

[From the London Spectator, June 25.]

The anniversary of the battle of Trafalgar was commemorated on Monday, by the launch of one of the finest war-ships ever built in the dock yards of England, at Woolwich, in the presence of the Queen. A ship-launch is always a favourite spectacle with English sight-seers; and the new vessel being one of the largest in the first class of line-of-battle ships, rated as 120 guns, but actually mounting more, the occasion was one of rarity and importance. Moreover, the presence of the Queen, and perhaps some old associations of naval glory awakened by the name, gave additional éclat to the ceremonial. The morning was fine, though the clouds looked lowering, and all London and the suburbs seemed to have agreed on enjoying a holiday. The concourse of spectators at Woolwich was numerous beyond all precedent; and the scene was beautiful and animating in the extreme.

We had been favoured with a ticket for one of the booths which surrounded the cradle of the Leviathan, whence we had an opportunity of appreciating her enormous bulk; though for witnessing the launch the river was the best place. Looking downward to the keel, and upward to the bulwarks, the height of the vessel was tremendous. The ship as we have said, is registered to carry 120 guns: its length from figure head to stern is 246 feet 2 inches; extreme breadth 55 feet 7 inches; depth of the hold 32 feet 2 inches; its burden, upwards of 2,721 tons (old measurement); its height 64 feet 11 inches. On the poop were crowded the survivors of the battle of Trafalgar, commanded by Lieutenant Rivers; and the row of their weather-beaten, wrinkled visages, topped with three-cornered hats that became them as well as oak-wreaths would have done, looked like a quaint ornamental studding to the sides.

The Queen and Prince Albert arrived at two o'clock; their approach being announced by the firing of a royal salute. Before placing herself in the booth provided for the Royal party, the Queen, taking the arm of Lord Minto, walked round the ship, from which the workmen were already knocking away the shores. Her Majesty having taken her seat, Lady Bridport, the niece of Nelson, christened the ship, by breaking over its bows a bottle of wine, a relic of the stock which Nelson had on board the Victory, at the battle of Trafalgar. The task, say the papers, would have devolved upon the Queen herself, as the most illustrious lady present; but, understanding that Lady Bridport had sent the wine which was used in the ceremony, and the lady herself being present, Her Majesty specially deputed her to bestow upon the new ship its name—Trafalgar.

Whilst we gazed on the huge mass, endeavouring to make out the nature of its supports, it suddenly began to move, and the floating fortress gently glided into the river, with an ease and steadiness truly majestic; the quietness of her motion seeming to mock the shouts of the multitude and the roar of cannon that greeted her advent on the world of waters. At that moment the Union Jack was hoisted at her stern by Captain Leigh, who had served under Nelson. The tide had floated into the dockyard; as the heaving of the river by the displacing of such a body of water was by the multitudes on its surface: it was, however, remarked, that in taking the plunge, the Trafalgar dipped less than usual. The actual launching of the largest ship ever built appears the simplest thing possible, and is soon over; but it is a grand sight from this very circumstance, and it is impossible not to be impressed with the skill and power that regulate the movement of such a vast body in so confined a space, without confusion or danger. Not an accident happened among the whole of the immense assemblage; and, excepting some smart showers when the launch was over, which damped the pleasure of the day, nothing untoward occurred.

The appearance of the Trafalgar as she lay alongside the Firebrand steamer, floating high on the water, was imposing from her prodigious size; but withal peculiar. She is painted in alternate streaks of drab and white, black being found to decay the timbers by absorption of heat; she is of the round-stern build, but the curve is so slight that her stern seems as flat as the front of a house; which, as it is covered with windows, and has no galleries or projections, it very much resembles. The Quaker hue of the sides, and the three-story-dwelling look of the stern, give an unwarlike and unpicturesque aspect to her hull without masts or rigging; but this innocent-looking, marine boarding house front masks a most formidable battery, the stern alone being pierced for twelve guns; which, calculating the rate of firing six times each per minute, would reply to a raking broadside with seventy-two shot in less than as many seconds. The effect of the huge mass of white, seen relieved against a dark sky in the midst of the multitude of flags of all colours, which decorated the surrounding vessels, was very striking; and to the sailor's fancy these rainbow hues might seem a halo of old glories encircling the new launched thunder-bearer of the British Navy.

The Queen, after viewing her new ship for some time, departed, and a movement of dispersion began among the immense concourse; but the numbers did not diminish for some time, as several remained, and others, who had been too late for the show, continued to arrive.

[From the Morning Herald.]

TIMBER TRADE.

The following information has been communicated by a very eminent timber broker, who being equally engaged in the sale of Foreign and Colonial wood, has no interest to bias him in favour of the supply from either quarter in preference to the other:—

"The extent of the timber trade exhibited by the enclosed statement is astonishing, and he must be a rash, rather than a bold man, who would venture lightly to disturb it, and compromise the immense interests, national as well as commercial, which depend upon it.

The colonial timber trade requires 600,000 British registry, or 1,500 ships of an average size of 400 register tons; allowing the ships

to average a voyage and a half each, it affords actual employment to 1,000 such ships of the aggregate tonnage of 400,000 register tons, and about 16,000 seamen; these are all British. The foreign timber trade requires 450,000 tons, or 1,500 ships of an average size of 300 register tons, allowing them to average two voyages and a half each. This trade affords actual yearly employment to 600 such ships of the aggregate tonnage of 180,000 register tons, and about 700 seamen, and nearly the whole of these are foreign.

"The freights paid to British shipowners in the colonial timber trade amount to two millions sterling annually, which is entirely expended in this country.

"The prime cost of the colonial timber may be estimated at about £1,500,000, which affords the principal means possessed by the colonists for paying for their imports of British manufactures.

"The necessary effect of the competition between the foreign and colonial sources of supply, is to reduce the shipping prices of both to the lowest cost of production; but notwithstanding the pressure of the colonial competition, the shipping prices of foreign goods are higher now than they were ten years ago, which is accounted for by the merchants connected with the Baltic trade by the increased cost of production.

"The professed object in altering the timber duties is two-fold—to increase the revenue and to diminish the cost to the consumer, and the attainment of these results is considered by some, of sufficient importance to compensate for the excess of the colonial timber trade, and the employment it gives to British shipping. The mode must be necessarily such a reduction from the foreign duty as shall transfer the bulk of the colonial trade to the Baltic. The average duty at present on foreign timber is 42s. 3d. per load. A reduction of 15s. per load on the foreign import would effect that object, and do all the mischief to the shipping and colonial interests which the destruction of so large a trade would be sure to inflict.

"And what would be the gain to the revenue and the consumer?

"The revenue now receives on—
579,357 loads at 42s. 3d. £1,224,696
860,703 do. at 8s. 2d. 351,275
1,440,120
£1,575,971

"Alter the deduction it might be—
1,200,000 loads at 27s. 4d. £1,635,000
240,000 do. at 8s. 2d. 98,000
£1,733,000

Difference is £157,027

"The consumer at the best would gain 7s. 6d. per load upon his foreign timber for a time, for the shippers would immediately appropriate to themselves fully half the reduction of duty. He would be deprived of the choice of goods which the present supply of the market affords him, and when the competition of the colonial trade should be destroyed, he would pay more for his foreign goods than he does now.

"It is possible that by judicious alterations in the duties on deals, &c., the revenue might

be increased, but the shippers' demand without injury to any party."

THE NEW STEAM SHIP PRINCESS ROYAL.

—This vessel which arrived here on Saturday last, on her first trip from Glasgow, forms a splendid addition to our steam coasting marine, and is in every point highly creditable to the parties to whom she belongs. She is an iron ship, of very beautiful model—furnishing, indeed, another specimen of the skill and enterprise of our northern neighbours in naval architecture and engine building. In adaptation for quick sailing, in internal elegance and general equipment, she is equal to, or rather, we should say surpasses, all her predecessors from the same port, a port long and justly famed for admirable steamers. We were positively shown through every part of the vessel, by her experienced and affable commander, Captain McArthur; and, friendly as we are to that honourable competition in ship building in other seaports, which has conducted to the celebrity of our own, we submit the following brief description, advising, however, all who are curious in such matters, to go on board and judge for themselves.

The following are the dimensions and capacity of the Princess Royal, and size, power, &c. of her engines:—

Extreme length 209 feet 6 in.
Breadth inside the paddle-boxes 28 feet.
Breadth over the paddle-boxes 46 feet.
Depth of hold 17 feet.
Admeasured tonnage 800 tons.
Engines, 2 of 190 horse power each, 380 horse power.

Diameter of cylinders 73 inches.
Stroke of engines 6 feet 3 inches.
Diameter of paddle-wheel 29 feet effective.

The vessel, and also the engines, which are vertical, were built by Messrs. Tod and McGregor, engineers, of Glasgow, and both are constructed on the most approved principles which modern science supplies. It is enough to say, in proof of their power and adequacy, that she made one of the shortest passages on her first trip, ever recorded, having frequently accomplished fifteen geographical miles an hour. She has a beautiful flush deck, forming a spacious promenade, the distance from the stern to the paddle shaft being about one hundred feet. Her stern and quarter galleries are enriched with carving, and her figure-head terminates in an allegorical heraldic shield, in the form of the nautilus shell, with an emblazoned figure in relief representing Youth.

The erections on deck, comprising in one range, the cook-house, engine-room, &c., are exteriorly ornamented with columns and arches in semi-projecture, which have a handsome architectural appearance. The companion is unique, resembling a little temple of the good old times. In the window lighting the staircase is a stained glass window, with the arms of Liverpool in the centre.

The saloon, or main cabin, is a spacious and truly splendid and admirably designed apartment. It is in the old English style of architecture, with sides of beautiful and appropriate

polished wainscot. At the stern end, which widens to the full breadth of the ship, the sofas, seats, surmounted by carved oak railings, form a semi-circle, giving the whole the appearance of a theatre. This portion may be divided when required, from the fore part by a rich crimson curtain, which has a remarkably pleasing effect. On each side of the narrower part are state rooms, splendidly fitted up with marble-topped basin-stands, and other luxurious modern appliances conducive to elegance and convenience. In the empanelled work, and within old English gilded frames, are six beautiful paintings on *papier mache*, and other embellishments, from the deservedly celebrated manufactory of Messrs. Jennings and Bettridge, of Birmingham. These paintings, the colouring of which is vivid and brilliant as that of the finest miniature, represent respectively the coronation of Her present Majesty, her marriage, the Baptism of the Princess Royal, Prince Albert and Queen Victoria watching the infant in its Cradle, the ruins at Virginia Water, the Queen and Prince riding out to Windsor, flower pieces, &c. These have called forth much admiration, and we may add, excited much astonishment. The roof is painted in delicate French white, with gilded mouldings, and ornamental grainings, pendants, and carved work, in true old English style. The furniture is of corresponding design and elegance, being all expensively fashioned, carved, and polished, in English oak. The sofas are covered with embossed velvet. There are superbly carved sideboards, oak and gold—with marble tops. The room is lighted by two oblong square deck lights, on the painted glass of which are beautiful pictures of the respective members of the royal family. There are also four side port windows, admitting of ample light and ventilation. The ladies' sitting cabin, nearer the middle of the vessel, is a fine apartment, with sofas in French silk—blue and gold colour. Here there are two other superb large pictures on *papier mache*—the falls of the Clyde and Virginia Water. The adjoining sleeping rooms are all that ease, comfort, and elegance can administer to the invention of Dr. Fleming: each berth is furnished with an aperture for the purpose, which can be regulated at pleasure, rendering the apartments at all times of an agreeable temperature.—*Liverpool Chronicle*.

[From the United Service Journal for June.]
Died, on the 6th May, 1841, at Northallerton, aged 51, while on leave of absence for the recovery of his health, Lieutenant Colonel H. Booth, K. H., 43rd Light Infantry.—We are happy to record the following just tribute to the lamented Soldier from the pen of a distinguished brother officer:—
"In affording a place in your pages for a brief tribute of respect to the memory of the late Lieutenant Colonel HENRY BOOTH, K. H. of the 43d Light Infantry, you kindly meet the wishes of several officers, who, having enjoyed the happiness of serving under his command, feel acutely his loss, and are desirous that a few words of more familiar detail than is usually found in your obituary notices may be offered to the character of that excellent soldier and man;—the well fought field of Vimiera and Corunna, the Coa, Busaco, Salamanca, Vittoria, and the many other scenes of his long and distinguished career, and his long period of service.—Colonel Booth's several commissions bear the following dates:—
Ensign, 6th March 1806.—Lieutenant, 11th June 1807.—Captain, 25th June 1812.—Major, 29th August 1822.—Lieut. Col. 29th June 1830, all in the 43d Regiment, a constancy to one corps which, together with many brilliant, sterling and amiable qualities, gained for him during the later years of his life, the well merited title of the "Father of the Regiment."

His excellent system of command, derived originally from the gallant leader of the Light Division—General Crawford—permeated the battalion throughout.—His spirit was infused into its smallest details.—The 43d Light Infantry and Colonel Booth seemed part and parcel of each other, just, generous, humane, unwarlike.—His rule was at once vigorous and lenient, and none knew better than him, if the occasion as well as the manner of applying stimulus of praise, encouragement and reward to the deserving; that much enduring and rarely commiserated, being the soldier's wife, never pleaded in vain to his charity, and it was common to see the child of the soldier, with that insight into character peculiar to infancy, hurry into the path of the Colonel, certain of receiving some little gift, caress or kindly notice at his hand. In his demeanour towards his officers, the dignity of the commandant and the suavity of the friend were happily blended, and that delicate line of demarcation between the official and the familiar was traced with rare tact and refinement;—his messmates had continually before them in Colonel Booth the perfect model of the gentleman and the man of honor. The skill, rapidity and spirit of Colonel Booth's field movements were famed throughout the army—when engaged in the science in which he delighted, the men seemed to share in his enthusiasm; his evolutions invariably displayed a portion of the earnestness of actual service, and few of those officers and soldiers lately instructed by him, but will remember the energetic manner in which he threw his skirmishers into cover,—"dash in like fox-hounds," was the favourite exclamation of the old soldier and sportsman." It is not too much to say that the most ignorant spectator of a Field-day of the 43d, would at a glance discover whether or not the battalion were wielded by the skillful and peculiar hand of the late Lieutenant Colonel.

Colonel Booth was eminently qualified by nature for the profession of which he was an ornament, with a figure of unusual stature and power, and a countenance handsome and expressive, he possessed an eye of wonderful quickness, a voice loud and cheering as a trumpet, and an eloquence and aptitude in addressing soldiers rarely equalled.
A severe illness contracted in leading the arduous advance of the 43d from New Brunswick to Lower Canada in the winter of 1837, inflicted upon his naturally vigorous constitution, a shock from which he never wholly rallied. As an officer of first rate ability, the loss of Lieutenant Colonel Booth will be generally and

severely felt in the British Army, and as a staunch and true friend and delighted companion, he will be deeply lamented by those who enjoyed his more intimate acquaintance.

ROYAL GAZETTE.

FREDERICTON, AUGUST 4, 1841.

Central Bank of New Brunswick.

WILLIAM J. BEDELL, President.

SAMUEL W. BABBET, Cashier.

Discount Days.....Tuesdays and Fridays.

Director this week.....J. G. MUNRO.

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.

Bank of British North America.

FREDERICTON BRANCH.

GEORGE TAYLOR, Manager.

Discount Days.....Wednesdays and Saturdays.

Director this week.....JOHN SIMPSON.

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.....J. WILSON.

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. WOLFFHART, President.

Committee for the present month.

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

Alms House and Work House.

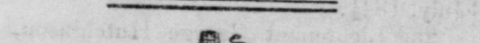
Commissioner for the week commencing to-morrow.

MOSES PICKARD.

Hartford Fire Insurance Company,

HARTFORD, CONNECTICUT.

Agent at Fredericton.—ASA COY.



By Authority.

By His Excellency Lieutenant

Colonel Sir WILLIAM MACBETH

GEORGE COLEBROOKE, K. H.,

Lieutenant Governor and Com-

mander in Chief of the Province

of New Brunswick, &c. &c. &c.

W. M. G. COLEBROOKE.

A PROCLAMATION.

WHEREAS a number of turbulent and evil disposed persons, did, on or about the first day of July, instant, and on divers subsequent days, assemble at Dalhousie and Campbelltown, in the County of Restigouche, and with Fire Arms and other weapons did there commit a riot and breach of the Peace, breaking open the common Gaol and liberating the prisoners in the execution of his duty, breaking into Stores and other Buildings, and committing violence and outrage upon the Persons and Property of various of Her Majesty's peaceable subjects; taking and carrying away divers articles of Property; with other unlawful acts; And whereas these Persons have since dispersed and secreted themselves in different parts of the said County and Province,—I do hereby command all Peace Officers and others, Her Majesty's Subjects, to aid and assist in their apprehension; and a Reward of TEN POUNDS is hereby offered for such information as may lead to the apprehension of any Person who may have acted as a ringleader in the aforesaid outrages, to be paid on the conviction of the offender.

Given under my Hand and Seal at Fredericton, the twenty eighth day of July, in the year of our Lord one thousand eight hundred and forty one, and in the fifth year of Her Majesty's Reign.

By His Excellency's Command.

WM. F. ODELL.

By His Excellency Lieutenant

Colonel Sir WILLIAM MACBETH

GEORGE COLEBROOKE, K. H.,

Lieutenant Governor and Com-

mander in Chief of the Province

of New Brunswick, &c. &c. &c.

W. M. G. COLEBROOKE.

A PROCLAMATION.

WHEREAS it has been reported to me that a number of Persons have, without any authority, from time to time taken possession of Lands reserved by the Crown for the benefit of the Indian Tribes within this Province, and have further trespassed by cutting Timber thereon; I do hereby require and command all such Persons forthwith to quit the Land that they have thus illegally occupied, and to abstain in future from cutting or removing any Timber therefrom: And all Persons who may continue to trespass on such reserved Lands will be prosecuted.

Given under my Hand and Seal at Fredericton, the twenty ninth day of July, in the year of our Lord one thousand eight hundred and forty one, and in the fifth year of Her Majesty's Reign.

By His Excellency's Command.

WM. F. ODELL.

SECRETARY'S OFFICE.

2d AUGUST, 1841.

John Wright, Esquire, and the Rev. John M'Curdy to be Chairmen of the Board of Health for the County of Northumberland in place of Francis Peabody, Esquire, resigned, and Alexander Davidson, Esquire, now residing in England.

Doctor Alexander Key and Michael Samuels, Esquire, to be additional Firewards for the Town of Chatham.

Charles Perley and Rufus S. Demill, Esquires, to be appraisers of Dutiable articles in the County of Carleton.

WM. F. ODELL.

SECRETARY'S OFFICE.

AUGUST 3, 1841.

The following List, containing the numbers of the Warrants now in the Treasury, with the names of the Persons to whom they are payable, is published for the information of all concerned:—

- No.
312. Honorable E. B. Chandler, various services,
313. Parish Schools, Harvey,
314. do. Westmorland,
315. do. Hopewell,
316. do. Sackville,
317. do. Hillsborough,
318. do. Salisbury,
319. do. Coverdale,
320. do. Moncton,
321. do. Shediac,
322. do. Dorchester,
323. Beverly Robinson, Esquire, Plate, &c.,
324. G. Hayward and A. McLean, exploration,
325. G. Hayward, Royal Road,
326. J. A. MacLachlan and G. Hayward, Bridge,
327. Honorable W. Chipman, Supreme Court,
328. Honorable E. B. Chandler, old Soldiers,
329. Rev. Anthony Gosselin, Tobique Indians,
330. William Dugan and other, Stage,
331.
332. L. B. Rainsford and J. Brown, Road,
333. Honorable Thomas C. Lee, Civil List,
334. Honorable Neville Parker, Salary,
335. Justices of Queen's, Courier,
336. Thomas Nugent, Courier,
337. Michael Tighe, Sergeant Major,
338. George J. Dibblee, Esquire, old Soldiers,
339. T. R. Wetmore, Esquire, do.,
340. James Peters, Jr. Esquire, do.,
341. T. R. Wetmore, Bears,
342. Parish Schools, Fredericton,
343. do. St. Mary's,
344. do. Douglas,
345. do. Kingsclear,
346. do. Prince William,
347. do. Queensbury,
348. do. Southampton,
349. do. Gagetown,
350. do. Wickham,
351. Treasurer of Nova Scotia, Light Houses,
352. Parish Schools, Waterborough,
353. do. Canning,
354. do. Hampstead,
355. do. Johnston,
356. J. A. MacLachlan and William Robinson, Road,
357. Nathaniel Hubbard, Floating Bridge,
358. William Morrison, Courier,
359. J. Read and H. W. Baldwin, Bridge,
360. Uri Positney, Deserter,
361. H. C. Carmichael, Esquire, Deserters,
362. Parish Schools, Chipman,
363. do. Petersville,
364. do. Richibucto,
365. do. Carleton,
366. do. Wellington,
367. do. Welford,
368. do. Dundas,
369. George Wheeler, Sergeant Major,
370. Philip White, Ferrying Mails,
371. Parish Schools, Burton,
372. do. Sheffield,
373. C. P. Wetmore, Esquire, old Soldiers,
374. C. P. Wetmore, Esquire, Bear Bounty,
375. W. E. Scovil, A. M., Grammar School,
376. Thomas W. Wood, do.,
377. Thomas Beer, Agricultural Society,
378. Courtney Kinnear, monies due him,
379. Bye Road Commissioners,
380. J. Allanshaw, Esquire, Board of Health,
381. Gilbert Williams, over expenditure,
382. James Brown, Jr., Bridge,
383. Lt. Pratt, 36th Regiment, Deserters.

HEAD QUARTERS, FREDERICTON,

2d August, 1841.

MILITIA GENERAL ORDER.

The Lieutenant Governor and Commander in Chief has been pleased to make the under-mentioned promotions and appointments:—
Saint John City Rifle Battalion.

TO BE CAPTAINS.

Lieutenant Charles Johnston, vice Tisdale, deceased, dated 28th July, 1841.

Lieutenant Barton P. Wallop, dated 29th July, 1841.

Lieutenant John C. Ward, dated 30th July, 1841.

Lieutenant Thomas Wallace, dated 31st July, 1841.

Lieutenant James Nethery, dated 1st August, 1841.

TO BE 1ST LIEUTENANTS.

2d Lieutenant, Thomas A. Sancton, vice J. Wetmore, removed from the City, dated 28th July, 1841.

2d Lieutenant, Thomas G. Tisdale, vice Somers allowed to retire with his rank, dated 29th July, 1841.

2d Lieutenant, George F. Wilmot, vice C. Johnston promoted, dated 30th July, 1841.

2d Lieutenant, James W. Peters, vice B. P. Wallop promoted, dated 31st July, 1841.

2d Lieutenant, Duncan Robertson, vice J. L. Wilmot, removed from the City, dated 1st August, 1841.

2d Lieutenant, George F. Smith, vice J. C. Ward promoted, dated 2d August, 1841.

John H. Gray, Gent., vice T. Wallace promoted, dated 3d August, 1841.

James Mackay, Gent., vice James Nethery promoted, dated 4th August, 1841.

TO BE 2d LIEUTENANTS.

Charles McLaughlin, Gent., vice T. B. Wilson, removed from the City, dated 28th July, 1841.

Daniel Mackay, Gent., vice T. A. Sancton promoted, dated 29th July, 1841.

Charles Merritt, vice J. M'Donnell, removed from the City, dated 30th July, 1841.

William H. Robinson, Jr., vice T. G. Tisdale promoted, dated 31st July, 1841.

James W. Hanford, vice G. F. Wilmot promoted, dated 1st August, 1841.

Charles Rodgers, vice J. W. Peters promoted, dated 2d August, 1841.

S. J. Samuel, vice D. Robertson promoted, dated 3d August, 1841.

Robert Shives, vice George F. Smith promoted, dated 4th August, 1841.