

'Do. New York. The ship "Lydia" will sail on the 25th July, taking Goods and Passengers. (advt.). 25th July 1803.

Do. Wreck. Few events have excited a more universal sensation than the loss of the smack in the Thames, &c. 24th March, 1809.

Do. Do. Owe of the Traders between Dundee and London was lost on the Nore Sand at the mouth of the Thames. The Master of the smack is justly esteemed and experienced, and the most unbounded trust can be placed in him by passengers in cases of accident *by* sea. 17th Feb 1809.

Do. The London Packet, Wishart Master, of this Port, ran foul of the "Jenny", of North Shields, coal laden, by which accident the latter vessel was sunk, and ten persons perished. 25th Augt. 1809

Do. Tay Shipping Co. The "Defiance" Smack left London on Sunday, 5th, at 6 O'clock, and arrived at Dundee on Wednesday morning, ten hours before the Mail Coach. 10th Septr. 1816.

Do. Do. The Fife Packet, belonging to this Company, left London on Sunday, the 14th and arrived in Dundee on Tuesday the 16th, one day sooner than the Mail. 19th May, 1815.

Do. Do. Lately dissolved. Will expose for sale their five Smacks and two Lighters: upset price, £3760: tonnage, about 527 tons. 16th April, 1817.

Do. The largest ship ever built on the banks of the Tay, being somewhat over 350 tons burden, was yesterday launched from Mr. Calman's Dock. 29th Augt. 1817.

Do. Edinburgh & Dundee. The distance between Dundee and the Capital of Scotland is to be greatly diminished, not, to be sure, by removing any part of the land which intervenes but by lessening the dangers, increasing the rapidity and comfort, and insuring the regularity of water conveyance by the Steam-boats. 21st July, 1820.

Do. Mr. Brown, of Perth, has taken one of the public shipbuilding yards, with the view of settling here. 15th May, 1828.

Do. ?Steam Boat. The Union Shipping Cos. Smack, "Forfarshire", burden 145 tons, recently launched from Mr. Calman's building yard, and intended for the London Trade, has been superbly fitted up for passengers. To obviate the smell of paint, the cabins have been fitted with Mahogany and Wainscot. 29th May.

Do. Shipowners. A general meeting of the shipowners of this Port was held in Campbell's Hall yesterday, Mr. George Clark in the chair. The chairman adverted to the recent proceedings of a Society of Seamen lately formed in Dundee, under the title of "The Dundee Seamen's Provident Union", from which the Trade had suffered much inconvenience. &c. 23d March, 1826.

Do. Dundee and Liverpool. A new Smack for a regular trader between Dundee and Liverpool. 7th Decr. 1826.

Do. Dundee, Perth, & London shipping Co's new Smack, the "Sovereign", was launched from Mr. Calman's building yard. Till within the last ten or twelve years, the smacks in the London Trade from this Port were comparatively small, being from 90 to 100 ton's burden: the "London", 158 tons, stood at the top of the list. The "Sovereign" is the first-of the new class; she is a particularly strong and very handsome vessel of 198 tons register. &c 31st July, 1828.

Do. Shipbuilding yard to let, Yeaman Shore. George Gray. 29th April, 1830.

Do. Shipbuilding. The largest ship, we believe, ever built in this Port, the "Heroine", and a ship of 307 tons, launched from the building yard of Mr. John Calman on Tuesday. 10th July, 1831.

Do. London Shipping Company. Steam vessels between this Port and London, the want of which has been much and long complained of, are now soon to be established. Messrs. Martin & Burns, who are connected with the great steam conveyances from Liverpool and the Clyde, after spending sometime here, have resolved to employ two powerful vessels between the Tay and the Thames. The London Shipping Co. at their annual meeting in July, are to take into consideration the propriety of increasing their capital stock, for the purpose of adding steam vessels to their establishment of smacks. (Also Advt.). 10th May, 1832.

Do. Do. The want of a steam communication between this Port and London, which has been long and often desiderated, has now been supplied. The "Liverpool", a steam vessel belonging to a Company in Glasgow, arrived here from the Clyde on Sunday, and sailed for London last night. Twelve Passengers. The "Liverpool" is a vessel of 400 tons. She is to be succeeded on the berth here by another vessel in a few days. 7th June 1832.

Do. Dundee & London Shipping Co. (Long letter. on the question of employing steam vessels between Dundee and London). 21st June 1832.

Do, Do. Another steam packet, named the "Glasgow", arrived here from the Clyde on Sunday, for the purpose of being employed in the trade between this Port and London, but not so large as the "Liverpool", She sailed on Tuesday. By this vessel and the "Liverpool" there will be a steam, communication to and from the Metropolis three times a fortnight. July, 1832.

Do. Do. and Mr. Flowerdew, writer, Dundee. The case was on Monday last decided against Mr. Flowerdew with full costs. &c. 19th July, 1832.

Do. . Do. . and Mr. Wm. Allan Flowerdew Ar. (Long Notice). 9th Augt 1832.

D. P. & London Shipping Co. At a full meeting held yesterday(19th Septr.), finally and unanimously resolved to employ steam vessels in their carrying trade between Dundee and London; and that with this view they are about contracting for two powerful and splendid steamers of the Very first class, to go into the trade early next season. &c. If the Steam Company who some time ago took up the trade, (and whose exertions have caused this tardy resolution on the part of our native establishment), can stand the competition, the public may calculate on being well and cheaply accommodated. 20th Septr. 1832.

Do. The D. P. & London Shipping Co had contracted for two steam vessels which will be the largest and most powerful, and are expected to be the swiftest mercantile steamers afloat in this country. The length 180 feet: breadth between paddle wheels 28 feet, or over them 50 feet: upwards of 600 tons: the power of their engines, nearly 26 horse; by Mr. Robert Napier of Glasgow; The builder of the vessels Mr. John Wood, of Port Glasgow &c. 27th Septr 1832.

Do. The Steamers "Liverpool" and "Glasgow" are in the course of being withdrawn from this station, the latter having gone her last, and the former being on her last voyage. 27th Septr 1832.

Do. D. O. & London Shipping Co, the rates of freight on measurable goods, betwixt Dundee and London will be 2/6d per barrel bulk, from and after 11th Octr. Cabin Passengers, including provisions, Two Guineas. 11th Octr 1832.

Do. In the course of the last few weeks, five new vessels have been added to our shipping: the "Orion", 201 tons; the others, 135 tons each: there are at present ten vessels building; some of them nearly ready for launching. 5th March, 1833.

Do Dundee, Perth, & London Shipping Co. The large and splendid Steamer, "Dundee", is at length upon that element which we trust she will long and successfully traverse. She was launched on Monday afternoon, from the building yard of Mr. Wood at Port Glasgow. She is the largest ever built in Scotland, and, with the exception of the "Monarch", the largest in Britain for commercial purposes. She is to be propelled by two engines of 135 horse power each, with boilers of proportionate dimensions (said to be the largest in Europe), made and fitted up by Mr. Robert Napier, of Vulcan Foundry, Glasgow- 26th Augt. 1833.

Do. D. P. & London Shipping Co. On Wednesday last week the Steamer "Perth" was

launched from, the building yard of Mr. John Wood at Port Glasgow. She is like her twin sister, the "Dundee", launched some months ago. &c. 6th Decr. 1833.

Do. At very few, if any, of the Scottish Ports, has the increase of shipping been so rapid and extensive as at Dundee during the last few years. At the end of 1833 there then belonged to the town 285 vessels, registering 36,321 tons. &c. 31st Jany. 1834.

Do. During the past year, although several losses occurred, the increase here amounted to 20 vessels, or 3,521 tons. &c. 31st Jany, 1834.

Do. D. P. & L. Shipping Co. The first of the magnificent Steamships will start from Greenock for Dundee on the 21st current; and may thus be expected to be seen floating on the surface of our noble river, or filling a larger space in our capacious Harbour, on the 24th. This vessel is to sail on her first voyage to London on Wednesday, 2d April. The engines are of far greater power than those of any steamship in Britain, or, as far as we know, in the world. &c. 7th March, 1834.

Do. Do. The Steamer "Dundee", which was expected here in course of Monday, owing, to the prevalence of adverse winds, did not arrive till Wednesday. The Wet Dock not being prepared as yet for her reception, she has been moored in the river, and many parties of pleasure have already been aboard of her. &c. 28th March, 1834.

D. P. & L. Shipping Co. The steamship "Dundee" arrived in London. The time occupied in sailing or steaming was only thirty eight hours and a half, although there was a strong head wind against her for more than two thirds of the voyage. 11th April 1864.

Do. The "Dundee" sailed for London with forty passengers, a full cargo of goods, 100 boxes of salmon, thirty five fat cattle upwards of 100 sheep, &c.

The "Perth". The general impression is that she sailed faster than the "Dundee" in similar circumstances. &c. 2nd May, 1834.

Do. Long notice of the victory of the steamer "Dundee" over the "Monarch" of Leith &c. 23d May, 1834.

Do. Very long notice of a trip by the steamer "Perth". 20th June, 1834.

Dundee & Leith. The fast sailing steamship, "The "Rothsay", is now plying on this passage at fares only 5 five hours and a half. &c. 27th June, 1834.

D. P. & L. Shipping Co. The "Dundee" made her passage in 42 hours. 4th July, 1864.

Do. The "Dundee", Styled par excellence the "Queen of the Ocean", had the, honour of saluting the Queen of the British Islands (Her Majesty, Queen Adelaide), when on her last week's passage from the Metropolis. &c. 29th, Augt. 1834.

Tay Steam Packet Company. It is in contemplation by some of the leading partners of the Company to get a steamboat constructed for the passage between Dundee and Perth, fitted before performing two voyages per day in Summer &c. 5th Sept, 1864.

D. P. & London Shipping Co. Pictures of Vessels. See Pictures, &c. 19th Decr. 1834.

Do. Dundee & Hull Steam Packet Company. Prospectus: - Capital Stock of the Company is £10,000, formed of £25 each share. &c. 27th March 1865.

Do, Third Steamer for the London Trade. 11th Sept, 1836

Do. (Steam). The Steamship "Forfarshire"; soon after the formation of the Dundee & Hull Packet Company, early in the year a contract was entered into with Messrs. Adamson & Borrie, for a steamship of great size and power, to be employed in the trade. She was launched from Mr. Adamson's premises on Saturday being the first Steamship of a large class which had been constructed here, an immense multitude assembled to see her transferred to the dominion of Neptune. Length of her keel is 127 feet; length upon deck, 140 feet; her breadth over the wheels is 40½ feet; and between them, 22½ feet. She has a poop deck; and her register is about 360 tons. Two engines, 90 horses each. &c. 11th Decr. 1865.

Do. Dundee and Hull. The steamer "Forfarshire". This vessel left her moorings on Monday

for the first time, after receiving her machinery and other equipments at Mr. Borrie's Foundry quay, the following morning, to test her capabilities by a trip to Aberdeen. She ran at the least twelve miles an hour. The vessel completely realized every expectation (Long notice). 6th May, 1836.

Do. Dundee & Hull. The Steamship "Forfarshire" sailed on Saturday afternoon on her first voyage to Hull. &c. 10th May, 1866.

Do. Dundee and Leith Steam Packet Company. New vessel was launched from Mr. Adamson's yard on Monday. She is named the "Modern Athens". 161 feet long; 57 broad; the two engines, 130 horses power. 3d June, 1836. Do. "The Modern Athens" trial trip. (Long notice). 26th. Augt. 1866.

Do. London Shipping Coy. New shed on Earl Grey's Dock, on the steam quay. The Devon Iron Work for pillars, 86; Mr. A. Robertson for mason work, 380; and Mr. Jas. Barnett for wright, slater, plumber work, &c., £1102. 16th Sept. 1836.

Do. Whalers. Six vessels beset. Disastrous description. Long notice. 5th May, 1837. 12th May, 1837.

Do. London Shipping Co. The new steamship "London" is expected to be ready for sea by the middle of June. She is built by the same builders and engineers who built the, "Dundee" and "Perth: and from the improvements: made end the greater power of her engines, she is expected to be superior to any vessel yet on the East Coast. 19th May, 1837.

Do. Steamers. The "Sea Horse." steamship is the largest steamer ever built on the Tay. Her length on deck is 168 feet; breadth over the paddle-boxes, 48 feet; engines, 1120 horse power each. Adamson & Borrie, Contractors. 2d June, 1837.

Do. London Shipping Co. The steamship "London". This new and splendid vessel arrived in the Tay on Monday night from Greenock. In running up the River, she fired several salutes, and discharged a number of sky lights, rockets, &c. Whether viewed internally or externally, the vessel excites admiration. Her mould is very elegant, her sides are painted black, the wheel and chimneys are of a scarlet colour. Her stern is rich in ornament, the London arms occupying the centre, the Dundee arms on one side, and the Perth arms on the other. On the prow there is the figure of Britannia seated on a lion, with other devices. The extreme length of the vessel is about 190. Feet and the extreme breadth 51½. Her, internal capacity is about 800 tons. An engine, by Messers Napier of Glasgow, 300 horses. Saloon is 40 feet in length. Commander, Captain Ewing. &c. Sails for London on her first voyage tomorrow. 14th July, 1837.

Do. Steamer. The "Bonnie Dundee". This fine new steam vessel is giving satisfactory proofs of her fitness for the station on which she has been placed. She completes the passage from, Dundee to Newhaven in about six hours. 8th Sept. 1837.

Do. Shipping, Steam. In the course of the ensuing Spring steam communication will be established between this Port and Newcastle 19th Jan. 1838.

Do. Steamers between the Tay and the Tyne, regularly in the Spring, will commence running regularly between the Tyne and Dundee. Shields & Newcastle General Steam Navigation Company. 9th Feb. 1838.

Do. Steamers. The "Caledonia", an iron steamer launched from, the builder's yard of Messrs. J. & C. Carmichael, Engineers, at the Sea Braes. 95 feet keel: 21 feet beam: draught of water twenty three inches: engines: two engines thirty five horses power each. 2d March 1833.

Do. Shipping. Patent Slip, on Morton's principle, and Graving Dock. Advt. 26d March, 1838.

Do. Steamers- The Caledonia (Iron, Steamer). Trial trip to Perth. Notice. &c. 13th April 1838.

Do. Edinburgh. Also steamers. The steamships "Bonnie Dundee" and Modern Athens are now sailing daily to and from the Chain Pier, Newhaven. &c. 18th May, 1833.

Do. London Shipping. Co. The Dundee and London steam ships. In place of one sailing per week from each of the ports, there are to be two. &c. 5th July, 1838.

Do, Shipping Company. Prospectus of a Shipping Company, to be styled, "The Tay General Shipping Company, Capital, £80,000, divided into 3200 shares of, £25 each. Long Advt. Abstract of, Articles, &c. 20th July, 1338.

Wreck of the Forfarshire Steamship. Loss of forty lives. It is with deep regret we have record that steamship Forfarshire has been lost on one of the Sapple or Fern islands off the Coast of Northumberland on her passage from Hull to Dundee on the 7th Sept. 1838, at 3 A.M. Very long notice. 14th Sept. 1838.

Do. Wreck of the Forfarshire with woodcut. Long notice. 21st Sept 1838.

Do. Grace Darling. See notice. 21st Sept. 1838. D. Darling and his daughter. Subscription. There is now a prospect that a testimonial will be presented to the intrepid keeper of the Fern Light, and daughter. &c. 21st Sept. 1838.

D. Wreck of the Forfarshire (Leader on the). 21st Sept. 1838.

Do. Do. How stands the case as regards the boilers of the Forfarshire? Long notice. 28th Sept. 1838.

Do. Steam boats (The, Kirk Session and the) Sabbath profanation vessels sailing during the Summer from Dundee to Broughty Ferry. &c. 28th Sept. 1838.

Do. Darling, Miss, has been presented by the Directors of the Glasgow Humane Society with a silver medal &c. 5th Oct. 1838.

Wreck of the Forfarshire. Sale; 16th Oct. 1838, of the wreck and machinery saved from the Steamship Forfarshire. 12th Oct. 1838.

Do. Darling, Grace. T.C.M. gave £5-5/- from the Towns Funds to the subscription now raising for Miss Grace Darling and her father. 18th Oct 1838.

Do. Darling, Grace. Letter from her to the Glasgow Humane Society. 19th Oct. 1838.

Do. Wreck of the Forfarshire. Substance of the evidence given as to the state of the machinery by John Tulloch, Carpenter. Long notice. 26th Oct .1838.

Do. Wreck of the Northern Yacht. Various letters and notices. Oct. and Nov. 1868.

Do. Wreck of the Northern Yacht. Believed to be part of wreck washed ashore, on the 29th Nov. near Berwick. &c. 7th Dec. 1836.

Do. Darlings. Busts of Grace Darling and her father by Mr Dunbar, Sculptor, Sunderland. Price One Guinea each. 7th Dec. 1868. ,

Do. Do. Grace Darling and her father have acknowledged receipt of £50 forwarded to each by Lieutenant Smart, being the Forfarshire subscription in their behalf. 1st Feb. 1839.

Do. Edinburgh to Dundee. Also Steamships. Great reduction of fares. The new Benledi-Cabin reduced from 5/- to 2/- steerage from 3/- to 1/-. The Bonnie Dundee and Modern Athens, 4/-, second, 1/- (Rare puffing). 14th Jun, 1839.

Do. Dundee and Perth. The opposition in steam navigation is doing wonders for the benefit of the public. The fares to and from Berth:- Cabin Steerage. 4d. Perth to Newhaven - Cabin, 2/- Steerage, 10d. 5th July, 1839. -

Do. Edinburgh (To) for sixpence by the Bonnie Dundee and Modern Athens. 18th July, 1839.

Do. Steamers. Narrow escape of the passengers on board of the Bealedi, near St. Andrews Bay, the bursting of one of the blow-off pipes which, having egress underwater made a leak. In ten minutes the fires were drowned; &c. Passengers saved by the "Bonnie Dundee". Vessel saved by engineer stopping leak with waste 2d Augt. 1839.

Do. Do. Edinburgh and Dundee. Within the last, four weeks upwards of thirteen thousand passengers by the steam vessels. 9th Augt. 1839.

Do. Do. Edinburgh and Dundee for threepence, steerage; cabins, one shilling.-New

Benledi- Advt. Also Bonnie Dundee and Modern Athens, 6d:- immense reduction. 9th Augt. 1839

Do. Do. Edinburgh. Sixpence to Edinburgh by the Bonnie Dundee and Modern Athens. (Advt.) 16 Augt. 1839.

Do. Wreck of "Forfarshire". A party of divers, enveloped in a suit of waterproof clothes, and having on the head a metallic cap, in which is placed glass eyes, &c. 30th Augt. 1839.

Do. List of ships building in Dundee at the present time:- thirteen vessels- 2751 tons in all. 29th Nov. 1839.

Do. Steamers: To be sold by roup, the "Bonnie Dundee" "Modern Athens", and "Rothsay", belonging to the Dundee & Leith Steam Packet Co. &c. 29th Nov. 1839.

Do. Ships. Loss of the Sunda, of Dundee, in the Indian Ocean. The value of her cargo, including; £25,000 in specie, is estimated at £230,000. Twelve lives lost. 20th March, 1840.

Do. Do. Shepherd Brow, blacksmith has invented an improvement on the paddle-wheel of steamboats. &c. 1st May, 1840.

Do, London Shipping Co. and Harbour Trustees. The allowance for collecting the shore-dues by their vessels was reduced from 5 to 2½ .per cent. Long notices. 24th July, 1840.

Do. A list of twenty two of the largest ships belonging to Dundee: - the largest, the "Ocean Queen"; 802 tons. &c. 18th Sept. 1840.

Do. Steamboats (Statistics of), from 1817 to 1838. In 1817 there were 14 steam vessels running; in 1838 there were 766 steam vessels running. .Long and good notice. 25th Dec. 1840,

Do. Steamers. On Friday last a new iron twin steam vessel for the Tay Ferries Trustees was launched from Mr. Borrie's building yard at Broughty Ferry. She is named the "Princess Royal:" in honour of the youthful heiress to the throne. She glided beautifully into the water, after having passed along upwards of two hundred feet of ways. Having been taken in tow by the "Tayfield" she proceeded up to the Harbour, where she now lies receiving her machinery. Her length on deck is 106 feet, and breadth 34 feet. She is to be propelled by two engines of forty horse power each. She is very strongly fastened together and is expected to be a very fast sailer. 18th Dec. 1840.