

Portry.

"THE POLAR STAR."

(By L. E. L. in the New Monthly.)

"This star sinks below the horizon in certain latitudes. I watched it sink lower and lower every night, till at last it disappeared."

"A star has left the kindling sky—
A lovely northern light—
How many planets are on high!
But that has left the night."

"I miss its bright familiar face,
It was a friend to me,
Associate with my native place,
And those beyond the sea."

"It rose upon our English sky,
Shone o'er our English land,
And brought back many a loving eye,
And many a gentle hand."

"It seemed to answer to my thought,
It called the past to mind,
And with its welcome presence brought
All I had left behind."

"The voyage it lights no longer ends
Soon on a foreign shore;
How can I but recall the friends,
Whom I may see no more?"

"Fresh from the pain it was to part—
How could I bear the pain?
Yet strong the omen in my heart
That says, 'We meet again!'"

"Meet with a deeper, dearer love,
For absence shows the worth
Of all from which we then remove,
Friends, home, and native earth."

"Thou lovely polar star, mine eyes
Still turned the first on thee,
Till I have felt a sad surprise
That none looked up with me."

"But thou hast sunk below the wave,
Thy radiant place unknown;
I seem to stand beside a grave,
And stand by it alone."

"Farewell!—ah, would to me were given
A power upon thy light,
What words upon our English heaven
Thy loving rays should write!"

"Kind messages of love and hope
Upon thy rays should be;
Thy shining orb would have scope
Searched enough for me."

"Oh, fancy vain as it is fond,
And little needed too,
My friends! I need not look beyond
My heart to look for you!"

Miscellaneous.

HISTORICAL SKETCH OF THE BRITISH NAVY.

[From the Sun.]

In the reign of Charles I. ships were first distinguished by rates. At the breaking out of the Rebellion, the Royal Navy consisted of 42 sail, of which 25 were ships of the line. One of the strongest arguments of the royalists against the Remonstrance of the Commons to the people, was, that the chief object of his government was to raise a naval, not a military force—a "project useful, honorable, nay indispensably necessary." The year following the King was deprived by Parliament of the management of the navy and its power turned against him.

During the Protectorate the navy estimates were first laid before Parliament. Exclusive of 25 ships, of which Prince Rupert robbed the country, the navy consisted, at the death of Oliver Cromwell of 157 ships, of which 46 were taken from the Dutch and Danes. The number of seamen in the Royal Navy was 21,910, exclusive of crews for four ships then building. There were 31 ships of the line all in good condition. Cromwell was the first Englishman who maintained that it was contrary to the true interests of the country to reduce the fleet in the time of peace. At the close of the war in 1654, he ordered the fleet to be put into good condition, new ships to be built, and all the magazines of the kingdom to be filled with naval stores. Two years previously he increased the pay of the common sailors five shillings a month, which, by encouraging voluntary service, greatly abated the rigours of impressment. In 1677, Charles II. complained to his Parliament that the navy was in a decayed condition, when the Parliament of that day ordered thirty new ships to be built, and granted at the outset £586,000 for that purpose. An additional sum of £100,000 was subsequently granted, which nearly covered the expense of building—the timber being supplied without cost from the Royal Forests. At the death of this monarch, in 1685, the fleet consisted of 179 ships of all classes, of which 63 were ships of the line. The number of men was about 30,260.

The distracted reign of James II. was unfavourable to the progress of the navy. Still having been, like the late king, a practical sailor, and for some time Lord High Admiral, James was well disposed towards the naval service. He procured £400,000 a year to be set apart for naval expenses: and he appointed a Commission to inquire into the state of the ships in ordinary, and the quantity and value of the stores in the magazines. He likewise permitted foreign timber to be imported for shipbuilding. In consequence of the report of this commission several ships were condemned, and broken up, and 21 new ones of all sizes were added. At his abdication in 1688 the navy consisted of 179 sail, of which 59 were ships of the line. The number of seamen and marines was 7,040.

Immediately after William and Mary ascended the Throne their Majesty's procured an act of parliament for building 30 new ships to humble the maritime pretensions of France. In 1695 the House of Lords voted an Address to his Majesty, in which they observed, that "having spent some time in consideration of the fleet both at home and abroad, and of the great increase of the naval force and strength of our neighbours, we conceive it to be our duty to your Majesty and the kingdom, humbly to represent, that the honor and safety of this nation, under the providence of God, chiefly depends upon our strength at sea." And they conclude with praying his Majesty to "give speedy and effectual directions for the repair and increase of the Royal Navy." In the course of the war with France, England lost fifty ships, while the loss of the enemy was fifty nine. At the demise of William in 1702 the fleet consisted of 272 ships, of which sixty eight were of the line. There was an increase of ninety nine sail during his reign, rendered memorable in naval annals by certain boons con-

ceded to officers. The number of seamen and marines was 40,000.

Anne had not long ascended the Throne when eleven ships were lost in a storm. This excited some alarm, and Parliament finding that steps were not taken speedily to redress the damage, the Lords in 1707 thus addressed her Majesty on the subject:—"It is a most undoubted maxim, that the honor, security and wealth of this kingdom does depend upon the protection and encouragement of trade, and the improving and right managing its naval strength. Other nations, who were formerly great and powerful at sea, have, by negligence and mismanagement, lost their trade, and have seen their maritime power entirely ruined. Therefore we do in the most earnest manner beseech your Majesty that the sea affairs may always be your first and most peculiar care." At the Queen's death in 1714, the total number of ships was only 211, but of these no fewer than 131 were of the line. The average number of sailors and marines during her reign was 40,000.

George I. found the fleet in bad repair, and did much towards its improvement in various ways. But upon the whole he had no naval sympathies, and thought more of his petty Electorate of Hanover than of the interests of Great Britain. The fleet at his decease in 1727 consisted of 233 ships, of which 124 were of the line. The number of seamen and marines in that year was 20,000.

During the long reign of George II. the nation was almost continually at war with France, Spain, and one or other of the northern nations. Notwithstanding immense losses, the fleet consisted, at the accession of George III. of 412 vessels of greatly improved build, of which 127 were ships of the line. The number of seamen and marines was then 70,000. Subsequently, the number of seamen has been often increased to 120,000, as in the years 1797, 1798, 1799 and 1800, for example. In 1801 this number was increased to 135,000. In the beginning of 1805, from which period we date the decline of our navy, our fleet consisted of 949 vessels of all sizes, of which 175 were ships of the line.

According to the official return published by Sir John Barrow, dated Dec. 1838, the British fleet at present consists of 236 vessels of all classes, including steamers, Post office packets, and 27 on the stocks. Of this number 90 are ships of the line; but it is admitted on all sides that hardly more than one half of them can by any process be made sea-worthy.

EXPERIMENTAL EXPLOSIONS AT CHATHAM BY THE VOLTAIC BATTERY.

For several months past the Royal Engineers at Chatham, under Colonel Pasley, have been trying continual experiments in firing gunpowder by the voltaic battery, chiefly under water; and after many vicissitudes of partial success and failure, they have at last succeeded in bringing this process to as much perfection as it seems capable of; that is, to as much certainty as the former methods of firing mines in dry soil. They have repeatedly fixed gunpowder at the distance of five hundred feet, with their conducting wires either buried under ground or led entirely under water, excepting a few feet connected with the battery, which in their subaqueous explosions was in a boat on the Medway, the powder being lodged at the bottom of that river. In their subterranean explosion they blew up a field-work; and in one of their subaqueous experiments they blew to pieces a vessel representing a wreck, the fragments of which being of fir timber, came up to the surface of the Medway immediately after the column of water thrown up by the explosion. On Saturday last they applied their voltaic battery to the blasting of rock under water. Two very large and heavy pieces of hard sandstone were each prepared with a hole three inches in diameter by a borer, after which a charge of three quarters of a pound of powder was put into each. The conducting wires were led from each charge to the battery, which was placed on the gun-wharf, whilst the stones thus prepared and loaded were lowered down from a crane to the bottom of the river opposite, where the water was fourteen feet deep at the time. The first stone being of a compact form was blown to pieces, and the rope sling by which it had been lowered, and which had not been removed, was broken. The second stone being a more irregular shape and much thinner, so that there was not sufficient resistance above and below the charge, was brought up by the crane after the explosion, which had only blown out the solid part of the stone below the bottom of the hole, apparently without injuring any other part of it. Another charge was therefore placed in the same hole, which was tamped both above and below in the mode before described, and the stone was then again let down to the bottom of the river; and after firing this second charge, on being hauled up by the crane, it was found to have been broken into three parts; one of which did not reach the surface, whilst the other two being still held together by the slings, after being raised nearly to the level of the wharf, separated from each other and fell to the bottom. One of these charges was contained in a tin cylinder fitted to the size of the hole; the two others in canvass bags of the same form, covered with waterproof composition. These last experiments, which, like several of the former ones, were witnessed by a great number of spectators, chiefly military, have proved that the voltaic battery may succeed for blasting rocks under water, as well as for blowing wrecks to pieces; and on the former supposition, the holes in the rock would be formed, and the charges placed, by means of the diving-bell.

The results of this course of experiments may be of great importance, especially for defensive military mines, because the voltaic battery affords the only possible means of firing several such mines not only instantaneously, but simultaneously, and at the very moment when an enemy's column advancing to the assault is over the very spot where those mines have been prepared; whereas, by the common mode of firing military mines by a piece of portfire or slow match, connected to a powder hose, there can be no certainty of their taking effect at the precise moment required, so that the enemy's troops might either have passed over or not yet reached the spot at the period of explosion; and

the simultaneous explosions of conjunct mines by this method is out of the question, for no two pieces of portfire or powder hoses, though cut to the same length, were ever known to burn exactly alike.

THE LAKE ASPHALTITES.—Our whole party consisting of five persons, plunged in, and remained some time in the lake. Though the assertion be not true, that a flat dense mass of iron will be sustained on the surface, yet a man who cannot float elsewhere finds no difficulty here: having proceeded some way into the lake, till his shoulders are nearly immersed, his feet are actually borne off the ground, and he walks as it were on water, or else his legs are forcibly raised, and he is compelled either to float or swim. To sink or drive would require some effort.—*Elliot's Travels.*

J. & A. SMITH.

HAVE now on hand and offer for sale at their Store in Queen Street, a very general assortment of MERCHANDISE, consisting of, PROVISIONS, GROCERIES, HARD WARE, Woolen, Cotton and Fancy GOODS, &c., among which are the following articles, Saperfine FLOUR, Canada fine do., Rye do., Corn Meal, Oat Meal, Pork, Pickled and Dry Fish, Brown and Loaf Sugar, Molasses, Rice, Barley, Liverpool and fine Salt, Hyson, Souchong and Congo TEAS, Coffee, Chocolate, Dried Apples, Mould Candles, Sperin do., Ginger, Mustard, Spice, Pepper, Starch, Salabras, Cinnamon, Cloves and Nutmegs, Indigo, Alum, Copperas, Blue, Logwood Redwood, Soaps, Paste and Liquid Shoe Blacking, Glue, Corn Brooms, Vinegar, Powder.

Hardware.

4d. 6d. 8d. 10d. 12d. 14d. 16d. 20d. 24d. and 30d. wrought Nails; Wrought Spikes, assorted sizes; 3d. 4d. 6d. 8d. 10d. 12d. and 14d. Cut Nails, finishing and flooring Nails, Brads from 1/2 inch to 2 1/2 inches, Horse Shoe Nails, long handled Spades, short handled do., Square bladed Shovels, Shovel Blades, Cast Steel Hoes, Cow Bells, 7, 8, and 9 inch door Locks, stock Locks, Cupboard and Chest do., hand Saws, Tenant do., plane Irons, Mill, Crosscut and Hand Saw Files, Hinges of different descriptions, Screws assorted sizes, Table Knives and Forks, Jack and Pen Knives, Razors and Scissors, Chisels and Gouges, door Bolts, Horse Traces, Wire assorted sizes, Shot assorted sizes, Flint, Shoe Bills, Pots, Bake Ovens, Fryingpans, Gridirons, Sad and Italian Irons, Plough Shares.

Dry & Fancy Goods.

Superfine Broad Cloths, Plain and Fancy Cassimeres, Fancy Buckskins, Mole skins, Plain and Printed, Faint White Drill, Lastings, Striped Jeans, Homespuns, and Checks, Regatta Stripes, Cloth and Moxell Vests, Linen, Damask, Cotton do., Table Covers.

200 pieces of Unbleached White and Printed Cottons, Linings assorted colours, fine Linen, Duck, Padding, Canvass, Osnaburghs, Brown, Black and Colloid Holland, Muslin Dresses, Pink, Buff and Fancy Gingham, Shawls, of different descriptions, plain and figured Bobbinets, Book Muslin, Jaconnet and Mull do., Cambricks, Lace and Edgings, Insertions, Quillings, Ladies White, Black and Green Blond Gauze Vails and Handkerchiefs, Gentlemen's Silk and Cotton Handkerchiefs, Ladies White and Coloured Stays, Carpet and Furniture Binding, Black, Colored and White Thread, Silk and Cotton Sewings, Black and Colored Merinoes and Stuffs, Black Bombazeen, Ladies Marino, Worsted and Cotton Hose, assorted colors, Gentlemen's and Boys 1/2 do., Ladies Kid, Silk, Lace, Lile, Thread and Cotton Gloves and Mitts, assorted Colors, Gentlemen's Kid, Thread and Cotton Gloves, Children's do., Sattin, Lutstring, and Gauze Ribbons, assorted Colors, India Rubber, Worsted and Cotton Braes, Ladies Bonnets of different descriptions, Ladies Prunella and Seal Skin Shoes and Boots, Gentlemen's Fur and Silk Hats, Umbrellas, Cotton Warp, Salmon Twine, Green, Yellow, White, and Flax Colored Shoe Thread, an assortment of Brown Earthen and Tin Ware.

Brushes.

Cloth Brushes, Hair do., Horse do., Scrub and Shoe do., Paint do., Hearth do.

Paints & Oil &c.

Pale Seal Oil of Superior quality, Boiled and Raw Paint Oil, No. 1 and 2 London White Lead, Scotch do., Yellow, Red, Black, Green, and Blue Paints, and Yellow Ochre, Putty and Whiting.

5,000 feet of Window Glass of the following sizes, viz: 9x7, 10x8, 12x10, 14x11, 15x11, 16x12, 18x14, &c., &c., &c.

The above articles have been selected with care and will be sold at the lowest rates for prompt payment.

Frederickton, 29th May, 1839.

ON CONSIGNMENT AND FOR SALE.

15 BARRELS Caldroned PLASTER PARIS, in prime order; prepared for plastering. Apply to **MACPHERSON & COY.** 11th April, 1839.

VALUABLE PROPERTY.

For sale upon advantageous terms, by **ROBERT RANKIN & CO.**

A VALUABLE Building Lot and Wharfe Lots, in front of the Honorable J. S. SAUNDERS, lying between the Market House square and Jackson's Hotel.

Two Town Lots near the Catholic Chapel fronting on Brunswick and George Streets.

A Lot of about sixty acres near Blake's Mills on the Nashwaak.

A Lot on the Nashwaak near the Ferry, formerly owned by Donald McLeod, deceased.

A Lot in the Parish of Woodstock, near Eel River, containing two hundred acres.

A wilderness Lot in the Parish of Woodstock, in rear of Land owned by JOHN DIBLEE, Esquire, containing two hundred acres.

A Lot of one hundred acres in the Parish of Brighton, granted to — Gray.

A Lot of one hundred acres in the Parish of Perth, granted to Robert Woodward.

A Lot of one hundred acres in the Parish of Andover, granted to — Smith.

For particulars apply to **WILLIAM J. BEDELL,** Frederickton, April 16, 1838.

UNEXAMPLED

Mammoth Scheme!!

THE following detail of a Scheme of a Lottery to be drawn in December next, warrants us in declaring it to be unparalleled in the History of Lotteries. Prizes to the amount have never before been offered to the public. It is true there are many blanks, but on the other hand, the extremely low charge of TWENTY DOLLARS per Ticket—the value and number of the Capitals, and the revival of the good old custom of warranting that every prize shall be drawn and sold, will wear sure, give universal satisfaction, and especially to the Six Hundred Prize Holders.

To those disposed to adventure, we recommend early application being made to us for tickets—when the prizes are all sold, blanks only remain—the first buyers have the best chance. We therefore, emphatically say—delay not, but at once remit and transmit to your orders, which shall always receive our immediate attention. Letters to be addressed, and application made to

SYLVESTER & Co.

156 Broadway, N. Y.

Observe the Number, 156.

\$700,000.

\$500,000!! \$20,000!!

Six Prizes of Twenty Thousand Dollars!

Two prizes of Fifteen Thousand Dollars!

Three prizes of Ten Thousand Dollars!

GRAND REAL ESTATE AND BANK STOCK

LOTTERY.

OF PROPERTY SITUATED IN NEW ORLEANS.

The richest and most magnificent scheme ever presented to the public in this or any other country.—Tickets only Twenty Dollars.

Authorized by an Act of the Legislative Assembly of Florida, and under the direction of the commissioners acting under the same. To be drawn at Jacksonville, Florida—Schmidt and Hamilton, Managers. SYLVESTER & Co., N. Y. sole Agents.

No combination numbers! 100,000 Tickets, from No. 1, upwards in succession.

The deeds of the property and the stock transferred in trust to the commissioners appointed by the said act of the Legislature of Florida, for the security of the Prize Holders.

SPLENDID SCHEME.

ONE PRIZE—THE ARCADE.

386 Feet 5 inches, 4 lines on Magazine Street, 101 feet, 21 do. on Natchez Street, 126 feet, 6 do. on Graver Street—Rented at about \$37,000 per annum, valued at \$700,000

ONE PRIZE—CITY HOTEL.

162 feet on Common Street, 146 feet 6 inches on Camp Street.—Rented at \$25,000, valued at \$500,000

ONE PRIZE—DWELLING HOUSE.

(Adjoining the Arcade,) No. 16, 24 feet 7 inches, front, on Natchez Street—Rented at \$1,200, valued at \$20,000

ONE PRIZE—DWELLING HOUSE.

(Adjoining the Arcade,) No. 18, 28 feet, front on Natchez Street—Rented at \$1,200, valued at \$20,000

ONE PRIZE—DWELLING HOUSE.

(Adjoining the Arcade,) No. 20, 23 feet, front, on Natchez Street—Rented at \$1,200, valued at \$20,000

ONE PRIZE—DWELLING HOUSE.

No. 23, northeast corner of Basin and Custom House Street, 40 feet, front on Basin, and 40 feet on Franklin Street, by 127 feet deep in Custom House Street—Rented at \$1,500 valued at \$20,000

ONE PRIZE—DWELLING HOUSE.

No. 24, south west corner of the Basin and Custom House Street, 32 feet 7 inches on Franklin, 127 feet 10 1/2 inches deep in Custom House Street, Rented at \$1,500, valued at \$20,000

ONE PRIZE—DWELLING HOUSE.

No. 339, 24 feet 8 inches on Royal st. by 127 feet 11 inches deep—Rented at \$1,000, valued at \$20,000

1 prize, 250 shares Canal Bank stock, \$100 each, 25,000

1 do. 200 do. Commercial do. \$100 20,000

1 do. 150 do. Mech. & Trad. do. do. 15,000

1 do. 100 do. City Bank do. do. 10,000

1 do. 100 do. do do do. 10,000

1 do. 100 do. do do do. 10,000

1 do. 50 Exchange Bank, do. 5,000

1 do. do do do do. 5,000

1 do. 25 do. Gas light do. do. 5,000

1 do. 25 do. do do do. 5,000

1 do. 15 do. Mech. & Trad. do. 1,500

1 do. 15 do. do do do. 1,500

20 prizes, each 10 shares of the Louisiana State Bank, \$100—each prize \$1,000, 20,000

10 prizes, each 2 shares of \$100 each—each prize \$200 of Gas Light Bank, 2,000

200 prizes, each one share of \$100 of the Bank of Louisiana, 20,000

200 prizes, each one share of \$100 of the New Orleans Bank, 20,000

150 prizes, each one share of \$100 of the Union Bank of Florida, 15,000

SIX HUNDRED PRIZES. \$1,500,000

TICKETS \$20.—NO SHARES.

The whole of the Tickets with their numbers, as also those containing the prizes, will be examined and sealed by the commissioners appointed under the Act, previously to their being put into the wheels. One wheel will contain the whole of the numbers, the other will contain the Six Hundred Prizes, and the first 600 numbers that shall be drawn out, will be entitled to such Prize as may be drawn to its number, and the fortunate holders of such prizes will have such property transferred to them immediately after the drawing, unincumbered, and without any deduction.

Editors of every paper in the United States, in the West Indies, in Canada, and British Provinces, are requested to insert the above as a standing advertisement until the 1st of December next, and to send their accounts to us, together with a paper containing the advertisement.

SYLVESTER & Co.

156 Broadway, N. Y.

New York, May 7, 1839.

TIMBER PETITIONS for

sale at this Office.

June 18, 1839.

W. H. STREET,

Wine Merchant.

Agent and Commission Merchant, At Saint John, and at Fredericton, New Brunswick.

THE undersigned, under the conviction that public convenience, equally as his own interest would be consulted, by establishing at Fredericton a Branch of his St. John Business, has taken premises in Westmorland Street, Fredericton, where will in future be kept a sufficient supply of WINES, BRANDY, GENEVA, WHISKY, &c. to comply with the orders of those who may find the delay and trouble of sending to St. John, inconvenient. Mr. WILLIAM J. BEDELL having been appointed the Agent, is duly authorised to transact all business connected with the Fredericton Branch, in the name of the undersigned.

W. H. STREET.

June 5th, 1839.—t.

NOTICE.

ALL Persons having any demands against the Estate of PETER M'GUIRE, late of Kingsclear, deceased, are hereby requested to render their accounts forthwith, and those indebted to the said Estate are requested to make immediate payment.

NANCY M'GUIRE,

Sole Administratrix.

Kingsclear, 11th June, 1839.

VALUABLE FARM FOR SALE.

SITUATE on the great meadows of the Magaguadavic, in the County of York, and adjoining the farm of Mr. RHEBEN BRACKLEY; it contains upwards of 300 acres, and cuts at present about 20 tons of HAY, and is capable of cutting more than 100 with a trifling expense, as it is about one third MEADOW GROUND, that is covered by the water every spring; the great road leading from Fredericton to St. Andrews and St. Stephens, crosses the river on said Lot, which is about midway between said places, and must be a valuable stand for a House of Entertainment; the Mr. BRACKLEY near the premises can show the boundaries and situation. For further particulars enquire of T. R. ESTEY Fredericton, or Mr. PHILIP SEELYE St. George, 22nd February, 1839.

LAND FOR SALE.

A VALUABLE Lot of LAND on the River Nashwaak, near the Tay Creek, being a part of the Campbell Farm, joining John Young's property, containing 73 acres mostly cleared Land.

A Lot of LAND in the Parish of Northampton, opposite the Woodstock Ferry, containing 400 acres, lately owned by Mr. THOMAS WOLVERTON.

Lots No. 4, 5, 6, and 7, of wilderness Timber LAND, on Little River, County of Sunbury, in the grant to ELLIAB ESTABROOK, and others, containing 800 acres. For particulars apply to **WILLIAM J. BEDELL,** Fredericton, May 22, 1839.

New Brunswick and Nova Scotia

LAND COMPANY.

PARCELS or pieces of **GOOD LAND** on the Royal Road, partly cleared and now in a fit state for burning off, to be sold or let on reasonable and advantageous terms.

Also,—To be sold, 30 LOTS of LAND, (average quality) containing 100 Acres each, about five of which are cleared, and on which there is a Log House.

These Lots are situated on the Fredericton and Stanley Road, and are from 12 to 20 miles from the former place, and will be offered at from three to seven shillings per acre, inclusive of the Log House thereon.

With a view to the encouragement of agricultural pursuits amongst the settlers on the Company's Lands, Six Prizes will be given annually for the best Crops, Stock, Farm, Management, &c. &c.; the awards, which will be made by competent judges, and disinterested parties, to consist of **Farm Implements, Imported Seed or Cash Prizes, from Ten to Thirty Dollars.**

The Company have on hand imported Seed. For further particulars, apply at the Company's Office, Saint Mary's, or at Fredericton or Stanley.

R. HAYNE, Commissioner.
N. B. & N. S. Land Company's Office, Saint Mary's, May 10, 1839.