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H. W. W. PLANT,

Deputy Assistant Commissary General.

Commissariat, New Brunswick, }  
Fredericton, Sept. 8, 1847. }

#### SUPPLIES—MILITARY PRISON.

**SEALED TENDERS**, the rate of each article to be expressed in Sterling, will be received at the Commissariat Office in Fredericton, until 12 o'clock noon, on Tuesday the 28th instant, for the supply of the undermentioned articles, for the use of the Military Prison in Fredericton, for twelve months from the 1st day of January 1848:—

Required daily, Sundays excepted,	{	Oatmeal, . . . . .	per lb.
		Salt, . . . . .	do.
		New Milk, . . . . .	per qt.
Required for Sun- days only,	{	Barley, . . . . .	per lb.
		Onions, . . . . .	do.
		Carrots, . . . . .	do.
		Pepper, . . . . .	per oz.
		Peas, . . . . .	per qt.

All the articles to be of the best quality of their kind, to be supplied on the requisition of the Garrison Provost, in such quantities as may be from time to time required.

Payment will be made monthly, in silver money, at the Army rate, upon the production of the usual vouchers, supported by proper certificates of delivery.

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#### FIVE POUNDS REWARD.

**WHEREAS** WILLIAM TOBIN, a Prisoner confined in the Jail at Dorchester on a charge of Felony, did, on Friday night last, break out of and escape from said Jail; the above Reward will be paid for his apprehension, on his being lodged in any of Her Majesty's Jails of the Province.

The said William Tobin is a Laborer, about 30 years of age, 5 feet 10 or 11 inches in height, thin visage, light complexion, light curly hair, and when he left dressed in a blue Jacket and Trousers.

W. P. SAYRE, SHERIFF.

Dorchester, 6th September, 1847.

#### THE DIOCESAN CHURCH SOCIETY.

**T**HE next meeting of the Executive Committee of the Diocesan Church Society will be held at Fredericton, in the National School House, at 12 o'clock on Wednesday the 6th of October, 1847.

E. J. W. ROBERTS, Sec. Exec. Com.

Parsonage, Kingsclear, Sept. 13, 1847.

#### PIANO FOR SALE.

**A**N ELEGANT ROSE WOOD COTTAGE PIANO, pronounced, by the profession, to be a very superior Instrument. It is nearly new, and is the property of a young Lady in this City, where it has been well taken care of, and who would be willing to part with it at considerable less than the original cost.—The case is very handsome, and the tone particularly sweet. Apply to J. Simpson, Esq., at the Royal Gazette Office.

15th September, 1847.—3w.

*From Willmer and Smith's European Times, September 4.*

#### RESTORATION OF THE GREAT BRITAIN.

We intimated in a former number of the *European Times* that the noble Steam Ship Great Britain was very likely to be rescued from her rocky prison, and that she would once more float, with her usual grace and majesty, on the bosom of the Mersey. We have the highest gratification in saying that our expectations have been fully realized; and at the time we write, this maritime leviathan is safely berthed in one of our dry docks for the purpose of being examined and thoroughly repaired, so as to make her seaworthy—fit to cross the waters of the Atlantic, and, in her future career, astonish the world as to her powers of propulsion and her excellent qualities as a sea boat.

When the Great Britain was cast ashore, Captain Hosken, who acted as commander, did all that his ingenuity could devise to restore his noble and magnificent ship to her native element, but they proved unsuccessful. Subsequent preparations were made to refloat her, all of which were the work of time, much labour, and capital, but, as the readers of our paper are fully aware, did not succeed in effecting the desired object. For some time past Mr. Bremner, an engineer of great scientific skill, had been preparing floats and

other apparatus, by aid of which he proposed to set the ship at liberty; and in order to put his plan into operation, the spring tides, that took place in the course of last week, were selected for the purpose. The Admiralty had kindly allowed two of Her Majesty's war steamers, the Birkenhead and Scourge, to go round to Dundrum, well manned, to render all necessary assistance, and tow her off. Both steamers arrived in the Bay in the course of Tuesday, August 24th.

The stern of the Great Britain was lying seaward, and her position just as it had been for some time past. A large chain cable was drawn right round the vessel, a little above the keel, to which the comils and boxes were attached that had been used as auxiliaries for raising the ship. Four large cables were also attached to this chain, and made fast to the anchors of the Birkenhead, which lay about 400 yards to the eastward, and also to the bower anchor of the Great Britain herself.

The crew of the Scourge, and a party of marines belonging to the same vessel, were on board, and rendered important aid. Two sloops were placed on each side of the vessel, amidships, on which short logs were placed crossways, the ends of which pointed under the bilge of the vessel; on these logs shores were placed in an inclined position, and made fast to the bulwarks of the vessel, so that as the sloops were raised with the flowing of the tide, the ship was also raised.

On Wednesday, when the pumps, ten in number, had mastered the leaks, the Birkenhead, with full steam up, made an attempt to haul the Great Britain off; but in consequence of some of the beams, to which we have alluded, having given way, the attempt failed, when the ship had only been moved 16 feet. On Thursday a second attempt was made to haul her off, but it also proved unsuccessful, as she was then making more water than usual, in consequence of some holes which had been pierced in the bottom. These holes having been closed, and a large marsh pump, capable of throwing out three tons of water in a minute, being brought into operation, the grand attempt was made on Friday, when the crew of the Scourge, under Commander Coffin, and about 120 men, all under the directions of Capt. Claxton and Mr. Bremner, commenced operations in right earnest. As soon as the vessel began to rise with the tide, and attain a floating position, the men at the capstan commenced to warp her off, hauling on the anchors of the Birkenhead and on her own best bower. At half past 11 o'clock she was moved 80 fathoms, or 480 feet to seawards, and was left in a position to float at even neap tide.

When the tide receded, the whole of the bottom of the vessel visible was examined, and it was found that a number of rivets had been displaced, but that no greater injury had been sustained. The holes were all stopped, and thus the leakage of the ship was greatly diminished. When the vessel's safety was fairly placed beyond question, Captain Claxton, who is one of the best natured, kind and jolly-hearted mariners we have had the pleasure of meeting, took his stand upon the quarter deck, and called all hands aft, and proposed three cheers, and one cheer more, for the Great Britain, which was responded to with the most deafening shouts; after which three cheers were given in succession for the Queen, Prince Albert, Great Britain, Ireland, and Lady Maltedy Montgomery, of Tyrella, who had shown so much kindness to the passengers when the Great Britain went ashore. Three cheers were likewise given for Lord de Roos and Lord Roden, both of whom had been most attentive in rendering assistance. Similar compliments were paid to Captain Claxton, Mr. Bremner, Captain Fisher, of the Coast Guard, and for the Birkenhead and Scourge.

Captain Claxton also called for three cheers for Mrs. Miles, who christened the Great Britain, and they were also heartily given. We may here observe that one reason for this rejoicing, apart from the safety of the ship, was, that that was the day on which she had been launched, and christened by Mrs. Miles, in Bristol, some years ago.

From Dundrum Bay the Great Britain proceeded to Belfast Lough. It was originally intended to take her into Strangford Lough, but having encountered an intensely thick fog, the design was abandoned. The following letter, written by Captain Claxton, and addressed to Messrs. Gibbs, Bright, and Co., of Liverpool, gives the reasons for standing for Belfast:—

*"Great Britain, Belfast, August 28, 8 P. M.*

"Dear Sir,—I have the pleasure to acquaint you that last night at eleven saw the last of the Great Britain in Dundrum Bay. It was intended, after the morning's move, to postpone that of the final quitting until this morning, but the ship floating with the tide, the temptation was too strong, so the signal was made, as pre-arranged, for fifty men from Her Majesty's ships for pumping. The work required for anchor cables, warps, boxes, and their appendages, which were all cut adrift, by occupying our crew, allowed the pumps to get behind hand, and the water, which it was reputed required fewer pumps than before, speedily got ahead, and at four she was to all appearance a waterlogged ship. Fresh vigor was, however, infused, and before we got off Strangford, (where, in our state, I thought it best to go,) a thick, a most dense fog came on, and obliged us to go to Belfast, where, having kept the water under, we arrived about 4 P. M. I am now shipping labourers, and hope to be able to start to-morrow—a dry ship. Yours truly,

C. CLAXTON.

"Messrs. Gibbs, Bright, and Co."