

POETRY.

(Selected.)

MY AIN WIFE.

Wadna gie my ain wife
For ony wife I see;
I wadna gie my ain wife
For ony wife I see;
A bonnier yet I've never seen,
A better canna be—
I wadna gie my ain wife,
For ony wife I see!
O couthie is my ingle cheek,
An' cheerie is my Jean;
I never see her angry look,
Nor hear her word on 'ane,
She's gude-wa' the neebours round.
An' ay, gude-wa' me—
I wadna gie my ain wife,
For ony wife I see!
An' O her looks sae kindlie,
They melt my heart o'tright,
When o'er the baby at her breast
She hangs wi' fond delight;
She looks intill its bonnie face,
An' syne looks to me—
I wadna gie my ain wife,
For ony wife I see!

VARIETIES.

A SHIP.—We know of no work of art, no production of human genius and human power, that in any manner rivals, or may even be named in comparison with the sailing ship. Nor can we, in all the various modes of existence, resulting from modern civilization, find any social position, so strange, so unnatural, and yet so full of interest, as that which is offered by a ship of war. How singular the sensations of him who gazes for the first time on this artificial wonder! His awe at the immense proportions of the huge machine mingle with astonishment at the celerity with which it traverses the water by the aid of its wide-spread, and snowy wings,—at the feebly obedience, with which, at the will of a pigmy like himself, it changes its course, advances towards the wind, retreats before it, or, entering the port, suddenly becomes still and stationary as the surrounding hills, while the clouds of canvass, which an instant before whitened the heavens, disappear, as if by magic, from his view. As he approaches, the awe excited by its growing size and formidable defences, keeps pace with the pleasures which he feels in finding these qualities blended with so much of symmetry and beauty. The smooth side broken only at regular intervals by the protruding cannon, the graceful curves of bow and stern, and the fine proportions of the tapering spars, as they rise in exact and Corinthian harmony, each sustained by its system of stays and rigging, return attract and gratify his eye. And when length he stands upon the deck, perplexed and amazed at the strange sights and sounds that surround him, his ears pierced by the shrill whistle of the boatswain, or grated by their rough bellow, rising above the din of the multitude, in voices which he can scarce recognize for these of his fellow men; when suddenly he beholds this scene of more than mortal confusion pass at the command of an individual, first into a death-like silence, and then into a movement as concerted as of a single body yielding to its inward will; and finally returns to survey and scrutinize the various arrangements for the comfortable accommodation of so many inhabitants, for destruction, and for defence—no spectacle can have equal power to overwhelm him with wonder and admiration.

There is, indeed, much that is curious in a ship of war. Each ship offers in itself a perfect community, self-existent and self-dependent; entirely unlike any thing to be met with on shore. In fact, the land does not more differ from the water, than life ashore does from life afloat. One of the very first things which strike the landman when they enter a man of war, is the entire restraint, nay, absolute surrender of freedom in all except one of those embarkations, the stern superiority of him who orders, and the mechanical and unqualified submission of those who obey. A ship, indeed, with its captain, officers, and seamen, forms no imperfect miniature of a monarchy, with its king, nobles, and third estate. If there be any difference, it is that the gradations are more defined, the despotism more complete. This state of things results less from the subordination necessary and common to all military establishments, than from the peculiar difficulties and dangers attending naval life, which do allow each man to remain, even in immemorial things, master of his actions, but, inasmuch as the fate of all depends upon the conduct of each, requires a harmony of action to be obtained by the most complete subordination to a single will.

ANCIENT NAVAL WARFARE.

The galley was the form of vessel used for war.—It was long, low, and narrow, having space for the arrangement of many rows, and it offered little resistance in dividing the water. Thus the Carthaginian *triremes* were usually one hundred feet long, by ten broad, and seven high. The prow either curved gracefully, or was formed into the image of some ferocious beast. It was always sharp, and armed with metal to cleave the side of an adversary, and often had a projecting spar, upon which a plough-share, beneath the surface of the water, to pierce the bottom. On the summit of the prow stood the emblem; on the Athenian galleys it was an owl, on the Carthaginian and Carthaginian, a cock. Here floated the distinguishing pendant. The stern was no less sharp than the bow, curving gracefully upward so as to overhang the poop, and sometimes presented the figure of a shield. Now it stood the *tudela*, representing the decoration of the ship, to which prayers and sacrifices were offered, and which was held so sacred, as to afford a sanctuary to those who sought refuge there. Nor was the exterior neglected in the galley; paint and gilding were profusely used, and gods and animals

represented on the outside. The locomotive means of the galley consisted in sails which, with their masts, were taken down at pleasure; and in oars which constituted the main dependence. These were arranged in rows ascending above each other, to the number of three, for though we read of *quinqueres*, *octeres*, up even to thirty and forty, this cannot mean distinct banks, but probably divisions; for the length of the oar, increasing for each ascending bank, must have been already unwieldy in the upper row of a *trireme*. The oars ascended diagonally above each other; the bench of one rower furnishing the footstool for the one immediately above, and behind him.—Each bank of rowers had its distinct name and class; the higher ones received most pay; for in addition to their being stoutest men it was necessary to load the handles of their oars, in order to counterbalance the increased length of the portion without, which the narrowness of the galley did not admit of doing by a corresponding length of boom. A large oar from either quarter changed the direction of the galley at the pleasure of the pilot. The officers and men, by whom the vessel was thus propelled and guided, were entirely distinct from those who fought. These were heavy-armed soldiers, trained to sea service, who stood drawn up in battle array upon the deck which covered the rowers.

In preparing for battle, the galleys were disburthened of all unnecessary articles, the sails and masts were taken down and stowed, and the oars alone used, so as to move, turn, and assail, without reference to the prevailing wind. The fleet was then formed into a triangle, pointing towards the enemy, the store-ship forming the base, and the admiral-ship being at the angle in advance. This being done, the chief, entering a boat, passed from gallery to gallery, encouraging his followers in a set speech.—When he had returned to his own, a gilded shield or a blood red banner was conspicuously displayed as a signal for the onset.—As the opposite fleets now approached by the exertions of the rowers, the shrill trumpets animated the soldiers by their blasts, as they passively awaited their moment for exertion, invoking the gods, and singing a psalm to the lord of battles. The admirals being in advance, first came in contact, each endeavouring, by celerity of movement, to break the oars of his adversary, and pierce his side with his beak, so as to sink or overturn him; darts, javelins, and stones were hurled; when high enough, the soldiers thrust at and transfixed with their spears of twenty cubits, or plied their battering rams against the sides, huge pieces of iron (called *dolphins*, from being cast in the form of that fish) were projected from the top of the mast so as to pass through the deck and bottom:—fire ships, filled with pitch and brimstone, were sent among the adverse fleet, or pots of combustibles were cast abroad, until at length, ship grappling ship, the soldiers fought foot to foot, and hand to hand, with sword and buckler. The battle being decided, the victorious fleet returned to port, towing its prizes, and hung round with pieces of the wrecks; the conquerors, crowned with wreaths, entered the port shouting and singing psalms to Apollo. The choice of the spoil was piously set apart as an offering to the gods; wrecks and entire galleys were placed at the porticos of the temples, and to commemorate the event, the beaks of others were raised upon the tops of columns.

Naval war underwent but slight variation until the Romans, urged by their contest with Carthage for the possession of Sicily, first turned their attention to the creation of a marine. It is a singular instance of national greatness and magnanimity, that, when without a ship, and totally ignorant of maritime affairs, the Romans should have meditated a contention for the dominion of the seas. A Carthaginian galley, opportunely cast upon their shore, furnished them with a model; and, for want of better sailors a sufficient number were hastily manufactured while the galleys were building, by means of benches placed upon the land, where the rowers were trained to the use of the oar. The galleys being complete, the rowers were embarked and further exercised in port; and then the soldiers were taken on board, and the fleet set sail. And now, to do away with the vast disparity between his own motley crew and a thoroughly practised enemy, the Consul Duilius resorted to an expedient which brought about a partial revolution in naval warfare. He caused a plank bridge to be suspended from the mast of each galley, that, by loosening a cord, it could be let fall at pleasure on board of an adjoining vessel: where the spikes at the bottom, and the grapples attached to it, held it immovably fixed. This was the origin and character of the *corvus*; the result will show its use. The adverse fleets came in sight of Sicily, and the Carthaginians, flattered by the comparison between their own trim ships and the clumsily built and worse manœuvred galleys of the Romans, were filled with the happiest anticipations. As they drew nigher, the lumbering appendage at the mast, hitherto the object of derision, began to excite distrust. This grew stronger when they found that, instead of pausing to send off their missiles, the Romans, concealed behind their curtain of hides, urged boldly on until each galley had struck an adversary, when the *corvus* was let fall with terrible force upon the deck, crushing and transfixing those who had gathered to defend the entrance. The two galleys being thus connected as by a bridge, the Romans rushed boldly to the assault, covering their bodies with their shields. The skill of the Carthaginians was completely neutralized, while their previous confidence was exchanged for consternation; the Roman soldiers, on the contrary, fighting as on land, deserved and won the victory.

Little modification took place in this system of naval warfare until the introduction of cannon.—*New York American.*

SINCERITY REWARDED.

BISHOP PRETTYMAN TOMLINE.—Mr. Tomline, an old gentleman who had resided some years abroad, and had amassed a very large fortune, on his return to England resolved to conceal his wealth, and visit all his former friends as a man comparatively poor. By all of them he

was received with coldness;—he was an old man, and they did not wish to be troubled either with his society or his infirmities. After meeting with this heartless reception from all those who had, in former times, been enthusiastic in their professions of friendship, he called on Dr. Prettyman, then Bishop of Lincoln, (afterwards of Winchester) at Buckden Palace.—The Bishop was in London, but Mrs. Prettyman received him with all the warmth of friendship, and insisted on his remaining at the Palace until the return of the Bishop. In a few days Dr. Prettyman returned; and was as delighted to see Mr. Tomline as the latter was charmed at finding there was one family in the world whose hearts were in the right place.—Dr. Prettyman would not hear of Mr. Tomline's departure so early as he proposed going, and for more than a fortnight the old gentleman was entertained with genuine hospitality.—The amiable conduct of the Bishop and his family towards an old friend, from whom they had no expectations, and of whose wealth they were ignorant, did not lose its effects on the heart of Mr. Tomline, who was paying his farewell visit to all his former connexions.—He quitted his real friends with the most hearty good wishes for their welfare, and for about two months nothing more was heard of from Mr. Tomline. About that period, however, a stranger made his appearance at the episcopal residence, and requested a private audience of the Bishop; he was shown into the study, and when the prelate appeared, he said, "My Lord, I come to inform you, that your old friend Mr. Tomline is dead." "Indeed!" returned Dr. Prettyman, with great feeling, "I am sorry to hear it; I respected him very much." "And so did he you, my Lord, as you and your family will find, for he has left his entire fortune at your disposal." He then informed him of the cause of this unexpected and splendid bequest, for Mr. Tomline had left every thing he possessed to him, in consequence of his being the only one, among his circle of acquaintance, who had the liberality to notice and protect an old man, who was not supposed to be rich.

SUSPENSION BRIDGES.—It is only from contemplating the design, on the spot, the persons can have an adequate idea of the singular beauty and grandeur of the intended Suspension Bridge over the Avon at Clifton.* Those who have not enjoyed this advantage, can, perhaps, best estimate the spirit of this design by comparing its dimensions with those of similar undertakings, which have hitherto received the homage of men.

In taking a rapid review of what has been done to facilitate the intercourse of mankind by bridges, the great masters of architecture, the Egyptians and Greeks, may be passed over; as the former did not use any arches, and the Greeks only applied them in their buildings. Even Pericles, after lavishing enormous sums on works of idle magnificence, could not be prevailed on to construct a bridge over the petty Cephissus. This work was reserved for Adrian, and it is to the Romans we must look for the first application of arches to the important object of facilitating communication. Without adopting the extravagant dimensions given by Dion Cassius, of Trajan's bridge over the Danube, enough remains to prove the high character of that work. The Augustan period produced a magnificent bridge over the Nera, which united almost perpendicular cliffs of great elevation. The length of this bridge as given by Martinelli was 637 feet, and the span of the principal arch 142 feet. The six arches of the justly celebrated Pont du Gard measure together 471 feet. The centre arch of the Pont St. Esprit is 120 feet. The bridge of Brioude over the Allier is a single arch of 181 feet span. We now come to the Rialto, which was completed in 1591 after a design by Michael Angelo. This is a bold flat arch of 100 feet span, and only 23 feet rise. The grand arch of the aqueduct of Alcantara is 108 feet span and 227 feet high. Perronet's beautiful bridge of Neuilly consists of five arches of 128 feet each, and the centre arch of that of Mantua, finished by the same architect, is 116 English feet. In advertising to the dimensions of stone bridges in our own country, we will commence with the centre arches of those in the Metropolis. That of Westminster is 76 feet, Blackfriars 100, Waterloo 120, and that of the new London bridge 150. There are many others in different parts of the kingdom of nearly equal dimensions and deserving particular attention, but we must be satisfied with naming two, the Ponty Prydd, a single arch of 140 feet span, of perhaps unexampled beauty, and the Island bridge over the Liffey by Stevens. This bridge, is a single elliptical arch, so flat that the rise is only 22 feet although the span is 106. Thus the daring conceptions of Michael Angelo are surpassed; the Island bridge rising one foot less than the Rialto, while it is actually more than 6 feet wider.

Here are ample materials for enabling us to estimate what has hitherto been done in this department of science. We have now reached a new era. By the introduction of the principle of suspension, distances are spanned which the master spirits of former days would have shrunk from. We have seen the Menai Bridge, under the presiding genius of Mr. Telford, far surpass the noblest efforts of his illustrious predecessors. A suspended platform of 550 feet in length attests the practical maturity of a principle which, in its early application, has more than trebled the prodigious daring of other days.

This substitution of tension for pressure, brings new agents into action. It enables us to transfer resistance from points which may be scarcely accessible, to those which are completely within our reach. It enables us to use a material which is perhaps the most generally diffused substance in nature, and pos-

* The distance between the cliffs at the spot where this bridge is proposed to be thrown over, is 720 feet in a horizontal line. The Gothic towers for suspending the bridge are 260 feet high, and their centres, at the points of suspension, are 180 feet from the face of their respective cliffs. This divides the bridge into three parts: the centre one of 360 feet, the other two of 180 feet each. The breadth of the platform is 31 feet, divided into two roadways of 12 feet each, and a foot path between them. The roadway is 210 feet from high water mark; and above this the towers rise 50 feet.

sessed of such tenacity that a bar of an inch square, will securely suspend the prodigious weight of 35,000 pounds. When it is considered that, in addition to these advantages, this principle possesses the two eminent ones of facility in execution, and economy in expense, we may reasonably expect that by its operation, men will overcome impediments which have hitherto been considered insurmountable. Those appalling chasms which once appeared as barriers placed by Nature to check the intrusion of man, will now stimulate him to exertion, call his mental powers into action, and elevate his nature by expanding his views. This is the necessary consequence of such works. They cannot be executed, they cannot even be thoroughly understood, but by steady application to fixed principles under the direction of a docile and humble mind—of a mind always keeping in view, that what men generally plume themselves upon as being great discoveries, are in reality nothing more than discerning some of the qualities with which matter has been invested. To cull out those insulated qualities, and to combine them anew on just principles, is working as it were with the hands of nature, and is the high prerogative of true science.—*Bridgewater Herald.*

SLEEP WALKING.—A singular case of somnambulism was mentioned to us by a friend from Hudson, on Saturday. It appears that a Captain Q. X., of that city, is in the habit of getting up in his sleep. One night last winter, soon after the ice formed upon the river, and while its surface was as bright as a polished mirror, Mr. X. was discovered in the course of the night to have left his bed and board, with nothing but his shirt, drawers and stockings for a covering. Pursuit was made, and he was found sauntering along the streets. But he fled from all who approached with amazing swiftness—dodging corners, and threading streets and alleys like a police officer, or a rogue running away from one. At length finding his pursuers to gain on him, he took to the river, and ran out upon the ice, where he put them at defiance, for he sported upon its glazed surface, like a skater cutting the name of his mistress with his heels upon the ice, and they dared not follow him, expecting, every moment, that he would sink through the treacherous bridge. But he finally awoke, and came ashore in great terror and exhaustion. Late this nocturnal adventurer had another frolic in his slumbers.—He went to bed quite early in the evening, and awoke at about 11 o'clock—taking the Columbian turnpike, leading to Sheffield—having the same scanty apparel as before. Several people met him on the road between Hudson and Claverack, footing it along at a prodigious rate, but not knowing the cause, and some doubting his materiality, his progress was not opposed until he had clean passed the village of Claverack, crossing the bridge at Van Rensselaer's Mills, and was ascending the gentle hill beyond. Here a stout negro man of some sense, returning rather late from a blissful visit to his dingy Amarrilis, perceiving that the man must either be crazy or asleep, sprang before and grasped him in his arms. The white rover struggled with him for a moment, but Jugurtha threw him to ground, and he awoke by the shock of the tumble in wild affright—believing himself to be in the hands of a demon, and uttering a wild note of alarm accordingly—to which Sambo very philosophically replied—"You berry hard to wake, massa." After the hypo-pathetic had picked himself up, and found out by the light of the moon, and the protestations of Syphax, that he was no nearer Gehenna than the border between Claverack and Spencertown, and that his companion was as honest a fellow as though his skin was white, he went to a farm house, much exhausted, and was kindly taken in, after the inmates had become satisfied that ghosts do not walk abroad in such muscular and substantial frames. Next morning he returned home in a borrowed suit, much to the relief of his friends, who were greatly distressed by the supposition that in attempting to go on board of his vessel in his sleep, he had fallen into the river from the wharf. The fleetness and energy of Mr. X., were remarkably displayed on this occasion; for by calculation of the time, he must have travelled about six miles in the space of an hour.—*N. Y. Com. Adv.*

SCOTCH DROLLERY.—The following anecdote of Burns was related to me by the late Robert Gillespie, who for about half a century inhabited the cottage of Porto-bello, Kirkmahoe, where he followed the trade of a shoemaker, while his wife Sarah managed a small shop of groceries, &c. By their united endeavours, the industrious couple were enabled to provide against that "ill matched pair," age and want. Burns in the exercise of his duty as an exciseman, was in the habit of calling on Robert to see the exciseables in the shop.—"Burns' ca'd on me ae day," said Robert, "to look at a tobacco permit. Sarah wasna in; I looked the till, and the drawer o' the counter, but it wasna to be fun; then I examined a' the books on the shelf, ane by ane, and the claise press high and laigh, but I wasna a hair wiser than when I began. I was rather beginning to be a wee thing nettled, an' I said rather angrily, where in the universal world can she hae putten it." Burns, instead of exercising his legal power, with much good nature, gae'd a wee laugh, and said, "Aye, aye, Robert, it was woman that first brought man into trouble, and ye see she is still the great cause of our sorrow."—*Dumfries Journal.*

MATRIMONIAL BROKERAGE.—M. de Foy, the proprietor of a "Bureau de Mariages," at Paris, brought an action in the Tribunal of the First Instance against M. Berchaud, a little cutler, for neglecting to pay him 600f. the price of his agency in procuring the said Berchaud a wife. The little cutler, it seems, not finding trade go on so briskly as he could desire, and being, besides, in debt, to the amount of 400 francs; thought he might manage to retrieve matters by making a prudent marriage, and so applied to M. de Foy, "the matrimonial agent," who gallantly receives nothing from the ladies who employ him, making it a rule only to charge the men. The little cutler would be well satisfied, he said, to get a wife

with 3000f., but the gallant matrimonial agent was so obliging as to find him one worth 10,000f., and for such a kind service the little cutler promised him six 600f., to be paid at the celebration of the marriage. The promise he had, however, refused to fulfil, alleging that the bargain was a scandalous and unlawful one. Besides, if it were lawful, it had not been fulfilled, he contended, on the part of the matrimonial agent. "Of the wife herself," said his counsel, "I shall say nothing; my silence will no doubt, be properly interpreted; but her fortune, instead of being 12,000f. was found after the marriage to be only 300f. The Court decided in favour of the matrimonial agent, as a distinct bargain had been made between him and the cutler, but, in consideration of the latter's disappointment, reduced the sum to be paid from 600f. to 300f.

INTERFERENCE.—"I saw him carried out of his dwelling. The coffin was large, for he was a manly youth. On it was the initials of his name—H. C. aged 25. His widow followed him, beautiful in grief. She was twenty-two. When I joined their hands, I said none less brighter, fairer prospects. Now he is no more. It was a sad slaughter. Intemperance did it. I knew it. All knew it. Many sighed deeply as they laid him in the grave and thought it was so. I wanted to say it was. I spoke long at the house, and again at the grave, and at every thing but his destroyer. The fire burned in my bosom, and I wished to attack him over the lifeless body, and warn the young men of my charge to beware of his wiles. But all would have pronounced it imprudent; unkind to friends, and unsuitable to the occasion, and I was compelled to be silent. And thus thought I, it is. The demon intemperance can slay our young men, and none can matter. The cause of their death must be hushed up. It must be described to every thing but the reality. C., it was said, died of the consumption, and the demon laighed every time the lie was told."—*A Pastors Journal.*

REMOVAL.

S. H. M'KEE, respectfully informs his Friends, and the Public, that he has taken that House North of Market Square, next door to John M. Wilmet, Esq. where Gentlemen can be accommodated with Board and Lodging, on Moderate terms.

—ALSO—
Furnished Lodgings to Let, and Good Stabling for Horses.
S. H. M'KEE.
St. John, June 5th, 1830.

NOTICE.

THOSE indebted to the Proprietors of the Steam Boat SAINT GEORGE, not having paid the amount of the several claims against them in pursuance of the Notice given; and it being necessary that the accounts should be immediately settled in consequence of the death of one of the Proprietors of the said Boat, the Accounts have been placed in my hands, for collection, of which all Persons indebted will take due notice, and pay the several and respective balances forthwith.
CHARLES P. WETMORE.
Fredericton, 15th March, 1830.

FOR SALE.

THE House in which the undersigned now resides; it is an excellent stand for mercantile business, or from the number of apartments it contains, is well adapted for a boarding House. For further particulars apply to
GEORGE K. LUGRIN.
August 11, 1829. tf.

NOTICE.

A General meeting of the Creditors of Thomas Abell & Thomas T. Waite, absent or absconding Debtors, will be held at the Coffee House, corner of King's & Prince William Streets, in the City of Saint John, on Monday, the 26th day of July next, at 12 o'clock, for the purpose of examining the claims of the said creditors.—at which time and place all persons having lawful demands against the said Abell & Waite, are requested to attend.

JOHN HAMMOND, } Trustees of the Estate of Abell & Waite.
JAMES T. HANFORD, }
JOHN MOYES, }

St. John, 18th May, 1830.

NOTICE.

THOSE Persons who are indebted to the late Proprietor of the Royal Gazette, are requested to call forthwith, and settle their accounts, as no time will be lost in bringing about this object, and all persons having demands against him will please send in their account.

28th September, 1829.
Eligible Situation to Let, for one or more Years.
TWO Offices and a commodious Cellar in the Brick Building formerly occupied by the Hon. Thomas Ballie. The apartments may be adapted for a convenient Store. For further particulars, application to be made to
E. W. MILLER.
Fredericton, December 5, 1829. tf.

NOTICE.

THE Subscriber being desirous of closing his business on the first day of June next, respectfully requests all persons who may be indebted to him, to endeavour to make him payment previous to that time.
SAMUEL CURREY.
Fredericton, 24th April, 1830.

THE ROYAL GAZETTE.

TERMS—16s. per Annum, exclusive of Postage. Advertisements not exceeding Twelve Lines will be inserted for Four Shillings and Sixpence the first, and one Shilling and Sixpence for each succeeding Insertion. Advertisements must be accompanied with Cash, and the insertions will be regulated according to the amount received. Blanks, Handbills, &c. &c. can be struck off at the shortest notice.

AGENTS FOR THE ROYAL GAZETTE.

SAINT JOHN, SAINT ANDREWS, DORCHESTER, KENT, MIRAMICHI, KENT, (COUNTY OF YORK) Geo. Moorhouse, Esq. WESTMINSTER, and NORTHAMPTON, SHEFFIELD, GAGTOWN, KINGSTON, HAMPTON, SUSSEX VALE, Mr. Peter Duff, Mr. George Miller, E. B. Chandler, Esq. J. W. Weldon, Esq. Edward Baker, Esq. Mr. Jeremiah Connell, Mr. Tilley, Esq. & James Barker, Mr. Wm. F. Bonnell, Junr. Mr. Asa Davidson, Mr. Samuel Hallist, Jr. J. C. Vail, Esq.