

LINES

By R. D. when viewing the grave of his child. Rest in peace my dearest baby. Let naught disturb thy long repose...

MISS O'BELLYAHOUS.

VOYAGE AND DISASTERS OF THE PIQUE, ON HER LATE PASSAGE FROM QUEBEC.

His Majesty's ship the Pique, having on board his Excellency Lord Aylmer, ex-Governor of the Canadas, and the Officers of his Staff, left Quebec for England on the 17th of September in the past year, and aided by a light air, and the current of the river, the city was soon lost sight of.

For the information of those who may chance to be unacquainted with the geography of this part of the coast of North America, let it be said that the Straits form a channel between the south shore of Labrador and the north coast of Newfoundland...

The breeze on Tuesday the 22d was fresh and fair, the weather moderately clear, and before sunset the land was seen, and ascertained to be the island of St. John's, in a bay of the same name, on the Newfoundland shore...

out men forward, and the Captain and Master on the gangway. The helm was put a-port, but too late, and the ship struck hard, going at the time about eight knots.

At eleven, although there was not a heavy sea up, yet things wore a most unpromising aspect; the "masts were nodding to their fall," and it seemed impossible the ship could long sustain the tremendous shocks she was momentarily receiving...

All this time there was no confusion, no disorganization; the voice of the Captain was alone heard, and promptly obeyed. One hundred tons of water were started and pumped out, and the starboard after guns and shot thrown overboard...

The situation of the Pique had now become serious; the wind was freshening, the leaks increasing, all efforts to get her off as yet unavailing, and she seemed held together by a miracle. How anxiously did the crew wish for the morning!

It was now apparent that the tide had made a flood; the kegs were carried out broad on the starboard bow S. E. by S. the small bower anchor suspended to the launch, the cable buoyed up by the remaining boats capable of bearing its weight...

* On the land west of the entrance of Forteau Bay.

was found to be made per hour, and with the exception of the leak, and a slight obstruction to the motion of the rudder, the Pique appeared to have miraculously resisted her eleven hours beating on the rocks.

On the 24th she was under weigh at day light, the straits were cleared, and a course shaped for England; breeze strong and fair. On the 25th the leaks increased to two feet per hour.

On Sunday the 27th, there was an increase in the leaks. To remedy this, if possible, by improving the ship's trim, and thereby rendering her less uneasy, the water was pumped from the fore into the main hold.

The Pique was now in no pleasant predicament; a run of 1500 miles before her, without a rudder—making two feet of water an hour—the equinoctial gales in all their Atlantic fury hourly to be looked for, over and above her crippled mast!

At this time a brig hove in sight. Guns were fired, and signals of distress exhibited forward and aft; but, whether from accident or design, the strange sail made all sail, and left the Pique to her fate.

A new rudder, or, more properly speaking, a substitute for one, was immediately commenced; a rude, undigested contrivance, to which the night was devoted by the carpenter and his crew.

The 28th found the ship's leaks not increased, the steering contrivance complete, and it was accordingly shipped in the evening. Before noon another brig had been seen, to whom signals of distress were shown, and which was boarded, not for any assistance supposed capable to be rendered by a foreign merchant vessel of 200 tons or less, but with the hope of being able to secure the safety of Lord and Lady Aylmer, and others, the passengers.

On the 29th the temporary rudder, that had been loaded with a caronade, and sundry pigs of ballast, in order to induce it to submerge, but which it contumaciously resisted, owing to the ship having fresh way, was cut away, and little regretted.

Since the 24th, the officers, passengers, and ship's company had been sufficiently uncomfortable. The Pique's main-deck was of oak, within the traverse of the guns, (that part of the deck had been leaky since her first cruise), and now with a flood of water poured on it from Massey's splendid pumps, with the scuppers small, and, like angels' visits, "few and far between," the lower-deck became uninhabitable, although uninhabited.

The morning of the 30th was ushered in by a heavy gale from the northward. An attempt was made to steer the ship by veering a cable out abaft. The barometer fell, and the wind and sea increased at noon. The ship had got near the wind, and the day was passed in vain efforts to place her head the right way: these proving unsuccessful, she was laid to for the night, during which the leaks increased to thirty inches, and, to make her easier, the top-gallant masts were sent on deck the best bower cut away, two main deck guns thrown overboard (making twenty-six), and all the weight cleared out from forward.

Thursday, the 1st of October.—Weather more favourable; ship's head still W. and N. No chance of reaching England by that course. Pakenham's rudder, on which the carpenter had been employed since the failure of the predecessor, was complete; but the sea ran too high to attempt fixing it.

A brig was seen standing towards the ship; on her nearing, the weather having moderated, a boat was lowered, and a hawser sent on board her, which parted in an attempt to wear the ship by it. She was, however, worn round at

length, by sending the ship's company aft. The friendly-disposed brig proved to be the Suffren, of St. Malo, from Cape Rouge in the Straits of Belleisle, in ballast, having on board men employed in the cod fishery carried on by the French on the coasts of British America, to the injury of the commerce of the mother country.

On the 2nd, 3d, 4th, and 5th, the ship was steered by the sails, assisted by the cable astern, and had to run so far as to be within 500 miles of the Scilly Islands. On the morning of the 6th, when the wind being light, and so far to the eastward as to be foul, Pakenham's rudder was shipped, and found to answer.

On the night of the 9th, and morning of the 10th, when the temporary rudder was carried away, the ship came to the wind with her head to the westward. There was great room for anxiety at this time. The land not far distant,—ship unmanageable,—and no reliance to be placed on the chronometers, after the severe shaking they had experienced. At two P. M., the gale had moderated, and she was kept on her course as the best she might.

It became a subject of discussion between the partizans and admirers of the present surveyor's ships and his opponents, what share the peculiarity of the Pique's construction had in her misfortunes and preservation. There wanted not some of the former, who asserted that the Pique would have bilged had she been as full bodied as those of the ancient regime. It is probable she might; but surely, taking the ground well was not the object contemplated by her talented constructor when he built her fine.

If an opinion might be ventured by the narrator, two individuals have a share in the merit of a construction that enabled the Pique to endure eleven hours and a half incessant beating—the method of filling and caulking the floors, introduced by Sir R. Seppings, and the admirable larboard streak of Mr. Lang. That she did not lose her masts, was owing to the breadth of beam and consequent support, aided by the newly-introduced four strand rigging: Massey's patent pump must not be omitted where praise is due: sixteen men in a quarter of an hour, at intervals of an hour, could keep the ship free. The Pique's admirable qualities as a sea-boat were never more apparent than during the stormy passage home. That a portion of her extraordinary power of keeping to windward was lost, will not be wondered at, when it is considered that from ten feet below the water mark on the stern right aft the keel gripe, nay, portions of the larboard streak and dead wood, all were gone.

Little more remains to be said. To the admirable coolness and decision of Captain Rous and the discipline displayed by his officers and ship's company ample testimony has been paid by competent judges; nor must it be omitted that among the passengers, even those of a softer sex confronted terror without shrinking, and bore hardship without repining.

MURDERERS' EXECUTION BILL.—Errors in Criminal Trials.—The wisdom and sound policy of the New Act of Parliament, giving to Convicted Murderers a respite of 14 days, instead of only 48 hours, before execution, has received remarkable confirmation. Two men of the names of Oliver, alias Barkingham Joe, and Edward Galley, alias Turpin, were found guilty, at the recent assizes at Exeter, of the murder and robbery of Mr. May, a Devonshire farmer, as he was returning home from a cattle market. The evidence against both prisoners seemed to be conclusive, and no one in Court appeared to have the least doubt of their guilt. When the verdict was pronounced, however,

Oliver acknowledged his guilt, but protested, in the most solemn manner, that Galley was not with him at the time of the murder, but another man, and on the truth of this assertion, Galley also vehemently insisted. Under the old law both prisoners would have been launched into eternity before the requisite inquiries could have been made; but it now seems probable that Galley was not the man. Oliver was executed on Friday week, acknowledging the justice of his fate, but died protesting the innocence of Galley. We now record other remarkable errors in modern criminal jurisprudence. Five highway men, all Irishmen, and forming a separate gang, of the names of Curtis, Patrick, Mulholland, and Edward and Owen M'Donald, were convicted at the Shrewsbury Assizes of a desperate highway robbery. Four of the culprits were left for execution, but Mulholland, who had made a confession of the crimes of himself and his associates previous to his trial, has been reprieved. As a proof of the extent to which the gang had carried their predatory crimes, the highway robberies which they have confessed amount to no fewer than twenty five in the last three years. Two of these convicts, Edward and Owen M'Donnell, have also confessed that they were the persons who robbed the Messrs. Royds, on the highway, near Liverpool, on the 2d of April last, and solemnly declare, that a man named Eastwood and two others, who have been tried and convicted of that robbery, are all innocent. The case of Eastwood is most singular, for he was tried with others, last year, and convicted of robbing Dr. Taylor, for which crime he was sentenced to transportation for life; but his innocence, and that of his fellow convicts, was afterwards proved, and they all received his Majesty's pardon. It will thus be seen that a mistake in the identity of Eastwood has been made twice, which had he been convicted of murder under the old law, that limited the life of the malefactor in forty eight hours only after condemnation, would have undoubtedly led to the execution of an innocent man, the very contemplation of which is sufficient to shock human nature. Thus the case of Eastwood presents the singular circumstance, unparalleled in the annals of criminal jurisprudence,—of the same man having been twice convicted of a capital offence twice sentenced to transportation for life, and twice pardoned, he being innocent of both the crimes laid to his charge.

FRENCH LANGUAGE.

M. C. THOMASSIN in returning thanks to the Ladies and Gentlemen of Fredericton, for the liberal patronage that he has obtained since his arrival in this town, informs them that as it is his intention to return the next summer to the United States, where he has resided for the term of eight years, the persons who wish to become masters of a language esteemed so necessary by the lovers of an accomplished Education, will apply to him immediately. The terms of tuition will be £2 per quarter.

Mr. T. during the different abodes that he has made in Paris, has attended at the Normal School a course of mutual instruction (Lancastrian method); his intention is to adopt this system for an Evening School, which will commence the 15th inst., by which he guarantees that in one quarter his Scholars will possess the knowledge of an exact pronunciation of the rules of grammar, and will be able also to translate this language very easily. The days of tuition will be Mondays, Wednesdays and Fridays.

This School being independent of his private Lessons, finding that he can receive a great number of Scholars together, by this method, the charge will be consequently very moderate. The Gentlemen who desire to avail themselves of this opportunity will leave their names at the Office of Messrs Wilmot & Kerr, before the time of commencement. Fredericton, October 4, 1836. 2w.

THE ROYAL GAZETTE.

TERMS—16s. per Annum, exclusive of Postage.

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