

Gibraltar Chronicle

AND

COMMERCIAL INTELLIGENCER.



No. 7784.

THURSDAY, JANUARY 1, 1863.

Vol. 11

All Public Acts appearing in this Chronicle, signed by the Proper Authorities, are to be considered as Official and obeyed as such.
By Command of his Excellency the GOVERNOR,
S. FREELING, Colonial Secretary.

From the Government Observatory—Height above the Sea, 50 feet.—January 1.

METEOROLOGICAL OBSERVATIONS for the 24 hours ending 9 o'clock this morning.

Hour.	BAROMETER, corrected to Temperature 32°	HYGROM. Humidity. Sat. being 100.	THERMOMETER, In the Shade.	At the Signal Station.		RAIN. 25 feet above Ground.
				WIND.	WEATHER.	
Three P.M.	30.190	46	60.1	N.W. 1	b.	From Aug. 20. 5.153 Last 24 hours.....
Nine A.M.	30.322	53	49.0	N.N.E. 2	b.	Total.. 5.153

The extremes of Temperature in the shade during the 24 hours were—Max. 61.8; Min. 46.3.

ASTRONOMICAL NOTICES for JANUARY 2.

SUN	GUNFIRE.	Thirteenth day of the Moon.
Rises..... 7h. 13m. Sets..... 4h. 56m.	Morning 6h. 15m. Evening 5h. 35m.	High Water at Waterport at 10h. 45m. A.M.

AMERICA.

THE "ALABAMA."—The *New York Express* gives the following account of the capture of the U. S. ship *T. B. Wales*, by the *Alabama* :—

"The *T. B. Wales* left Calcutta with a cargo of saltpetre, linseed, gunny cloth, &c., on the 15th of June, and Sand Heads on the 18th. She touched at St. Helena, where she took on board the Hon. G. H. Fairfield, of Salem, late Consul of the United States at the Mauritius, his wife, two children and two servants, and sailed thence on the 1st of October. Captain Edgar Lincoln, of the *T. B. Wales*, had his wife with him. On the 8th of November, when in long. 58 W., lat. 28° 30' N., a steamer was descried at 8 o'clock, a.m., which was chasing a schooner, but on sighting the ship she hauled up and made for the latter, then about ten miles to the leeward. The steamer apparently put on all steam, and as the wind favoured her, every stitch of canvas she could bear was set. A large American flag was flying from her gaff, while from the masthead signals were displayed, designating her the American sloop-of-war *Tuscarora*. Captain Lincoln, glad to hear from home, hauled his courses, and when under the guns of the steamer the latter hauled down the Stars and Stripes and sent up the Confederate flag, at the same time firing a shotted gun across the bow of the *Wales*. A boat from the pirate at once shoved off, and the first lieutenant of the latter stepped on board and ordered Captain Lincoln on board the vessel with his papers. He was courteously received by Captain Semmes, who, unfortunately, first laid hold of the bill of lading for the saltpetre, which at once settled the fate of the *Wales*. He directed Captain Lincoln to be rowed back to his ship and to bring over the personal effects of himself and lady, also his instruments and everything of value. This order was complied with, and Captain Lincoln, with a boatload of pirates, went back to his ship, where he informed his crew of the sad affair. Every man was allowed but one bag full of clothing, while all their money fell a prey to the pirate. Captain Lincoln and Mr. Fairfield, with their families, were taken back to the *Alabama*, and the crew, including the first mate, Mr. Joshua Atkins, of Provincetown, Massachusetts, placed in irons. Arrived on board the *Alabama*, Semmes gave the captain and his passengers the liberty of the ship, but signified to them that he would place them in double irons if they made attempt to speak to any of the prisoners, who were confined at night on the boiler deck, close to the boilers, while in the daytime they were on the fore-castle. On the first day the second mate of the *Wales*, Joseph Neal, an Englishman, with eight of the crew, voluntarily took the oath of allegiance to the Confederacy, and were at once placed on the books of the ship. The prisoners, 133 in number, found on board the crew of the

Levi Starbuck, numbering 28, who were treated like them. The captain of the *Starbuck* and his officers were also in irons among the crew. The prisoners received no unkind words from their captors, and were fed the same as the piratical crew. Captain Semmes and his first lieutenant were very haughty, and never spoke a word to any of the prisoners. The discipline on the *Alabama* is very loose, and the only men good for anything are the First and Fourth lieutenants, both of whom alternate on deck. A nephew of Jeff. Davis is lieutenant of Marines. He told them that the *Alabama* would never stop until every Northern vessel had been destroyed by her. The crew of the *Alabama* numbered 120 men, all told. Semmes, it is said, makes considerable money out of these captures. He generally made the searches in person, appropriating the quadrants, mails, money, and all other valuables that are easily moveable, to himself. After all has been removed from the vessel that is of any value, the cabins are stove in, and the fire started in the cabins, generally at night, and when the flames are under full headway, so that there is no possibility of a failure, the pirate vessel moves off. The scene of the vessels as they are thus in flames is described as awfully grand, the heavens being lighted up for miles."

A letter from an officer of the *San Jacinto* describes the escape of the *Alabama* from Martinique :—

"On the morning of the 19th inst., we stood in for Fort Royal Bay, in the Island of Martinique, with the view of seeing what vessels were in the harbour. As we opened the harbour we saw a steamer with steam up, at anchor under the guns of Fort St. Louis. We stood in toward her, and when about two miles off she hoisted the rebel rag. The *San Jacinto* was immediately prepared for action, and everything got ready for a desperate fight. At 8 a.m., a pilot came off, and offered his services to take the ship in to an anchor, which were declined. Shortly after we saw a French man-of-war steamer come out from behind the fort, and anchor alongside the *Alabama*, between her and us. About noon a French naval officer came off with despatches from the Governor of the Island to Captain Ronckendorf, ordering him to either come to an anchor or keep three miles off from the nearest point of land. Of course, we choose the latter course, and kept our position in the middle of the bay. Here let me say that Fort Royal Bay is six miles wide, with high land on either side, with very bold shores. In the evening, Captain Nickerson, of the brig *Hampden*, came on board, accompanied by a whaling captain whose ship—the *Levi Starbuck*—had been burnt by the *Alabama*. Shortly after they came on board, we despatched two boats to go out and watch the rebel. At this time it was very dark and cloudy, with a light, drizzling rain. From the whaling captain we learnt that the *Alabama* was armed with one 100-pounder rifle, and one 64-

Rebels and Cabera

pounder on pivots, and six long 32's, with a complement of 150 men, most of whom were English. At 7.30, p.m., Captain Nickerson left us, promising to co-operate with us in watching the movements of the *Alabama*. Previous to his leaving, we gave him four rockets, with instruction that if the *Alabama* got under way, and stood over the bay for the south side, he was to fire rockets in that direction, and vice versa. At 8 p.m. we saw three rockets go up to the southward. The *San Jacinto* was immediately kept for the south shore, every man at his gun, ock-string in hand. We stood as near the land as the rocks would permit, and kept off and on until daylight, but did not see the rebel. At daylight, our boats returned, neither of which saw anything of the steamer. Our First Lieutenant went on shore to see Captain Nickerson, whom he found in trouble with the authorities for firing the rockets. He expressed his opinion that the rebel was not out of the bay, on the strength of which he remained until the next day, having sent acting-master Cook up to the head of the bay in one of our boats to see if she was behind any of the islands. He returned on the morning of the 21st, and reported that she was not in the bay. Our hearts sank within us at this, but we cheered ourselves with the thought that we had done all we could. Whatever comments the papers may make on this affair, the above statement is the truth. If it had been a clear night we might have seen her; but the night was dark, cloudy, and rainy—just the kind of a night the rebel wanted. My opinion is that the French aided him in his escape all they could. There were lights passing to and from one point of land to the other, and from one part of the bay to the other, till past midnight. The position our captain was placed in was a trying one, and his first impulse was to run into her and sink her, but then what would the consequences have been? A war with France; the *San Jacinto* sunk by the guns of the fort, or, perhaps, getting the vessel ashore before we got up to her, for we had no chart of the harbour and did not know at the time the depth of water she was anchored in."

The following are extracts from the diplomatic correspondence laid before the Federal Congress:—

Mr. Seward to Mr. Adams, Nov. 3.

The telegraph announces the destruction of another half-dozen American vessels on the high seas by the "290." The President is obliged to regard these destructions as being made by British subjects in violation of the law of nations, after repeated and ample notice, warning, and remonstrances, had been given by you to the British Government. It is presumed that you have already brought the subject in that light to the notice of her Majesty's Government. The legal proofs in support of a claim for indemnity will be collected and transmitted to you as speedily as possible.

THE BRITISH GOVERNMENT REFUSAL.

Earl Russell to Mr. Adams, Oct. 4.

I have the honour to acknowledge the receipt of your letter of the 30th ult., enclosing a copy of another deposition, taken before the collector of the port of Liverpool, with reference to the proceedings of the gunboat "290," and further expressing a belief that enterprises of a similar kind are in course of progress in the ports of the United Kingdom; and I have to state to you that, much as her Majesty's Government desire to prevent such occurrences, they are unable to go beyond the law, municipal and international.

Earl Russell to Mr. Adams, May 10.

The Foreign Enlistment Act is intended to prevent the subjects of the Crown from going to war when the sovereign is not at war. Thus private persons are prohibited from fitting out a ship of war in our ports, or for enlisting in the service of a foreign State at war with another State, or in the service of insurgents against a foreign or sovereign State. In these cases the persons so acting would carry on war, and thus might engage the name of their sovereign and of their nation in belligerent operations. But owners and masters of merchant ships carrying warlike stores do nothing of the kind. If captured for breaking a blockade or carrying contraband of war to the enemy of the captor they submit to capture, are tried, and condemned to lose their cargo. This is the penalty which the law of nations has affixed to such an offence, and in calling upon her Majesty's Government to prohibit such adventurers you in effect call upon her Majesty's Government to do that which it belongs to the cruisers and the courts of the United States to do for themselves. There can be only one plea for asking Great Britain thus to interpose. That plea is, that the blockade is in reality ineffective, and that merchant ships can enter with impunity the blockaded ports. But this is a plea which I presume you will not urge. Her Majesty's Government have considered the blockade as an effective blockade, and have submitted to all its inconveniences as such.

Earl Russell to Mr. Adams, May 17.

If, on the other hand, Her Majesty's Government had prohibited and could have prevented the transport of arms and ammunition to both the contending parties, they would have deprived the United States of a great part of the means by which they have carried on the war. The arms and ammunition received from Great Britain, as well as from other neutral countries, have enabled the United States to fit out the formidable armies now engaged in carrying on the war against the Southern States, while by means of the blockade established by the Federal Government the Southern States have been deprived of similar advantages.

Mr. Adams to Mr. Seward, May 22.

His lordship then fell back upon the same argument to which he has resorted in his note to me of the 17th inst., in answer to my previous remonstrance against these movements, a copy of which goes out with this dispatch. He said that large supplies of similar materials had been obtained here on the part of the United States, which had been freely transported and effectively used against the insurgents. I answered by admitting that at one time a quantity of arms and military stores had been purchased here as a purely commercial transaction for the use of the Federal army; but that I had early objected to this practice, for the reason that it prevented me from pressing my remonstrances against a very different class of operations carried on by friends and sympathisers with the rebels in this island, and it has been discontinued. We had, indeed, purchased largely in Austria, but that Government had never given any countenance to the insurgents.

Earl Russell to Mr. Adams, Oct. 16.

I have the honour to acknowledge the receipt of your letter of the 9th inst., enclosing a copy of an intercepted letter which you had received from the United States Government, being the further evidence with regard to the gunboat "No. 290," to which you alluded in your previous communication to me of the 30th ult., and with reference to your observations with regard to the infringement of the enlistment law, I have to remark that it is true the Foreign Enlistment Act, or any other Act for the same purpose, can be evaded by very subtle contrivances; but her Majesty's Government cannot, on that account, go beyond the letter of the existing law.

Earl Russell to Mr. Adams, March 27.

It would be an unheard-of measure to prohibit merchants from sending ships to sea destined for the Southern ports. Should such ships attempt to violate the blockade, capture and condemnation are the proper penalty of such attempts. No authority can be found for any other.

FRANCE.

The Paris correspondent of the *Times* writes on the 25th of December:—

It is stated that the Pope has addressed an autograph letter to the Emperor of the French enumerating the reforms which his Holiness purposes to make, not, however, on compulsion, but by his own mere motion—*proprio motu*; and that these assurances will be repeated in the Imperial speech on the 12th of January. I do not vouch for the accuracy of the statement, though I think it not improbable. It would be a great thing for the Emperor to be enabled to give such good news in his speech from the throne on the opening of the Chambers.

The Governor-General of Algeria has received a second despatch from the Commandant Mircher, dated Biskra, December 15, which confirms the complete success of the commercial mission in the Soudan. The caravan despatched from Algiers had performed the journey without suffering any interruption either from the natives or from the effect of the climate. On its departure from Ghadames the authorities of the place renewed their assurances of their complete devotion to French interests, and the Touareg chieftains pledged themselves to aid the French traders under all circumstances. The Commandant Mircher expressed himself in terms of the highest praise on the conduct of the Caid Ali-Bey during the journey.

The Russian Imperial ukase, which restores to the exiled Poles their estates confiscated during the last two reigns, is said to have produced an excellent effect among those of that nation resident in Paris. Many of them declined to take advantage of the amnesty published last year, because, had they returned to their own country, they should have found themselves in an inferior position to that which they occupy in France. There remains nothing since the publication of the last ukase to prevent them from returning home.

ENGLAND.

The connexion between the increase of crimes coupled with violence, and the present system of criminal punishment, has been recently dwelt upon by the press and the foremen of grand juries throughout the country. An enquiry into the whole question has been decided upon by Government, which is thus referred to by the *Times*:—

The first step towards the establishment of some more rational system of repressing crimes of violence has been taken. The *Gazette* of last night announces the appointment of a Commission to inquire into the operation of the Acts relating to transportation and penal servitude, and also into the manner in which sentences of transportation and penal servitude are carried into effect. The Commissioners to whom this important inquiry has been delegated are very widely chosen. They consist of Lord Grey, Lord Naas, Lord Cranworth, Lord Chelmsford, Sir John Pakington, Mr. Walpole, Mr. Henley, Mr. Bouverie, the Chief Justice of the Queen's Bench, Mr. Waddington, the Recorder of London, the O'Connor Don, and Mr. Childers. We hope that under the inquiries of these gentlemen this matter will at last take a practical and common sense form, and that the Commissioners will always remember that the object is, not to remove the difficulties and smooth the labours of those whose business it ought to be to punish crime, but to make the law a terror to evil-doers and a protection to the public. The time is gone by when the nation will listen to careful medical testimony as to the amount of beef which is necessary to keep a burglar in full muscu-

lar strength, or the exact conditions of climate which will suit the constitution of a garotter. Society's first duty is to itself. Government's first duty is to those who obey and who pay taxes. A state of society does practically prevail in these islands in which honest labourers cannot get as much food as will develop their full muscular energy. We hope this Commission will see the wickedness of putting a felon's diet higher than that of the lowest of honest labourers. A state of society also prevails in which every mother is obliged to tell her sons that he who will not go anywhere and do anything, honestly, to earn a livelihood, deserves to starve, and probably will starve. While under such true but stern necessities honest men are crowding every little post that offers in the very worst of our colonies, we hope that this Commission will not think that felons cannot be transported unless we can find Happy Valleys ready to receive them. However, something is already gained; the question is authoritatively opened; and there is now some ground for expectation that the next Session will destroy the system which has been melting down the suffering classes of the country into a mass of crime.

RUSSIA.

The official journal of St. Petersburg, of the 24th, publishes a circular of Prince Gortschakoff, dated the 14th, relative to the affairs of Greece. After alluding to existing negotiations, the document says:—"The representatives of Russia in Paris and London received on the 30th November an order to declare that we had never put forward the candidature of the Duke de Leuchtenberg, and that it did not politically exist for us, whatever interpretation might be put on the treaty of 1830. The British Government having expressed itself satisfied with that declaration, our Ambassador in London proposed to draw up a reciprocal engagement relative to the throne of Greece. Notes to that effect were signed and exchanged on the 4th December between Earl Russell and Baron de Brunow. They mention the engagement which excluded from the throne of Greece the members of the three reigning families, and state, as a matter of course, that the election of Prince Alfred or of the Duke de Leuchtenberg would be null and void, if either one or the other was elected. France was requested to give her adhesion to the arrangement." The same journal gives a contradiction to the *Nord* on the subject of a demand alleged to have been made by the Courts of France, England and Russia for the abrogation of the article of the Hellenic Constitution which obliged the Sovereign to profess the Greek rite.

GIBRALTAR, JANUARY 1.

We have no later news from the United States to-day than that given yesterday. The *Madrid Correspondencia*, which usually gives the latest telegraphic intelligence that has reached the Spanish capital, has not come to hand by this morning's post. The other Madrid journals contain the telegraphic announcement of Burnside's defeat, adding to the version which we gave yesterday that the blame of it is cast by the people of the North on the Administration at Washington, which prescribed the operations of the campaign instead of leaving their direction to the commander of the army. It is also said that Ministerial changes are about to take place in Washington. General Halleck, who has written an elaborate report to prove that the former defeats on the Potomac were owing to his orders not having been complied with, will probably be extinguished by this last result of his system of carrying on the game of war by directing every move from his closet in Washington. The *Times* of the 26th has an article on the position of the contending parties at Fredericksburg. The news of Burnside's having re-crossed the Rappahannock had not then reached England. From the Federal account of the battle of the 13th the *Times* thought it unlikely that the Confederate positions would be carried, and doubted whether, in face of an enterprising enemy, Burnside would make good his retreat across the river in his rear.

The Paris *Débats* mentions an article in the *Journal de St. Petersburg* on the subject of the Ionian Islands. The Russian journal, it seems, does not, as two of the French papers had stated, contest the right of England to throw up the protectorate of the Ionian Islands without the consent of the Powers who signed the treaties of 1815, but contends that those Powers are alone competent to decide on the future destiny of the Islands, should England relinquish the trust she accepted. The *Débats* seems to think that a reference of the

question to the other Powers must be merely a matter of form, and that the same right which is conceded to Greece of disposing of her own destinies, could not, in justice, be refused to the Ionian Islands.

PACKETS EXPECTED.

From Southampton—*Ellora*, hourly.
From Malta—*Ceylon*, on the 4th.

THIRD LIST

of Subscriptions for the Relief of the Distressed Operatives in Great Britain.

Officers, non-commissioned officers and privates of the 100th (Prince of Wales' Royal Canadian) Regiment..	894	3	2
Officers and crew of the United States steam gun-boat <i>Chippewa</i> , off Algeciras, & H. J. Sprague, Esq., U. S. Consul	270	0	0
Francisco Balse and crew of H. E. the Governor's gig ..	2	0	0
Amount of cash (in box) collected at Mr. Batchelor's from many poor people	1	9	8
Amount received from the Clergy of the Catholic Church & the Right Rev. Dr. Scandella, and published separately in the <i>Gibraltar Chronicle</i> 24th December.....	128	0	0
Amount previously advertised	3298	9	14
A Friend	\$2	0	0
Mr. Fremby	5	0	0
James Dadero	5	0	0
Joseph Danino	5	0	0
George Acres	3	0	0
John Dadero	2	0	0
Joseph Dadero	2	0	0
Manuel Passano	1	0	0
Roque Sans	0	6	0
Total	83828	4	8

Further subscriptions will be thankfully received by any member of the Committee.

Gibraltar, 31st December, 1862.
S. HASLUCK,
Secretary.

NOTICE.

A Meeting of the Committee for collecting subscriptions in aid of the distressed Operatives in Great Britain will be held at the Exchange Rooms on Tuesday next, the 6th January, at 11 o'clock in the forenoon. Members are particularly requested to attend.

Gibraltar, 31st December, 1862.
S. HASLUCK,
Secretary.

ARRIVALS reported up to 10 o'clock this day.

ON THE 31st ULT.

British steamer *Tiber*, W. B. Simpson, 14 days from Alexandria and 7 from Malta, with a general cargo for Liverpool, cons. to Messrs. Carver, Brothers—(cleared).

Spanish steamer *San Servando*, J. Cantillana, 20½ hours from Malaga and Algeciras, with olive oil for Gibraltar, cons. to Mr. M. Gomez.

Dutch steamer *Cornelia*, J. Wilkens, 9 days from Rotterdam, with a general cargo for Messina and Trieste, cons. to Messrs. Thibaudier and Co.—(cleared).

British steamer *Hecla*, R. Inglis, 21 days from Alexandria and 5 from Malta, with a general cargo for Liverpool, cons. to Messrs. Middleton, Mackintosh & Bland—(cleared).

U. S. gunboat *Tuscarora*, Commander Craven, 3 days from Madeira.

ON THE 1st INST.

British steamer *Sydney Hall*, J. Warne, 14 days from London, 10 from Dartmouth and 34 hours from Lisbon, with a general cargo for Tangier, Casablanca, &c., cons. to Messrs. Longlands Cowell & Co.—(cleared).

Hamburg steamer *Germania*, G. Dierks, 14 days from Hamburg and 6 from Plymouth, with a general cargo for Leghorn, &c., cons. to Mr. F. Schott—(cleared).

And 2 lateen craft from the East coast, with sundries.

CLEARANCES reported up to 10 o'clock this day.

ON THE 31st ULT.

Spanish steamer *Teodosio*, M. Perez, with a general cargo for Malaga. Spanish steamer *Pensamiento*, J. Leal, with a general cargo for Malaga.

And 5 lateen craft for the East and West coasts, with sundries.

NAUTICAL INTELLIGENCE.

The *Hecla* spoke, on the 27th ult., off the Island of Pantaleria, the barque *Persia*; on the same day, off Cape Bonn, the barque *Camilla*; and on the 29th, in lat. 37°30' N., long. 5°38' E., H. M. screw steam-ship *London*.

The master of the British brigantine *White Star* reports having met with the French bark *Marseillais*, Gondines, master, from Guadaloupe for Marseilles, off Cape Palos on the 25th ult. Captain Gondines kindly supplied the *White Star* with provisions that were required, refusing to accept any remuneration.

SIGNAL REPORT.

January 1, twelve o'clock noon.—The British steamer Syrian left at 2:45 p.m. yesterday, the Spanish steamers Teodosio and Pensamiento at 7 this morning, and the Dutch steamer Cornelia is now leaving—all for the E. The British steamer Tiber left during the night, for the W. The Pensamiento is now returning.

A French screw line-of-battle ship passed from W. to E. at 3:45 p.m. yesterday.

Two steamers are now signalled from the Eastward.

FOR LEGHORN AND NAPLES.



THE HAMBURG STEAM-SHIP

GERMANIA,

Captain DIERKS, having arrived from Hamburg, will proceed for the above ports immediately after discharging.

The *Germania* will take Goods on freight and passengers, for whom she has excellent cabin accommodation.

Consignees of Goods per said steamer are requested to have some person in attendance at the Wharf to receive their respective property, which will be landed for their account and risk; and no claim for damage to packages will be noticed after their removal from the Wharf, the steamer's liability then ceasing conformably with the conditions of Bills of Lading. Holders of Bills of Lading of Goods "to order," will please present them to the undersigned.

For further particulars, please apply to

FERDINAND SCHOTT,
Agent.

January 1.

FOR FREIGHT OR CHARTER.

The British schooner *Eduardo*, 69 tons register, coppered and copper-fastened.

Apply to

MIDDLETON, MACKINTOSH & BLAND.

31st December.



TONNAGE REQUIRED.

One or two vessels to convey to Bordeaux the cargo of Staves ex British bark *Mary Catherine*.

Apply to

LONGLANDS COWELL & Co.

FOR LONDON.

The British s.s. "*DWINA*" is expected from the Eastward about the 31st instant: has room for cargo.—

Apply to

JOHN PEACOCK & Co.

29th December.



LIVERPOOL AND ALEXANDRIA STEAM NAVIGATION COMPANY.



FOR MALTA, ALEXANDRIA AND BEYROUT.

The first class screw steamship "*ATLANTIC*," 1308 tons register,

Captain CAMPBELL,

is expected on or about the 2d proximo, and will proceed for the above ports shortly after arrival.

The above steamer has excellent accommodation for Passengers.

For freight or passage, apply to

City Mill Lane, December 30.

SMITH & Co.,
Agents.

STEAM COMMUNICATION

BETWEEN

LONDON, GIBRALTAR AND CADIZ.

LONDON,	1300 tons.....	W. G. S. HALL, Commander
GIBRALTAR,	985 tons.....	F. ARCHER,
BRITANNIA,	917 tons.....	J. MULLITT,
CADIZ,	738 tons.....	J. RUSSELL,
PENINSULA,	626 tons.....	J. HARRIS,



THE FINE NEW FAST SCREW STEAMER

"CADIZ"

is expected on or about the 5th instant, and will leave for Cadiz and London immediately after discharging her cargo.

Consignees of Goods per said steamer are requested to have a responsible person at the Wharf to receive their respective property which will be landed for their account and risk. The Goods, when landed, being then at the entire risk of the owners, no claim for damage to packages will be noticed after their removal from the Wharf, the steamer's liability then ceasing conformably with the Bills of Lading.

Holders of Bills of Lading of Goods shipped "to order" will please present them to the undersigned.

For freight or passage apply to

JOHN PEACOCK & Co.,
Agents.

1st January.

COMPAGNIE GENERALE TRANSATLANTIQUE.

STEAM

FOR MARSEILLES (DIRECT).



THE FRENCH SCREW STEAMER

"JEAN BAPTISTE,"

GUEILLET, Commander, is expected from the Westward daily, and will be despatched for the abovementioned port as soon as possible after her arrival.

Consignees of goods per said steamers are requested to have some person in attendance at the Wharf to receive their respective property, which will be landed for their account and risk; and no claim for damage to packages will be noticed after their removal from the Wharf, the steamers' liability then ceasing conformably with the conditions of Bills of Lading. Holders of Bills of Lading of Goods "to order" will please present them to the undersigned.

For freight or passage, having excellent accommodation for passengers, apply to

Irish Town, 30th December.

Y. BERGEL,
Agent.

GIBRALTAR GAS COMPANY.

Notice is hereby given that, in accordance with a requisition from Ten Shareholders, an Extraordinary General Meeting of the Shareholders in this Company will be holden at the Exchange Room on Tuesday next, the 6th instant, at 12 o'clock noon.

By order of the Board of Directors,

JOHN MACKINTOSH,
Chairman.

LOST,

Near the Spanish Lines, the COVER of a WATCH.—Whoever brings the same to the *Chronicle* Office, will be suitably rewarded.

January 1.

HORSE FOR SALE.



On Wednesday next, the 7th instant, at the usual hour and place, will be sold by Public Auction, the Black Barb "*CYCLOPS*."

1st January.

WANTED

Two or three ROOMS, unfurnished, on the first or ground floor near the Exchange.—Address by letter, stating terms, to "X," Post Office.

Supplement