

## COPY OF A PETITION

To His Excellency Sir EDMUND WALKER HEAD, Baronet, Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

*The Petition of the Magistrates, Merchants, and other Inhabitants of Fredericton.*

Humbly sheweth—

That your Petitioners have learned, with great satisfaction, that the Government of the United States of America have, through the Secretary of the Treasury, intimated their determination to conform to the provisions of the late Act of the British Parliament, intituled "An Act to amend the Laws in force for the encouragement of British Shipping and Navigation."

That your Petitioners have been long anxious that Fredericton should be erected into a Port of Entry, and have at different times laid before Your Excellency's predecessors the advantages which they believe would arise to them, and the inhabitants of the County of York generally, from this concession being granted.

That your Petitioners acknowledge the benefit which has accrued to them by making Fredericton a Warehousing Port; but your Petitioners most respectfully submit that these advantages will be quite inadequate to enable your Petitioners to derive the benefits which, in their opinion, will accrue to Free Ports in this portion of Her Majesty's Dominions by the operation of the Act referred to.

Your Petitioners, therefore, humbly pray that Your Excellency will be pleased to direct that the necessary steps be taken to erect Fredericton into a Port of Entry, by the establishment of the necessary Custom House Officers, and thus enable your Petitioners to participate in the advantages to which, they believe, they are entitled, in common with Her Majesty's Subjects similarly situated in other parts of Her Majesty's Dominions, on this Continent and elsewhere.

And your Petitioners, as in duty bound, will ever pray.

Secretary's Office, Fredericton, 13th Nov. 1849.

SIR,—In acknowledging the Petition of the Magistrates, Merchants, and Inhabitants of Fredericton, praying that the necessary steps may be taken to erect Fredericton into a Port of Entry, I am directed by His Excellency the Lieutenant Governor to acquaint you, for the information of the Petitioners, that their application shall receive the most careful consideration of His Excellency, and the Executive Council.

I have the honor to be, Sir,

Your most obedient servant.

J. R. PARTELOW.

John Simpson, Esquire,  
Mayor of the City of Fredericton.

Admiral Sir Edward W. C. R. Owen, G. C. B. and G. C. H., who died at his seat at Windlesham, near Bagshot, Surrey, on the 1st ult., was born at Campo Bello, New-Brunswick, the present residence of his gallant brother, Admiral the Hon. W. F. W. Owen. Sir Edward has been in the naval service for almost three quarters of a century, having served on full pay no less than fifty years of that time. As Commodore Owen, his name will be memorable for his daring exploits in the Channel against the French fleet, in the Frigate *Immortalite*. The gallant Admiral represented Sandwich in Parliament in 1826; in May, 1827, he was appointed to the office of Surveyor-General of the Ordnance, and in 1828, formed one of the Lord High Admiral's Council. From the Admiralty he was appointed Commander in Chief on the East India Station, whence he returned in October 1832, entrusted with the Command in the Mediterranean, he having attained the rank of Vice Admiral on the 10th January, 1837, with his flag successively in the Queen, 110, and Formidable, 84. Sir Edward at one period commanded the Royal Sovereign, Yacht.—*St. John Courier*.

THE SLAVE TRADE.—Her Majesty's brigantine *Dolphin*, the Hon. R. F. Boyle, commander, arrived at Portsmouth, on the 26th, from the coast of Africa, having left Sierra Leone on the 15th ult. The slave trade was as brisk as ever. The *Dolphin* has made five prizes during the time she has been on the station, mostly well freighted with slaves, of whom she has liberated 1500 in about eighteen months. The trade appears very active in the Portuguese dominions, between Benguela and Loando, off which place the *Cygnat* had captured two vessels in July last. The *Spy* brigantine has taken a small felucca, which has made two successful runs lately. The *Dolphin's* boats chased a large three-masted steam slaver, on the 20th of August, between Loando and Benguela, on the south coast, but unsuccessfully. The *Britomart* captured a fine fore-and-aft schooner off Mayumba, in July. The trade appears rather slack in the Bights of Benin, no capture having been made there lately. The chiefs at the Gallinas were going to give up 3000 slaves to Commander Dunlop, of the *Alert* sloop. The *Water Witch* had driven ashore a fine slaver, in July last,

off the Gallinas. The *Sealark* had taken an empty schooner in July, close to the place where the *Cygnat* made her prizes. The *Phoenix*, screw schooner, on her passage from England to the station, had made prize of a Portuguese schooner off the Cape Verdes, bound from Trieste to Pernambuco, on suspicion of being intended for, or engaged in, the slave trade, which has made a great stir, and is expected to lead to troublesome consequences. Commander Wodehouse sent her to the Cape of Good Hope for adjudication. The piratical slaver which beat off the boats of the *Alert*, and killed their chief officer and some of the crew, some time since, had not been captured by the *Commodore*, as has been reported from the coast by previous advices. There was not a single slave in the slave-yard at Sierra Leone, where emigrants were very much wished for.—*English paper*.

## TERRIBLE ACCIDENT ON LAKE ONTARIO.—LOSS OF LIFE.—

The Steamer *Comet* left Kingston on Saturday morning, the third instant, at 10 o'clock, A. M., with a heavy cargo of merchandize, and a few passengers. The weather was fine, but foggy, so much so, that there was considerable difficulty in making Coburg, where she landed a considerable quantity of her cargo, also at Port Hope. The latter place she left at half-past one, A. M., having waited for a considerable time for passengers and baggage; the remaining part of the voyage was proceeded with without anything worthy of observation, till the time of the unfortunate occurrence, only that the foggy state of the weather prevented the usual pressure of steam being kept up. From the inquiries we have made, great praise is due to Captain W. R. Taylor, for his assiduous and unremitting attention, in remaining upon deck during the whole night, looking out lest either a collision with another vessel or running on land might take place, he himself repeatedly heaving the lead, as the atmosphere was so densely thick that you could not see half the length of the vessel.

Approaching Gibraltar Point, about ten miles from this City, the steam being slackened, about fifteen minutes afterwards, the Engineer was surprised at an unusual escape of steam from the starboard engine. Not being able to discover the cause there, he rushed upon deck, where he was almost suffocated by the steam and ashes coming up the fire hatch; after several attempts he scrambled to the side of the hatch, and halloed out if any person was below to come up, when he got no answer, but heard mournful moanings. The Assistant Engineer, with the greatest difficulty, made his way down the ladder, when a scene presented itself to his view more easily conceived than described. One fireman, named Matthew Nolan, quite dead, who has left a widow and four children, a native of the County Wexford, in Ireland; another, named Michael Ring, dreadfully burned, a native of the Parish of Askeaton, County Limerick, unmarried, who has since died in the hospital; a third, Matthew Smith, from the County Antrim, slightly injured, not in hospital, and out of danger. The bodies being removed on deck, and the alarm having spread through the ship, there being a medical gentleman on board, Dr. A. Dougherty, he, with the greatest kindness, attended to the sufferings of the unfortunate survivors till they arrived in harbour, when an express was immediately despatched for Dr. Telfer, who gave an order for Smith and Ring to be removed to hospital. It may be here remarked, that the vessel was enabled to proceed steadily to harbor by the power of the larboard engine.

The nature of the accident has now been ascertained; it consists of a rent in the back part of the return flues, which was supposed to be lately well repaired by a competent boiler maker; in extent it is about ten to twelve inches, in breadth not exceeding three-sixteenths, and is supposed to be drawn in rivetting.

In all we have said, we are fully borne out by the verdicts of two respective juries on the bodies of the deceased, concerning the Captain and Crew in the management of the ship, as in each it was unanimously recorded the cause of death to be accidental, and that no blame could be attached to Captain, Engineer, or officers, as they all appeared to have conducted themselves upon the mournful occasion with the strictest propriety.

The above account was furnished us by one of the passengers, who was also examined at the inquest by the Coroner, in presence of the Jurors.

The verdicts rendered were "accidental death." No blame was attached to the officers or the crew.—*Quebec Gazette*, Nov. 13.

## Married,

At Saint John, on Saturday the 17th instant, at Trinity Church, by the Lord Bishop of the Diocese, the Rev. Charles Parke Bliss, A. M., Missionary of Hopewell, and fourth son of the late George P. Bliss, Esquire, Receiver General of the Province of New Brunswick, to Dorothy Anne, only daughter of C. V. Forster, Esquire, of H. M. Customs at that Port.

At Dorchester, County of Westmorland, on Tuesday evening, 13th inst., by the Rev. J. N. DeWolf, Rector, Mr. Otho R. Sayre, Merchant, to Mary S. third daughter of William Carter, Esq. Deputy Treasurer, all of that place.

At Woody-Bank Cottage, Wallace, (N. S.) on the 8th instant, by the Rev. R. Avery, William B. Oxley, Esquire, to Miss Ann Elizabeth; and Amos Botsford Chandler, Esquire, Barrister at Law, to Miss Mary, daughters of Joseph B. N. Kerr, Esquire.