apparatus, for the better illustration of subjects during the coming Lecture season, is shortly expected.

FIRE.—We regret to learn that the dwelling House of Mr. Joel Waters, in Westfield, King's County, together with nearly every thing it contained, including provisions, books, and papers, was consumed by fire on Monday last. It is supposed to have been caused by a spark falling on the roof, and the flames spread with such rapidity that those of the family who were at home at the time were able to save only a few articles. By this visitation a worthy and industrious man, well advanced in life, and his family, have been suddenly deprived of the comforts and conveniences of a dwelling and a home.

We understand from good authority that His Excellency Sir John Harvey has been pleased to express his entire satisfaction with the arrangements made by Mr. Stockwell for His Excellency's accommodation at the *Saint John Hotel*, as well as with his attention and civility, and the very moderate prices charged.

We understand that the Rev. I. W. D. Gray is expected to return to this City from England in the course of a few weeks, and will again resume his ministerial duties among us. This intelligence, we are convinced, will be gratifying not only to the members of the Established Church, but also to the citizens generally, by whom he is much beloved and respected.

Terrance Leonard, one of the persons engaged in the barbarous murder of Bernard Coyle, last week, in King's County, and who subsequently absconded, was apprehended near the Salt Works at Eastport, (whither he had gone by land,) on Monday evening last, by a Peace Officer from this City, Mr. Benjamin Herrington, and brought back in the steamer *Nova Scotia* on Tuesday. We understand that Mr. Herrington was readily aided in his endeavours to arrest and secure the murderer, by Mr. Drew, Deputy Sheriff, and Mr. Pike, of Eastport, as well as by the authorities and inhabitants of the place generally.

An attempt, it appears, was made to enable the three other individuals concerned in the murder, and who were secured at the time, to effect their escape from Kingston Jail on Saturday night last; and a military guard having been requested, a Sergeant and six men of the 69th proceeded from this Garrison to Kingston on Monday.

It is rumoured that a Court for the trial of the prisoners will be ordered to meet at Kingston at an early day.

NEWFOUNDLAND.—We are happy to be informed that the Cod Fishery promises to be generally successful this year.

FORTIFICATION OF BRITISH NORTH AMERICA.—We learn from the Brockville, Canada, Statesman, that among other active preparations which are now making to place every part of British North America in the most ample state of defence, are the following:—Bermuda is to be strongly fortified, permanent barracks are to be built at L'Annapolis, with stone towers to defend them, Martello towers are to be erected at Montreal, Fort Wellington at Prescott, is to be completed, Fighting Island is to be fortified, and government has purchased several pieces of land in various parts of the suburbs of Kingston, with a view of commencing public works for its defence on a very large scale.

—*N. Y. Gazette.*

During the whole of this summer, the weather has been exceedingly unsettled; there has scarcely been a day without rain; and it is feared that heavy crops, particularly those on low land, will suffer much in consequence.

There have also been several thunderstorms within the last eight days. Yesterday, about one o'clock in the forenoon, a storm passed over the city, resembling a tornado—the wind blowing very hard, and the rain falling in torrents. Considerable damage was done to some buildings and trees in the neighbourhood of the Bishop's Church.—*Montreal Gazette.*

[From the New York Albion.]

THE STEAM SHIP.

Early on Sunday morning last arrived the long-looked for steam ship *British Queen*, after a passage of 16 days from Portsmouth, from which place she departed on the 12th ult. and encountering westerly winds nearly the whole run. The curiosity to see this immense specimen of nautical and mechanical architecture has been intensely eager; but the agents here having resolved that if possible she should return on the day previously advertised, namely the 1st inst., it became impossible to admit the influx of strangers which was continually presented. In fact it required every instant of time for unlading, cleansing, taking in provisions, fuel, and finally freight and passengers, between Monday morning and Thursday. All this was however accomplished, and the *British Queen* departed on her return voyage on Thursday, together with the steam ship *Great Western*, the packet ships *Ontario* for London, *Orpheus* for Liverpool, and *Albany* for Havre; there were likewise several transient ships bound in the same direction.

It is impossible justly to describe the brilliancy of the scene occasioned by the departure simultaneously of such a fleet. For hours before noon, which was the appointed time of sailing, a dense flood of population was seen pouring through the different avenues towards the Battery, where finally there could not be fewer than fifty thousand persons assembled; and besides these there were thousands congregated upon Brooklyn heights, on the shores of Staten Island, on the roofs of all houses where any portion of the spectacle might be observed, on the masts and decks of vessels, and, in short, in every practicable position, to avail themselves of so uncommon a scene. It was not till near two, however, that the *Great Western* came down, considerably in advance of her sister steamer, and accompanied by two or three of the New York steam boats, chartered for the day. These latter, after attending the *Great Western* as far as Governor's Island, returned to pay the same compliment to the *British Queen*, which proceeded in about half an hour afterwards. At this period the view was imposing and exhilarating in a high degree. Around the *British Queen*, were the *Neptune*, *Oceola*, *Hercules*, *Arrow*, *Novelty*, *Passaic*, all crowded with passengers, and giving life to the scene. The U. S. ship *North Carolina* laying at anchor near the mouth of the East River, her band struck up our national anthem of "God save the Queen," as the steam ships came successively past her; and the compliment was returned by each of the latter with a gun. We shall not here enlarge on the great dimensions and magnificent appearance of the *British Queen* as she passed majestically on her course, as we have given a detailed account of her in another part of our columns; suffice it that the sight of her appeared to give infinite satisfaction to the thousands who beheld her. The firmest determination has been expressed both by the commanders of those vessels and by the several agents, that there shall be no racing between them, nor any further exertions made than, under ordinary circumstances and if each were alone, would be found expedient. The *British Queen* carries 103 passengers, and the *Great Western* 59.

Married.

On the 10th inst., by the Rev. R. Shepherd, Joseph Blake, Esq. to Miss Francis Ann Hooper, all of St Mary's.

At Lincoln, on the 1st inst., by Thomas O. Miles, Esq., Mr. Ralph Seely, of Blissville, to Isabel, eldest daughter of Mr. Daniel Mitchell, of the former place.

On the 8th inst. at Rose Bank, Newcastle, by the Rev., Samuel Bacon, Rector of St. Paul's Miramichi, Henry B. Allison, Esq. Merchant, to Sarah, fourth daughter of William Abrams Esquire.