(FOR THE ROYAL GAZETTE.)

LINES By R. D. when viewing the grave of his child. Rest in peace my dearest baby. Let naught disturb thy long repose, Although grim death so low hast laid thee, Yet thou art free'd from all thy woes.

No more by nervous lits distracted, No more cold water humbly crave, The dies on earth how soon protracted, How soon thou fill'st a lonely grave,

While I survey thy lonely dwelling, Which now contains what I held dear, Touch'd by a strong paternal feeling, My eyes send forth the briny tear.

Yet something whispers consolation : "Dry up those tears nor make such moan, The cause of the sad lamentation, Is seraph wing'd before the throne.

Could you behold your child in glory, Cloth'd in white, with golden lyre, Repeating loud redemption's story, In stra ns of pure angelic fire.

Could you behold the blissful regions, Where he for ver is to dwell, In concert with the heavenly legions, Praising the Great Emmanuel.

No more you'd mourn his quick departure, From this sad world of grief and sin, But would rejoice, forever after, That he to rest has enter'd in.

With patience wait a little longer, Your trials here will soon be o'er, Let faith and love be wax ng stronger, And soon you limeet to part no more." St. Mary's, 18th October, 1836.

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

His Majesty's ship the Pique, havwas made through all the intricactes of spit apparently parallel to the ship. the navigation, and on the 19th the ship was off the Gaspe shore in a dead calm. On the 20th the wind freshened up from the southward and westward with the usual accompaniment of log. On the following day, the 21st, the weather cleared, that is to say, comparatively there might have been an horizen of five or six miles, something not frequent in the Gulf of St Lawrence. Captain Rous, forseeing that there would be difficulty in weathering Cape Ray, the south west extremity of the Island of Newfoundland, determined, after mature deliberation, on making the passage through the Straits of Belleisle, and the ship's course was accordingly altered. The Pique on the passage out had made a dead heat through this little frequented Stratt, and sufficient knowledge of the features of the coast had been acquired, during the operation, to cause a feeling of satisfaction to prevail when it was known, that instead of contending with the heavy seas and boisterous winds of the south and west of Newfoundland these on board were about to renew their acquaintance with a familiar channel.

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 Newloundland; the western extremity, or that which communicate with the Gulf of St. Lawrence, at its narrowest part does not exceed twelve miles in width; the eastern, or Alantic mouth, is much wider. Commander Bayfield has recently surveyed this channel, and much interesting information to mariners may be expected, when the result of his scientific labours shall

be made public.

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 hav of the same a heavy strain hove. A little after name, on the Newfoundland store at the western entrance of the straight, shoals and rocky islets ite scattered in dangerous profusion, the course was altered, and the Labrador shore neared. At this time it was discoverable that the fog was rising fast astern in a heavy windward, and at ten the ship was compenetrate, although half an hour before a practised person might have discerned land at a distance of two miles. No one who has not had personal experience of these shores can form an idea bles were promptly cut, and, at eleven, of the density, the absolute tangibility of a real Newfoundland particular fog. The wind was moderate, sail was shortened, and preparations for sounding were making, when a little before half past ten, breakers under the bow were. * On the land west of the entrance of Forsimultaneously discovered by the look teau Bay.

her head having swung to the north- bealing on the rocks. fathoms ouside the ship.

tarily receiving; and yet; with the step itself was loose. masts buckling and writhing at every ed their duty and circumstances of infi- beneficial. The ship, with a press of ship unmanageable, and no reliance prieved. As a proof of the extent to nate peril.

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 boats were hoisted out, and the stream anchor laid out shead. a little on the starboard bow; on this a heavy strain was hove without effect. Various were the conjectures as to what part of the coast the ship was on; the general opinion was, that she had struck on either Green Island or Isle au Bois, ing on board his Excellency Lord Avi- two small islands on the gorge of the mer, ex-Governor of the Canadas, to straight, near the Labrador shore, but gether with Lady Avimer, and the Offi- so thick was the haze that nothing elu. cers of his Staff, left Quebec for Eng | cidative of her position could be discernland on the 17th of September in the ed, save an indistinct line on which the past year, and aided by a light air, and breakers were fretting. At midnight, the current of the river, the city was however, the sky cleared, and the land soon lost sight of. An excellent run was made out rising out over a rocky to her fate.

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 crew. seemed held together by a miracle. How anxiously did the crew wish for the morning! Proceeded by a brilliant aurora borealis, day at length dawned, and the ship was found to have struck on a low talus of loose granitic blocks, beyond which the land rose moderately high, and thickly set with dwarf pines. it was evident the lives of those on board might be saved, did the wind not increase to a gale; but when landed what was to become of nearly 300 persons on that inhospitable coast, where winter reigns undisturbed for one half the year; where, on the passage out in the month of August, the snow lay un. dissolved in the mountain hollows, wi hout food, without fuel, without shelter. without raiment, the autumn considerably advanced; and should the boats be stave, no possible chance of escape; This was the dark side of the pictore On the other could be perceived the chance of saving the provisions of the ship, equal, with care, to four months' economical distribution. The probabi lity of finding some sort of protection from the weather under the sheds erected by the cod fishers for the salting and curing their fish, which, assisted by the sails and materials saved from the wreck, might be converted into habitations capable of resisting the cold of winter. The dwarf pine would supply fuel: and moreover it was not so late in the year as to make it probable that the fish. ing chaloupes had abandoned the coast. It was now apparent that the tide had made a flood; the kedge was 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, and the whole warped out to the kedge to the extent of 100 lathoms, with infinite difficulty and exertion, and seven the wind got slight hold of the and in order to bring the ship clear of land; the fore sail was set. At eight the Newfoundland coast, along which. Capt. Roos sent the ship's company down to breaklast. At half past eight the ship grounded a head a few feet, and struggled to free herself of the rocks striking with a violence that was apparent must bilge her ere long. The hands were turned up, and by dint of bank, extending along the horizon to heaving, trimming her with the men on the bowsprit, and pitching over the two ciely shrouded in a mist no eye could after laboard quarter deck guns, she-(to use the well chosen expression of the official letter) -" wormed herself out from her bed of rocks" at a quarter past nine. The stream and bower cathe ship was anchored in a commodious bay, named Ance au Loup, about 12 miles eastwerd of the spot where she struck * Seventeen inches of water

unfortunately took her, the head sails day light, the straits were cleared, and ca, to the injury of the commerce of the launched into eternity before the refilled, and she ran on again, broadside a course shaped for England; breeze mother country. to the shore, striking fearfully; a boat strong and fair. On the 25th the leaks On the 2nd, 3d, 4th, and 5th, the but it now seems probable that Galler was lowered, and the Master went increased to two feet per hour. One ship was steered by the sails, assisted was not the man. Oliver was executed sounding, who found from four to five was in the junk room, under the gun- by the cable astern, and had to run so on Friday week, acknowledging the ner's store-room, and some attempts far as to be within 500 miles of the justice of his fate, but died protesting heavy sea up, yet things were a most were found driven up a foot or more; 6th, when the wind being light, and so record other remarkable errors in mounpromising aspect; the "masts were several ice bergs were seen. 26th. far to the eastward as to be foul, Pa- dern criminal jurisprudence. Fire nodding to their fall," and it seemed The wind still fair, with a heavy N. kenham's rudder was shipped, and highway men, all I rishmen, and forming impossible the ship could long sustain W. swell. The foremast was discover. found to answer. On the 8th the wind a desparate gang, of the names of Cur. the tremendous shocks she was momen- ed to work in the step, or rather, the came from the N. W., and gradually tie, Patrick, Mulholand, and Edward

blow, the top-gallant and royal yards, crease in the leaks. To remedy this, of the 10th, when the temporary rudder rate highway robbery. Four of the with their masts, were sent down and if possible, by improving the ship's trim, was carried away, the ship came to the culprits were left for execution, but struck with a coolness and presence of and thereby rendering her less uneasy, wind with her head to the westward. Mulholland, who had made a confession mind that reflects the highest credit on the water was pumped from the fore Thore was great room for anxiety at of the crimes of himself and his associthe officers and men aloft, who perform into the main hold. The result was this time. The land not far distant, ates previous to his triel, has been recanvass, was making rapid way through to be placed on the chronometers, after which the gang had carried their prethe water, when, between two and the severe shaking they had experienc- datory crimes, the highway robberies three P. M., the rudder-no doubt pre- ed. At two P. M., the gale had mode- which they have confessed amount to viously injured -broke short off at the rated, and she was kept on her course no fewer than twenty five in the last head, towed a stern a few seconds, and as the best she might. Conscious, by three years. Two of these convicts, then parted. The ship came right up observation and dead rekoning, even Edward and Owen M'Donnell, bave to the wind, -a severe trial for the tot supposing the chronometers in error, also confessed that they were the pertering foremast. Sail was, however, that the Scilly Islands were to be pas- sons who robbed the Messrs. Royds. shortened without any injury having sed, the night of the 10th was anxious- on the highway, near Liverpool, on the been sustained.

predicament; a run of 1500 miles be- and observation showed the ship to be others, who have been tried and convictfeet of water an hour-the equinoctial past seven P. It the Caskets light was The case of Eastwood is most singular, gales in all their Atlantic fury hourly to seen, and at eight the ship was anchor- for he was tried with others, last year, be looked for, over and above her crip- ed off the island of Guernsey, in forty- and convicted of robbing Dr. Taylor.

Guns were fired, and signals of distress two P. M., with a slant of wind, she got cence, and that of his fellow convicts, exhibited forward and aft; but, whe | under weigh, and anchored at St. He- | was afterwards proved, and they all rether from secident or design, the strange len's on the morning of the 13th, hav- caived his Majesty's pardon. It will sail made all sail, and left the Pique ing run 1500 miles without a rudder! | thus be seen that a mistake in the iden-

speaking, a substitute for one, was im- the present surveyor's ships and his under the old law, that limited the life mediately commenced; a rude, undi- opponents, what share the peculiarity of the malefactor in forty eight hours gested contrivance, to which the night of the Pique's construction had in her only after condemnation, would have was devoted by the carpenter and his misfortunes and preservation. There undoubtedly led to the execution of an

ject was abandoned.

that had been loaded with a carronade. that enabled the Pique to endure eleand sundry pigs of ballast, in order to ven hours and a half incessant beating induce it to summerge, but which it con- ; -the method of filling and caulking the tun aciously resisted, owing to the ship floors, introduced by Sir R. Seppings, having fresh way, was cut away, and and the admirable larboard streak of little regretted. By dint of perpetual Mr. Lang. That she did not lose her attention and skillul seamanship, the masts, was owing to the breadth ship was kept near her course by the beam and consequent support, aided by

had been leaky since her first cruise.) sea-boat were never more apparent on it from Massey's splendid pumps, That a portion of her extraordinary the charge will be consequently very moderate. the lower-deck became uninhabitable, sidered that from ten feet below the

although inhabited. top-gallant masts were sent on deck. out from forward.

out men forward, and the Captain and was found to be made per hour, and length, by sending the ship's company Oliver acknowledged his guilt, but pro-Master on the gangway. The helm with the exception of the leak, and a aft. The friendly-disposed brig proved tested, in the most solemn manner, that Master on the gangway. The helm with the exception of the to be the Suff ien, of St Maloe, from Galley was not with him at the time of was put a-port, but too late, and the slight obstruction to the motion of the los Struction to the slight obstruction to the slip slight obstruction to the slight obstruction to the slight obst ship struck hard, going at the time a- rudder, the Pique appeared to have mi- Cape Rouge in the Straits of Bellevisle, the murder, but another man, and on bout eight knots. After a short space, raculously resisted her eleven hours in ballast, haring on board men employ- the truth of this assertion, Galley also ed in the cod fishery carried on by the vehemently insisted. Under the old ward, she was backed off, but the tide On the 24 h she was under weigh at French on the coasts of British Ameri law both prisoners would have been

increased to a storm.

fore her, without a rudder - making two in the latitude of Guernsey. At half- ed of that robbery, are all innocent.

increased, the steerage contrivance had she been as full bodied as those of nature. Thus the case of Eastwood complete, and it was accordingly ship. the ancient regime. It is probable she presents the singular circumstance, unped in the evening. Before coon ano- might; but surely, taking the ground paralleled in the annals of criminal juther brig had been seen, to whom sig | well was not the object contemplated risprudence, -of the same man having nals of distress were shown, and which by her talented constructor when he been twice convicted of a capital offence was boarded, not for any assistance sup- built her fine. Others, with more of twice sentenced to transportation for posed capable to be rendered by a fo malice than ingenuity, argued—if ar- life, and twice pardoned, he being innoreign merchant vessel of 200 tons or gument it could be named—that the cent of both the crimes laid to his charge, less, but with the hope of being able to Pique ran on the rocks because - besecure the safety of Lord and Lady cause what? - because Captain Sy-Avlmer, and others, the passengers monds built her! "Did not," said TR. C. THOMASSIN in returning thanks The stranger proved to be himself in a they, "the Snake go on shore? have IVE to the Ladies and Gentlemen of Fresorry condition, -old and leaky, bound not Cleopatra and Pique both been on deriction, for the liberal patronage that he has to Marseilles, and resolute in not alter- shore? and who built them?" ing his course for England. The pro-

gers, and ship's company had been suf | be omitted where praise is due: sixteen ficiently uncomfortable. The Pique's men in a quarter of an hour, at intervals translate this language very easily. The days main-deck was of oak, within the tra. of an hour, could keep the ship free, of tuition will be Mondays, Wednesdays and verse of the guns, (that part of the deck The Pique's admirable qualities as a Fridays. and now with a flood of water poured than during the stormy passage home with the scuppers small, and, like an- power of keeping to windward was lost, gels' vi-its, "few and far between," will not be wondered at, when it is con- selves of this opportunity will leave their names

The morning of the 30th was usher- keel gripe, nay, portions of the larboard ed in by a heavy gale from the north streak and dead wood, all were gone. ward. An attempt was made to steer Little more remains to be said. To the ship by veering a cable out abast, the admirable coolness and decision of The barometer fell, and the wind and Captain Rous and the discipline dissea increased at noon. The ship had played by his officers and ship's comgot near the wind, and the day was pany ample testimony has been paid by passed in vain efforts to place her head competent judges; nor must it be omitt the right way: these proving unsuccess, ed that among the passengers, even ful, she was laid to for the night, dura those of a softer sex confronted terror ing which the leaks increased to thirty without shrinking, and bore hardship companied with Cash and the Insertions inches, and, to make her easier, the without repining. the best bower cut away, two main | MURDERERS' EXECUTION BILL -Erdeck guns thrown overboard (making rors in Criminal Trials - The wisdom) twenty-six), and all the weight cleared and sound policy of the New Act of

ship; on her nearing, the weather have a cattle market. The evidence against ing moderated, a boat was lowered, and both prisoners seemed to be conclusive. Woodstock, and a hawser sent on board her, which part- and no one in Court appered to have NORTHAMPTON, ed in an attempt to wear the ship by it. the least doubt of their guilt. When SHEFFIELD, She was, however, wore round at the verdict was pronounced, however.

On Sunday the 27th, there was an in. On the night of the 9th, and morning at the Shrewsbury Assizes of a despely spent by all who knew the danger. 2d of April last, and solemnly declare. The Pique was now in no pleasant It blew fresh from the N on the 11th, that a man named Eastwood and two one fathoms water, where she rods out for which crime he was sentenced to At this time a brig hove in sight. the night. The next day, the 12th, at transportation for hife; but his inno.

A new rudder, or, more properly tween the partizans and admirers of which had he been convicted of murder wanted not some of the former, who as- innocent man, the very contemplation The 28th found the ship's leaks not serted that the Pique would have bilged of which is sufficient to shock human

If an opinion might be ventured by the narrator, two individuals have a On the 29th the temporary rudder, share in the merit of a construction the newly-introduced four strand rig-Since the 24th, the officers, passen- ging. Massey's patent pump must not water mark on the stern right aft the

Parliament, giving to Convicted Mur SAINT ANDREWS, Thursday, the 1st of October .- ders a respite of 14 days, instead of Dorchester, Weather more favourable; ship's head only 48 hours, before execution, has SALISBURY, still W. and N No chance of reaching received remarkable confirmation. Two Kingston, England by that course. Pakenham's men of the names of Oliver, alias Buck- HAMPTON, rudder, on which the carpenter had ingham Joe, and Edward Gallev, alies Gagerows, been employed since the failure of it. Turpin, were found guilty, at the recent Sussex VALE, predecessor, was complete; but the asszes at Exeter, of the murder and Kenz, sea ran too high to attempt fixing it. robbery of Mr. May, a Devoushire A brig was seen standing towards the larmer, as he was returning home from

quivite inquiries could have been made: and Owen M'Donald, were convicted It became a subject of discussion be- tity of Eastwood has been made twice,

FRENCH LANGUAGE.

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 Normale School a course of mutual instruction (Lancastrian method); his intention is to adopt this system for an Evening School, which will commence the 15th instant, by which he guarantees that in one quarter his Scholars will possess the knowledge of an exact pronunciation of the rul s of grammar, and will be able also to

This School being independent of his private Lessons, finding that he can receive a great number of Scholars together, by this method,

The Gentlemen who desire to avail themat the Office of Messrs Wilmot & Kerr, before the time of commencement. Fredericton, October 4, 1836.

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