

THE LATE ASCENT OF THE DUKE OF BRUNSWICK AND MRS. GRAHAM.

*Melancholy accident to the latter, and loss
of the Balloon.*

In consequence of the announcement in the bills that Mrs. Graham would return to the Flora Gardens after her descent on Tuesday evening, a considerable number of persons remained there until a late hour awaiting her arrival, which not having taken place at 12 o'clock, great fears were entertained for the safety of the intrepid aeronauts, which we regret to state have proved too true as far as concerns Mrs. Graham, the lady having sustained severe injuries in her descent, which took place in the neighbourhood of Brentwood, Essex, about 5 o'clock.

Without entering into the numerous reports afloat respecting the unfortunate accident, we proceed to give the following copy of a letter addressed by the Duke of Brunswick to Captain Currie (with which we have been kindly favored by that gentleman), which contains the only authentic particulars known:—

"Converse Farm, near Bentwood.

"9 o'clock p. m. Aug. 22.

"My dear Captain,—Uncertain whether you have or not followed our balloon with Mr. Graham, as you intended, I address these lines to your house, containing an exact account of what has happened.

"After ascending a considerable height, it appeared to me as if the balloon suddenly became motionless, neither ascending nor descending, and on my inquiring the reason of Mrs. Graham, she replied, that when she ascended, with a person who had never before been with a balloon, she did not like going too high for fear the effect would be disagreeable to them. I answered her, that I felt no unpleasant effect whatsoever from the altitude we had attained, and that I wished to get out of sight of the earth altogether. Mrs. Graham upon this threw out a considerable quantity of ballast, and we then ascended to so high a point as completely to lose sight of *terra firma*; for although I kept my telescope constantly to my eye, I could perceive no trace of it. I then remarked to Mrs. Graham, that the position in which we then were was much more agreeable to me than when the earth was visible, the car having the appearance of floating on the clouds, similar to a vessel on the sea. Mrs. Graham at that moment drew my attention to a most beautiful appearance in the clouds, which by the refraction of the sun's rays gave a perfect reflection of the balloon and the car, with ourselves, adding, that such a phenomenon was most extraordinary, and very seldom witnessed. Much to my disappointment, we soon regained sight of the earth, when I again expressed a desire to ascend higher; but Mrs. Graham said she was afraid we had not sufficient ascending power to do so that day. She then discharged some ballast from the safety-bag, but rather declined to accede to my request to discharge all its contents which rendered its effects very slight, as we remained nearly in equilibrium. Mrs. Graham, at my request, then explained to me the management of the valve of the balloon. Shortly afterwards, I asked her if my raising on my seat to take off my great coat would disturb the balance of the car, and upon her assuring me it would not, I did so, feeling it very warm.

"From that moment, in my opinion, we commenced our descent, although Mrs. Graham thought the contrary, but she was convinced of her error by paper being thrown out. At this period Mrs. Graham asked me if I did not feel considerable pain in my ears, and upon my assuring her of the contrary, she said I was possessed of very strong nerves. I, however, soon experienced it to a very severe degree.

"The balloon at this moment commenced twirling round like a top, in its continued descent, when Mrs. Graham asked me if it was disagreeable, saying it was occasioned by our having entered a different current of air. I replied that I did not much admire it, but that I felt no giddiness from it. Mrs. Graham then through out the grapple on one side, and the safe-bag on the other, the rope of which latter was so short that it kept dangling about half a yard down the car, a circumstance which appeared much to disquiet her. She then asked whether it would make me giddy to look down from the car and observe what the grappling iron was doing. I immediately did so, and replied it had no effect on me. She next inquired if I remembered her informing me the balloon could be converted into a parachute, and requested me to observe it was then in that state. I then saw her mount upon her seat and lay hold of the ropes which fastened the car to the balloon. She desired me to do the same, observing we were coming down rather faster than she wished. I followed her advice, although deliberately observing that we were at a great distance from the earth that I could not yet distinguish one object from another, but I had scarcely put myself in the position required when I felt the car strike with the utmost violence on the ground and overturn, the balloon itself touching the earth, and dragging us about 30 yards, until it rose again. By the violence of the shock I was thrown headforemost out of the car at the height of about 18 feet, but I contrived to fall upon my head, and escape uninjured. Having gained my feet, I had the great grief to see Mrs. Graham fall from the car from a much higher distance than I had fallen; and from the apparently lifeless manner in which she lay I was at first fearful she was killed. I immediately proceeded to her, and found she had fallen on her head, and was quite insensible. Mr. Amor, the farmer on whose grounds we had fallen, with a number of his people, soon came to my assistance, when the unfortunate lady was conveyed to the residence of that gentleman, Converse Farm, in the parish of Biddlinghurst, near the town of Brentwood, Essex,

where she still remains. I instantly desired medical assistance might be sent for, and she was soon attended upon by Mr. Barlow, a surgeon of the neighbourhood, whose opinion at this moment is that there is a serious concussion of the brain, and injury within the abdomen, but, notwithstanding her great danger, he does not despair of her life. Since about 5 o'clock, when the fall took place, until now I have been staying beside her, and it is only within half an hour that she appears commencing the recovery of her senses. I wish you would inform Mr. Graham from me how distressed I am at what has happened, and should he not have heard of the accident, I must beg of you to prepare him by degrees for this sorrowful event.

"The balloon, with my great-coat, hat, telescope, &c. is gone I know not where; I saw it rise to a great height after Mrs. Graham had taken from the car.

"Receive, my dear Captain, the assurance of my regard, &c.

"Duke of BRUNSWICK.

"Captain Currie, Cambridge-terrace."

The inhabitants of Manchester have determined to erect, on the site of the present Exchange-buildings, a spacious Exchange-room, a news-room, Lodges-room, Post-office, a room for the accommodation of the Chamber of Commerce, a room for public meetings, a room for public sales, brokers' offices and chambers, and a library, and also apartments for such other purposes as may be considered advantageous to the public.

At the Cambridge assizes, two men tried for sheep stealing were acquitted, on the ground that the animals in question were hoggels (two year old ewes) not mentioned in the statute.

GRENADA.

From the Saint George's Chronical October 1, 1836.

Since our last publication, the Africans, whose arrival we then announced, have begun already to exhibit a considerable improved appearance; they seem, in general, to be in a pretty good state of health, one female only having died since their landing, and she was in an advanced state of disease at the time of capture; they also seem to enjoy a high flow of animal spirits, the natural consequence of their fortunate change of destination, a circumstance which they have been taught clearly to comprehend. Forty of them have already augmented the ranks of the West India Regiment, and it will be perceived, by reference to advertisement, published in our front page, that Guardians have been appointed for the remainder by the Court of Chancery. We have personally visited the "Negriha," and find her to be altogether a vessel of very inferior description to be employed in a trade so hazardous—the space allotted for the reception of her cargo of human flesh, affords an area not exceeding 1600 superficial feet, or not quite five feet for each individual; the height from this area to the deck is barely two feet, and when to this limited space we add that no access could be had to the deck during the night, but that the accumulated filth of so numerous a body of people was daily washed into the vessel's hold, some idea may be formed of the effluvia thence generated; how a voyage across the Atlantic, under the scorching rays of a vertical sun by day, and so confined by night, could be performed with so trifling a loss of life, appears to us to be little less than miraculous.

"Another—and another still succeeds."

Scarcely had the ink ceased to flow from our pen, when, on Thursday morning, we descried in the distant offing three sail of vessels; the flag at the main-royal-mast-head of the larger, announced her to be His Majesty's Ship "Vestal," and that her cruise, on which she sailed on the 24th, in pursuit of a suspicious vessel, had resulted in the capture, not of one, but two other slaves, and the discharge of eight guns in succession, proclaimed the number on board of both to be 800 or thereabouts. From one of the officers, we learn, that the "Vestal" did not get sight of the vessel of which she went in pursuit, after running 120 miles to the N. W., when, returning to the port, at day-light on the 28th, the "Vestal" being about 16 miles to the Southward of Point Salines, descried a sail 8 or 10 miles to the S. W. with which she came up after an interesting chase of four hours; the chase proved to be the Spanish Brigantine "Empresa," with a cargo of 434 Africans; after taking possession, the "Vestal" stood to the northward. At sun-set, another suspicious vessel was just in sight from the frigate's deck, running down from the Eastward; as soon as it became dark, the "Vestal" tacked to intercept her—this was effected at half past eight o'clock, and the "Phoenix" Portuguese Brigantine was taken with 486 Africans on board; the original number was 516, of whom 32 died on the passage. The frigate, and her two prizes came to anchor in the bay on Thursday noon. The "Empresa," after watering, sailed for the Havana. The "Phoenix" is now in

the Carriacou, and her cargo will be landed as soon as proper accommodation can be procured. Both of these vessels are of a very superior construction, and appear to possess every requisite to constitute them fast sailers. The "Negriha," has been refitted, and will proceed next week, in company with the "Phoenix" to Sierra Leone, for adjudication.

Here we have an instance, within our personal observation, of no fewer than 1256 of our fellow-creatures redeemed from a worse than Egyptian bondage, through the instrumentality of a single vessel, within the limited space of only eight days! We question whether the records of this particular portion of British naval history can furnish a parallel: certain it is, we know of none. To Captain Jones, his officers and ship's company, the British public are indebted, the cause of humanity is indebted; but, oh! how vast the incalculable debt of gratitude due to them by the at once unfortunate and fortunate beings who reap the immediate fruits of their vigilance—the enjoyment of perfect freedom. Surely the fervent voice of prayer of these sable sons of Africa, and their most remote posterity, will be lifted up to the throne of the Most High, in gratitude for the benefits which have thus been providentially conferred upon them;—that their minds, their hearts, their understandings may be so directed as to enable them to lift up that voice, is a wish in which we, in common with every other member of the human family, should freely indulge.

We are highly gratified to learn, that several ladies have materially contributed to their comfort, by furnishing them with pipes, tobacco, and various articles of clothing.—Messrs. Clark and Challenger, of His Majesty's Customs, have also been unremitting in their endeavours to render their situation as agreeable as circumstances will admit. A confidential and experienced person has been appointed superintendent; and it is but justice to say that he has been most assiduous in the discharge of his duties.

There is much cause to regret that the existing treaty with Spain renders the destination of the "Empresa" unavoidable; the impunity with which that nation has heretofore infringed that treaty, affords but too good grounds to authorize the belief that she will be disposed to pursue a similar line of conduct for the future.

By a strange coincidence of circumstances, two of the crew of the first Guinea-man, captured by the "Vestal," during the last year, constituted a part of the "Empresa"—a perseverance in iniquity not without precedent in the more elevated ranks of life.

REBUILDING OF MARISCHAL COLLEGE.—We have the greatest pleasure in announcing that Provost Blaikie has received from the Lords of the Treasury an order upon the Remembrancer of the Exchequer for payment of the munificent Government grant for the rebuilding of Marischal College. The exertions of Mr. Bannerman and Provost Blaikie have thus been crowned with complete success, and must have established for them an additional claim on the good feeling and good wishes of the community. The estimates for the building, will, we understand, be opened in the ensuing week, and the work contracted for. As soon as this is done, the necessary preparations will be made by the Magistrates for laying the foundation stone of the College, and we trust, in a style worthy of an undertaking of such vast importance, not only to this city, but to the whole northern part of Scotland.—*Aberdeen Herald.*

FALL GOODS.

M. MACKINTOSH,

Has just received, and offers low for Cash and Country Produce:

AN assortment of GOODS suitable for the Season, consisting of Printed Calicoes, Merinos, Flannels, Blankets, and Blanketing in the piece; Scotch Plaid, Home-spuns, Apron Checks, a piece fine Green and Black fashionable Cloaking for Ladies, winter Stockings and gloves, Fur Caps, &c.

ALSO:
Superfine, fine and Rye FLOUR, Indian and Oat Meal, Teas, Sugars, Molasses, Spirits, Cognac Brandy and Holland Gin, Madeira and Port WINE, Split Peas, Barley and Rice, &c. &c.
Frederickton, October 18, 1836.

CAUTION.

ANOTE OF HAND, drawn by Edward Doherty in favor of John Toole, dated Saint John, 1st October instant, payable in 3 months, and endorsed by the said John Toole and Robert Rankin & Co. under cover of that date, and forwarded to Frederickton by the Steam Boat *Frederickton*, to be offered for discount at the Central Bank. The Letter enclosing the said Note having been abstracted from the Steam Boat Table, all persons are hereby cautioned against purchasing the said Note.

*R. RANKIN & Co.
Frederickton, 11th October, 1836.*

ROYAL GAZETTE.

FREDERICTON, NOVEMBER 2, 1836.

Central Bank OF NEW BRUNSWICK.

HENRY G. CLOPPER, Esq. President.
Director this week, G. J. DIBBLE, Esq.

Discount Days, . . . Tuesdays and Fridays.

Bills or Notes offered for Discount must be left at the Bank, enclosed and directed to the Cashier, before three o'clock on Mondays and Thursdays.

SAVING'S BANK.
Trustees for JAMES TAYLOR, Esq.
next Week. J. MARK NEEDHAM, Esq.

CENTRAL

FIRE INSURANCE COMPANY.
Office open every day, at Mr. Minchin's Brick House, opposite the Parade, (Sundays excepted,) from 11 to 2 o'clock.

BENJAMIN WOLHAUPT, PRESIDENT.

Committee for the present month:
THOMAS T. SMITH and W. D. HARTT.

ALMS HOUSE AND WORK HOUSE.

Commissioner for J. ED. SLASON, Esq.
next week.

DREADFUL DISASTER.

*Steamer Royal Tar Burnt!—Thirty-Two
Lives Lost!*

It is with no ordinary feelings of regret we this day announce the above melancholy intelligence, brought to this City at an early hour this morning, by the schooner Ploughboy, from Eastport, in which Capt. Reed and some of the crew of the ill fated *Royal Tar* returned to St. John.

The *Royal Tar*, having been detained by the stormy weather, started on Friday the 21st instant, with a number of passengers and the animals, omnibus, waggons, and some of the horses belonging to the *Menagerie*, which has lately been travelling in this Province and Nova-Scotia. The weather at the time had a promising appearance, but in the evening the wind increased, and for several days blew with great violence from the westward, which delayed the Boat at Eastport and Little River. At about 2 p. m. on Tuesday last, when crossing Penobscot Bay, near the Fox Islands, they again had occasion to come to anchor, the wind blowing hard from the north-west. For the details of the melancholy occurrence which followed, we refer to the annexed extracts, furnished by actors in, and witnesses of, the awful scene. The first is from Capt. Reed's statement:—

"The Steam being down, after we had been at anchor about half an hour, the Boat was discovered to be on fire immediately over the boiler, under the deck; the cable was slipped instantly, and the fire engine set to work, but in five minutes the men could not stand at the pump, which was below, the smoke nearly suffocating them, at this awful juncture, there was a rush for the boats, there being only two; sixteen of the passengers and crew took the largest boat, and went away before the wind, which blew so hard that they were afraid to bring her to. I got possession of the Jolly Boat, with two men; Mr. Sherwood, Mr. Fowler, and a man belonging to the Caravan jumped overboard and we picked them up. In about half an hour we saw a Schooner coming to us, which proved to be the United States Revenue Cutter *Vezro*, Cap. Dyer, who rendered us every assistance in his power; he ran the Cutter close to the burning Steamer, then in a sheet of flame, and succeeded in taking out 40 passengers, who must have perished had the Cutter not come to our assistance. The boat left the wreck the last time, about dusk, the people having worked very hard from 2 o'clock to that time, the wind still blowing very strong from the north-west and the burning vessel drifting out to sea. We succeeded with much difficulty in reaching the Isle of Haut, in Penobscot Bay, where the people treated us with much kindness. The surviving passengers got a schooner to take them to Portland, and the Master and Crew a schooner for Eastport. This is but a faint description of the scene; it was most awful to see so many human beings perishing without being able to render them any assistance."

The subjoined is extracted from a letter written by Mr. Stinson Patten, of this City:

"No doubt you will feel great surprise at hearing the sad disaster: that has befallen our ship's company. We arrived in the *Royal Tar* yesterday about noon at this place (Penobscot Bay,) when the boilers were found to be dry.—Captain Reed immediately brought the Boat to an anchor about 1½ miles to leeward of Fox Island, the wind then blowing a gale from the N. W.—the pumps were set to work in order to fill the boilers, and in about half an hour afterwards the steam boat was found to be on fire, and she had but two boats capable of larding about 30 passengers only; the cabin passengers rushed for the quarter boat, and cut her away, which I perceived just in time to jump off the quarter into her as I stood, which made up the number of 16, amongst whom were Messrs. A. Garrison, John Anselmy, George Eaton, of Magaguadavic, the Engineer, and Capt. John Hammond, formerly of Saint John. We succeeded in getting to land with much difficulty at about 9 miles distant from the Steam-boat, where we now are comfortably entertained at Esquire Kimball's upon little Isle of Holt, and expect to proceed to Portland to-morrow. We have lost all our baggage and goods, which is but trifling considering the circumstances. Captain Reed took charge of the stern boat, with two men, and kept her off the steam boat, which was a very fortunate circumstance, as it was the means of saving from 40 to 50 persons, and to him all credit

is due for his deliberate and manly perseverance throughout the whole calamity. It is impossible to describe the appalling spectacle which the whole scene presented—the Boat wrapped in flames, with nearly 100 souls on board without any hope of relief, rending the air with their shrieks for help, and what rendered the scene still more distressing, the caravan of wild Beasts were on deck, ready to tear in pieces all that might escape the flames. The amount of money and property lost by this disaster cannot be less than £25,000. The whole scene, I think, was fully equal to the loss of the "Kent," East Indianman."

Mr. Fuller, one of the Managers of the Caravan writes as follows:—

"Before you receive this, you will probably have heard of the terrible accident that has happened. On Tuesday the 25th instant, about 2 p. m. the steamer *Royal Tar* was discovered to be on fire. Being sick in my berth, it was some time before I was aware of the fact; when I came on deck, the flames reached from the quarter-deck to the foremast,—both boats filled and gone,—the Long Boat with 16 heartless fellows, had rowed off and was soon out of sight; Captain Reed, in the small boat, lay to near the Steamer. We made a signal, which was fortunately discovered by the United States Cutter *Vezro*, from Castine, then about four miles distant; she bore up for us, the wind blowing a gale, and fortunately arrived in time to save a great number. Capt. Reed, in the small boat, carrying them from the burning wreck to the Cutter. I was the last to leave the quarter-deck, and was driven off by the fire, and after hanging nearly three hours in the water, was taken off in the last boat that went from the stern. Five boat loads were afterwards taken from the bows, the last about half past 5 p. m.; there were about 30 persons lost, 4 of our company. It was owing to the exertions of Captain Reed, that any, excepting those in the long boat, were saved, and had they been as diligent, nearly all would have been. The camels, elephant, poney, and some of the horses were thrown overboard, and we hope reached shore; I have sent to ascertain. Every trunk was lost. I must not forget to mention that the pilot, Mr. Atkins, the mate, Mr. Black, and the steward, Mr. Brown, used every exertion throughout this terrible scene."

There were 72 passengers on board the steamer—the crew numbered 21—in all, 93. The following lists give the names and fate of these unfortunate individuals:—

PASSENGERS LOST.—Mr. Price, of Saint John River; Mr. Siller, Mr. Curtis, Mr. Ryan, and a boy, belonging to Halifax, N. S., named Wm. —, of the Caravan; Matty Smith, Mary Canton, Peggy Cochlan, Charles Curtin, wife and child, Mary Martin, Margaret Hogan and child, Nichols Thremball, Thomas Mahoney, Dennis O'Brien, Margaret Hickey, Fanny Martin, John Hogan, Eliza Hogan, and about eight children.

FORWARD PASSENGERS.—Mary Donough, Owen Dakerley, Mary Muldoon, John Martin, Pat Moor, Mic Doolin, John Doolin, Edward Hogan, Mic Mahony, William Margarrow, Richard Hensall, John Triner.

CREW LOST.—Charles Ford and John Day; Seamen; Margaret Watts, Stewards.

Total Loss.—Passengers 29, Crew 3,—32. **SAVED.**—*Cabin Passengers.*—Mrs. Linton, Captain Edward Waire, Captain John Hammond, Messrs. J. T. Sherwood, M'Glinchey, Ring, S. Patten, Andrew Garrison, John Anselmy, James H. Fowler, Henry H. Fuller, Andrew Fuller, Charles Fuller, Wheeler, William A. Kipp, Marmon, Lowrey, James Hetherby, Sterens, Layton, Carson, Burges, Hodges, Gannon, Willoughway, Potter, George Eaton, Harrison, Murphy.

CREW.—Thomas Reed, Master; Mr. Atkins, Pilot; Francis Black, Mate; N. Marshall, Engineer; J. Kehoe, second do; W. G. Brown, Steward; W. Conner and D. Williams, Cooks; H. Luff, J. Northway, and Owen Atkins, Seamen; Mic Kehoe, H. Blaney, Mic Fadyan, and D. M'Intyre, Firemen; Pat Daly, J. M'Elvey, and W. Noggins, Cabin Boys.

Nearly all those who perished were strangers in a strange land, far from their homes and kindred. While we commiserate with their friends and families, we cannot help noticing a peculiar circumstance in the case of Captain Reed, which renders his return to his home, at this moment, doubly afflicting. Since he left his family, a week since, one of his children, a fine boy, seven years old, was taken suddenly ill, and died after an illness of only forty-eight hours;—and to his personal and pecuniary sufferings, is thus added a far greater pang, that of beholding one of his offspring sleeping the sleep of death!

The *Royal Tar* was a new vessel of 400 tons, and had been fitted up at a great expense, having cost about £10,000. She was owned as follows:—one half by Mr. John Hammond, and the other half equally between Mr. D. J. M'Laughlin and Messrs. Mackay, Brothers & Co. of this City. We understand she was not insured. The loss, therefore, to these enterprising gentlemen must be very great. We learn that there were large amounts in specie and bills on board, belonging to different persons, beside the expensive Menagerie establishment &c. The whole loss, therefore, cannot be far short of £25,000.

We, the undersigned, being part of the surviving Passengers saved from the Steam Packet "Royal Tar," at the time she was destroyed by Fire, on her passage from St. John to Portland, hereby tender our grateful thanks to Captain Thomas Reed, Master of said Steam Boat, for his extraordinary exertions and perseverance in saving the lives of his passengers, while in such imminent danger, while said boat was on fire: the wind blowing a severe gale at the time.