

The Colonial Herald,

AND

PRINCE EDWARD ISLAND ADVERTISER.

[NEW SERIES.]

CHARLOTTETOWN, SATURDAY, JUNE 12, 1841.

[No. 202.]

Roads and Bridges.

DISTRICT No. 1.—North Section.
HEREBY give Notice, that I will, on Monday, the 14th June, at 12 o'clock, set up and sell, to the lowest bidder, the building Canadian River Bridge, Lot 11, and the repairing the Road from said Bridge towards Large's Ferry.
On Tuesday, the 15th June, at 10 o'clock, the repairing the ad leading from Cascumpeque towards Lot 10. Same day, at 10 o'clock, the Road leading from Cascumpeque towards Hill's Mills.
On Thursday, the 17th June, at 10 o'clock, the Road leading from Cascumpeque towards Halloran's, commencing at Halloran's.
On Monday, the 21st June, at 10 o'clock, the placing and maintaining, for four years, two Buoys in Cascumpeque Harbour. Same day, at 2 o'clock, the repairing Roads on Lot 4, where most required, commencing at the Dock.
On Friday, the 25th June, at 10 o'clock, the completing Tigh Bridge. Same day, at 12 o'clock, the Road from Kildare Bridge to Tignish, commencing at Tignish. Same day, at 2 o'clock, the repairing Kildare Bridge.
JAMES WARBURTON, Commissioner.
Lot 11, May 15th, 1841.

DISTRICT No. 1.—North Section.
HEREBY give Notice, that I will, on Monday the 5th day of July, at 12 o'clock, set up and sell by Auction, to the lowest bidder, the opening the Main Western Road—commencing at Hill's Mills.
There are £400 granted for the above Road under the Road Impenation Act.
JAMES WARBURTON, Commissioner.
Lot 11, June 3, 1841.

DISTRICT No. 1.—South Section.
TO BE LET, by Public Auction, to the lowest bidder, at the several places where the Contracts are to be performed,
On Monday, the 14th June, at 12 o'clock, noon, repairing the Main Western Road—Sale to commence on the Western Road, at Lot 10 Portage, leading from Egmont Bay, towards Cascumpeque.
On Tuesday, the 15th June, at 12 o'clock, noon, on Lot 9, repairing the Road from Alexander Macdonald's, towards James Macdonald's, Brae, and repairing the Road toward the Grand Dyke.
On Wednesday, the 16th June, at 10 o'clock, a. m. on Lot 8, stumping and levelling the Road from George Cilcash's towards Stewart's, at the pond, and repairing the Bridge at Hickey's.
On Thursday, the 17th June, at 10 o'clock, a. m. building a Bridge at Macwilliams's Mill Stream, and rounding up the Road on the South Side. Same day, at 4 o'clock, p. m. rounding up the Road in the rear of Patrick Reilly's, and repairing the Road to the North line of Lot 7—Sale to commence at Macwilliams's Mill.
Approved security required for the fulfilment of each contract
JOSEPH HIGGINS, Commissioner.
Commissioner's Office, }
Egmont Bay, 5th May, 1841. }

DISTRICT No. 4.
THE Subscriber will sell by Public Auction, on the 14th day of June, to the lowest bidder, the repairing of the several Roads and Bridges in this District, as follows:
On Thursday the 17th day of June next, at noon, the repairing of the Aboiteau at Tryon River; at 1 o'clock, the repairing of a Causeway near James Lord's; at 3 o'clock, the Lower Road to Crapaud, and from thence to the Shore, near James Lord's, Lot 28.
On Wednesday the 23d June next, at 10 o'clock, the repairing of Bridge and Causeway near Bradshaw's, Bedeque; at 12 o'clock, the Road and Bridge from Irving's to the South West Settlement, Lot 27; and general repairs of that part of Anderson's Road in Prince County.
Approved Security will be required for the due completion of each contract.
JOSEPH POPE, Commissioner.
May 1st, 1841.

DISTRICT No. 11.
THE Subscriber will, on Monday, the 14th day of June next, let by Auction, the repairing the Road across the Barren from George Douglas's, to the St. Peter's Road—the Road from the Back Farms to the Highway—the Road from Carey's, round the Head of the Hillsborough, to the County line—the Road from the County line to M'Dermot's—and the Road from M'Dermot's to Morel—Sale to commence at the Barren Road, at 10 o'clock.
On Tuesday, the 15th, at 9 o'clock, the repairing the Road through the Settlement along West side of the Morel—Morel Bridge—and the Road from Charles Dingwell's to the Highway.
On Wednesday, the 16th, at 9 o'clock, the repairing the Road from Morel to the Head of St. Peter's Bay, from the new Church to the Muscle Beds, and the Migelle Bridge.
On Thursday, the 17th, at 10 o'clock, the repairing the Road from St. Peter's Bay to the line of Lot 42—Bay Fortune Road—from the head of St. Peter's Bay to O'Hanley's—and the New Road from Whelan's to John Maclellan's, Cable Head.
On Friday, the 18th, at 10 o'clock, the repairing the Road from Leslie's Mill to Cable Head, and the Road leading past Greenwich to St. Peter's Harbour, on the North Side of the Bay.
On Saturday, the 19th, at 10 o'clock, the repairing the Road from St. Peter's Bay towards Cardigan River.
Good and sufficient security must be given for the due performance of each contract.
JOHN JARDINE, Commissioner.
May 25th, 1841.

DISTRICT No. 14.
THE Moneys appropriated to be expended on the Fourteenth District, for the repairs of Roads and Bridges for the present year, will be let by Auction to the lowest bidders, on the respective Roads where the work is to be performed, in the following order:—
Monday, June 14th, at 10 o'clock, forenoon, part of the Road from Brudenell River to Montague Bridge, to be repaired—Sale to commence at Brudenell Turn. At 12 o'clock, noon, a Bridge to be built near Maclean's, head of Montague, on the Road leading from Buck's Road to Murray Harbour Road; and immediately after, part of Buck's Road to be repaired, commencing where the work of last year ended.
On Tuesday, the 15th, part of Georgetown Road to be repaired, commencing at 10 o'clock, at Fair Play Portage. At 2 o'clock, the Road from Georgetown Road to Cardigan Mills; and immediately after, part of the St. Peter's Road to be repaired, commencing at a large Swamp on the fifth mile.
On Wednesday, the 16th, commencing on Launching Place Road, at Mitchell River. At 11 o'clock, several pieces of that Road will be let, and the sale will continue until the various sums appropriated to be expended on the two Grand River Roads, and for a new line from the head of Grand River to Goff's Mill Road, are let.
On Thursday, the 17th, several Swamps will be let, to be covered with boughs and earth, on the Road leading from Cardigan to Risquid—Sale to commence at the Western Brook of the Morel, on Lot 51, at 11 o'clock, forenoon.
THOMAS OWEN, Commissioner.
May 27th, 1841.

Wharf at Green's Shore, Bedeque.
THE Subscriber will let by Public Auction, to the lowest bidder, on Friday the 25th day of June, at 12 o'clock, noon, on the spot, the building a BLOCK and SPACE to the Wharf at Green's Shore, Bedeque.
At the same time and place, offers will be received for putting down and preserving for a term of years, three BUOYS at the entrance of Bedeque Harbour.
JOSEPH POPE, Commissioner.
Bedeque, May 29th, 1841.

TO AN INFANT SLEEPING.

(FROM POEMS BY THE REV. R. C. TRENCH.)
On! drinking deep of slumber's holy wine,
Whence may the smile that lights thy countenance be?
We seek in vain the mystery of divine,
For in thy dim, unconscious infancy
No games as yet, no playfellows are thine,
To stir in waking hours such thoughts of glee,
As recollected in thine innocent dream,
Might shed across thy face this happy gleam.
It may be, though small notice thou canst take,
Thou feelest that an atmosphere of love
Is ever round thee, sleeping or awake:
Thou wakest, and kind faces from above
Bend o'er thee; when thou sleepest, for thy sake
All sounds are hushed, and each doth gently move,
And this dim consciousness of tender care
Has caused thy cheek this light of joy to wear.
Or it may be, thoughts deeper than we dream
Visit an infant's slumbers: God is near;
Angels are talking to them in their dream,
Angelic voices whispering sweet and clear;
And round them lies that region's holy gleam,
But newly left, and light which is not here;
And thus has come that smile upon thy face,
At tidings brought thee from thy native place.
But whatsoever the causes which beguiled
That dimple on thy countenance, it is gone:
Fair is the lake disturbed by ripple mild,
But not less fair if ripple it has none;
And now what deep repose is thine, dear child;
What smoothness thy unfrilled cheek has won!
Oh! who that gazed upon thee could forbear
The silent breathing of an heart-felt prayer.

APPALLING OCCURENCE AT SEA: SHOCKING MASSACRE.

An arrival at Havre has brought intelligence of one of the most appalling occurrences we ever remember to have taken place—the massacre of a number of helpless creatures, part of the survivors of a wreck, by their more vigorous companions in suffering, on the plea of self-preservation.

The following frightful statement, made by the mate, has been forwarded to the American Consul by the Captain of the Crescent, per the Ville de Lyon:

At sea, on board the ship Crescent, April 28, 1841. Account of the loss of the ship William Brown, of Philadelphia, Captain George L. Harris, which left Liverpool the 13th of March, having seventeen of the ship's crew, and sixty-five steerage passengers, nearly all Irish, freighted for Philadelphia.

"The passage was very rough, accompanied by squalls and loss of sails. On the night of the 19th of April, in lat. 43 30 N., and 49 W. long., making all sail in open sea, and running ten knots an hour, the larboard side of the vessel struck upon an iceberg, which stove her in. At ten minutes past nine at night we struck upon another. I then proposed to the Captain to take up sail as quickly as possible, which he did; and sounding the pump, found two feet of water in the hold. On going below, I found that the vessel was rapidly making water. All hands set to work to disengage the boats, and, at eleven o'clock, they were alongside. I descended into the longboat with eight of the crew, and thirty-three of the passengers: the Captain, Lieutenant, a lady, and five sailors, embarked in the jollyboat, and we fastened the boats together. At midnight the vessel sunk, carrying with her thirty-three persons. We remained alongside each other until five o'clock in the morning. Captain Harris then informed us of his intention of leaving us, and making the best of his way to Newfoundland, and advised me to do the same.

"My boat being full and heavy, I could not manage it; to pursue that route was impossible: I therefore directed my course south. In the afternoon we fell in with a large quantity of ice. Throughout the night the wind blew with violence from the north in squalls, with rain and hail, and a very heavy sea. Finding that the boat was literally surrounded by small and large masses of ice, that the water was gaining upon her, I thought it improbable she could hold out unless relieved of some of her weight. I then consulted the sailors, and we were all of opinion that it was necessary to throw overboard those who were nearly dead, until we had room enough to work the boat and take to our oars. The weather becoming worse, it was almost impossible to keep the boat afloat and disengage it from the ice. At daybreak we were still surrounded by icebergs. On counting the passengers, sixteen were missing, and the rest were in a desperate state and almost stiff from cold. At six o'clock in the morning we perceived to the westward a sail steering an easterly course. We exerted every effort to approach it. The Captain, being aloft in order to steer his ship through the ice, saw our boat, and notwithstanding the danger to his own ship, made sail for us. On Thursday morning, at seven o'clock, we were alongside of her, and before she had received us all on board, was struck by the ice, which stove in the boat. We, however, succeeded in saving her. Banks and islands of ice were in sight as far as the eye could reach. I then ascertained that it was the Crescent, of Portsmouth, (New Hampshire,) Captain S. J. Ball, bound from New York to Havre. We met the kindest reception on board, and assistance in the way of food and clothing were lavished upon us."

(Signed) S. J. Ball, Captain of the Crescent.

HAVRE, May 13.—The American ship Crescent, Captain Ball, arrived here yesterday evening with the remainder of the passengers of the William Brown who were saved in the long-boat. The arrival of this vessel has confirmed all the horrid details given of the dreadful scene which took place during the night of the 20th and 21st of April. Of the sixteen passengers thrown into the sea, fourteen were men and two women; of the seventeen saved, fifteen are women and two are men. One of these men was seized for the purpose of being thrown overboard by the crew of the boat. He cried out to the mate to save him and not tear him from his wife. The mate told the men not to separate man and wife, if it were possible to help it. He fell into the bottom of the boat, and was saved. A boy of twelve years old was thrown overboard. He caught hold of

the boat, and, favoured by the darkness of the night, crouched under the bows and was saved. All the women saved are young, except the mother of a Scotch family from Dumfries-shire, who, with her five daughters and a servant girl, was saved; her name is Edgar. Her husband and son are settled in Germantown, near Philadelphia. A young woman with her infant at her breast succeeded in getting into the boat with her husband; they are amongst the survivors. His name is Patrick, from Cook's-town, county Tyrone, the property of Colonel Stewart. Several persons from that gentleman's estate or neighbourhood have met with a watery grave. One family of the name of Leydon (sixteen in all) sunk with the vessel; another family, named Carr—father, mother, and five children—sunk at the same time; the little boy who was thrown from the boat was one of that family. He had not a soul left belonging to him. They were also from Colonel Stewart's property. A Mrs. Anderson, with three children, who was going to join her husband, a medical gentleman, settled at Cincinnati, sunk with the ship. Miss Anderson and a Miss Bradley were thrown into the sea from the long boat. The tales which the survivors relate are piteous and horrifying. The crew and passengers have been examined by the British and American Consuls, this morning, and the impression is, that the dreadful act of throwing their fellow-creatures overboard was of imperious necessity; but it is hoped, that the two consuls will give publicity to the examination, in order that the public mind may be satisfied on this point. Truly the circumstances must be made out in the clearest way to palliate such an act. We have emigrant ships sailing every week, and if it is held as law that "might is right," it had better be declared so, and that the crew are justified, under extremities, in throwing overboard who and as many as they think right, without casting lots, or making any choice than their will.

THE WRECK OF THE WILLIAM BROWN.—The Consuls of England and the United States have addressed the following letter to us (the *Havre Journal*), which places in their true light the lamentable facts which took place after the loss of the William Brown; from it we learn that the frightful act of sacrificing some of the passengers, in order to save the rest, is justified by the stern law of necessity. Assured of the truth of this, by the honourable representatives of the two nations interested, all animadversions on the subject ought to cease, and we can but regret that such an alternative became necessary at nine o'clock at night, when the following morning, by daybreak, assistance was in sight:—

"To the Editor of the *Havre Journal*."

"Havre, May 14.

"Sir: As the unfortunate accident to the William Brown has been the subject of much conversation, and as the minute details cannot as yet be laid before the public, we have decided upon stating the principal facts:—

"On the arrival of the Ville de Lyon, with seven of the crew, it was deemed advisable to examine them at the American Consulate, and since the arrival of the Crescent we have also examined the mate and some of the passengers. From the result of this evidence, it is proved that when the boats had separated in the morning, after the vessel had sunk with the 30 passengers on board, the long-boat, crowded and deprived of her rudder, was in danger of sinking if the wind arose; it did so in the night, the sea ran high, and the boat making a great deal of water, presented the painful alternative of all on board perishing, or saving some by the loss of the rest. 16 passengers, 14 of whom were men, and 2 women, who were the nearest to the crew in the centre of the boat, were thrown into the sea. The principal leak was discovered, and the men were enabled to bail out the boat and row, which they could not have done before with effect. The terrible sacrifice of lives was commenced at ten o'clock at night, and the Crescent was in sight at six o'clock the following morning. From the first, the women had been placed at the stern and bow of the boat, so as not to prevent it being worked, which explains the reason they were saved in such numbers. All were more or less overcome by the cold, and almost all the passengers who were thrown into the sea made little or no resistance, the greater number being extended as dead in the bottom of the boat.

"In all this affair we have not been able to discover any act deserving censure upon any person whatever.

"We have the honour to be, &c.,

(Signed) "R. G. BEASLEY, U. S. Consul.

"G. GORDON, British Consul.

OUR PACKET-SHIPS.—A good action seldom goes unrewarded. In proof of it our readers will recollect, that, some months ago, four of our packet-ships saved each the crew of a British vessel in distress. They were the Rhone, Captain Waltron; Stephen Whitney, Captain Thompson; Columbus, Captain Cropper; and Sheridan, Captain De Peyster. On Wednesday Mr. Buchanan, the British Consul, addressed to these commanders the following extract of a letter:—"I am directed by Lord Palmerston to desire you to express to the commanders of these vessels the thanks of her Majesty's Government, for their praiseworthy conduct, and for the assistance which they rendered on the same occasions; and you will state to these commanders, that her Majesty's Government intends to show its sense of their services, by sending to each of them a gold medal, so soon as the die which is now in preparation shall be finished."—*New York paper*.

SINGULAR STORY.—The *Droit* furnishes us with the following singular story:—"In 1829, M. S., a Frenchman, arrived in London from Paraguay, where he had passed fifteen years in the service of the arbitrary and eccentric Dr. Francia. Soon after his arrival, M. S. formed a close intimacy with a fellow-countryman, who lived in the same hotel, to whom he related his whole history, informing him that he was about to proceed to Paris to see his only relation, an uncle, who was an honorary canon of the chapter of St. Denis, with a fortune amounting to 15,000 francs a-year, to which he M. S., was the only legitimate heir, and that he had with him in his trunk all the necessary documents for

proving his identity, as he doubted whether his uncle, who was eighty years of age, would recollect him. It was agreed between the two friends that they should set off together for France, but in the evening before the day fixed for their departure, M. S. was arrested and taken to Worship street, on a charge of having forged some Bank of England notes. His pocket book, which he had about him, was examined, and in it were ten notes, four of which were ascertained to be forged; M. S. was committed. On reaching the prison, he sent for his friend, and received for answer that he was gone with all M. S.'s baggage and his own on board a steam-packet, having first paid their joint bills. It was in vain that poor S. stated and proved these circumstances, and protested that the forged notes were received by him of B. He was brought to trial, convicted, sentenced to be transported for ten years, and sent to Botany Bay. In the meantime, B. came to Paris, presented himself to the old canon as his nephew, assuming his name, and, by means of documents in his possession so completely imposed himself upon the aged ecclesiastic as his nephew that when he died two years afterwards he made the pretender sole inheritor by will of all his property. After a lapse of eleven years, M. S. was at last carried back from Botany Bay to London, and thence made his way to Paris. After two months' search, he discovered the retreat of B. and claimed the fortune and name of which he had been robbed by him. B. of course maintains himself to be the true nephew, and proclaims the claimant to be the impostor. A suit is about to be commenced, which cannot fail of being long and intricate; for not only will it be difficult for S. to maintain his case by proofs, on account of his long absence from France, but it is a question whether he is not precluded by the law of prescription.—The interest of this case is greatly heightened by the circumstances that B. has for the last six years been living in one of the northern towns of France, making a most honourable use of his wealth, was two years ago married to the daughter of one of the greatest landowners of the department, and had it, it is said, in contemplation to offer himself as a candidate for the Chamber of Deputies at the next election.

CONVERSION TO PROTESTANTISM.—The *Leipsic Gazette* states, that the Prince of Lucca has recently been converted to Protestantism, a circumstance which has created a great sensation at Rome and throughout Italy.

DREADFUL FIRE IN NORWAY.—*Christiana, April 30.* The mail from Dronheim has brought us to-day the afflicting news that the third and the best built part of the city was burned down on the 24th of April, in the afternoon, till midnight, during a violent storm: 314 houses were destroyed, and 4,000 persons are without shelter. The fire, which broke out in the house of a carpenter, is said to have been caused by the negligence of a servant maid.

FIRE AT ANTIGUA.—The *Antigua Herald*, of the 2d of April, contains particulars of a fire which destroyed a great part of that town on the previous evening, and the loss of property, which private letters to the 4th estimate at about £250,000 sterling. All the valuable buildings lying between the Police-office and the timber wharf were demolished. Fortunately, only one life was lost, and that was in the house where the fire originated. The exertions of the Lieutenant Governor on this lamentable occasion are spoken of in high terms.

NEW SECT.—They have established a society of "sacred virgins" at New Orleans. The *Crescent* says—"Each member is to be 50 years old, with a policy of insurance on her life for 10 years more. All flirting with bachelors vitiates the policy, and the 'fair penitent' is to be instantly excommunicated, and denied the benefit of clergy."

CARBONIC ACID GAS.—This gas, which is present in almost every production of nature, animal, vegetable, and mineral, has some very remarkable properties, besides which, it is the only ingredient in the majority of what is sold as soda-water. Originally, in gaseous form, it is by extreme pressure reduced to that of a fluid, and, if in that state allowed to escape from the containing vessel, by a stop-cock into a small circular box, becomes a snow-white powdered solid, intensely cold; so cold, in fact, is it, that, with a few drops of spirits of wine added, it will instantaneously freeze and solidify mercury. These facts were exemplified in a very satisfactory and perfect manner, by experiment, at a lecture delivered on Friday evening week, at the Royal Institution, London, on the manufacture of soda-water.

CELEBRATED OAKS.—The oldest oak in England is supposed to be the Parliament oak (so called from the tradition of Edward I. holding a Parliament under its branches,) in Clipstone park, belonging to the Duke of Portland, this park being also the most ancient in the island; it was a park before the conquest, and was seized as such by the conqueror. The tree is supposed to be 1500 years old. The tallest oak in England was the property of the same nobleman; it was called the "Duke's Walking-stick," was higher than the Westminster Abbey, and stood till of late years. The largest oak in England is called the Calthorpe oak, Yorkshire; it measures 78 feet in circumference where the trunk meets the ground. The "Three-shire Oak," at Worksop, was so called from covering parts of the counties of York, Nottingham, and Derby. It has the greatest expanse of any recorded in England, drooping over 777 square yards. The most productive oak was that of Gelonon, in Monmouthshire, felled in 1810. Its bark brought £200, and its timber £670. In the mansion of Tredegar park, Monmouthshire, there is said to be a room, 42 feet long and 27 feet broad, the floor and wainscot of which were the produce of a single oak tree, grown on the estate.

SWEARING.—Whatever fortune may be made by perjury, I believe there never was a man who made a fortune by common swearing. It often happens that men pay for swearing, but it seldom happens that they are paid for it. It is not easy to perceive what honour or credit is connected with it. Does any man receive promotion because he is a notable blusterer? Or is any man advanced to dignity because he is expert at profane swearing? Never. Low must be the character which such impertinence will not degrade. Inexcusable,