

POETRY.

Selected.

(From the Metropolitan for June.)

TO CAROLINE, VISCOUNTESS VALLERORT.

WRITTEN AT LACOCK ABBEY, JANUARY 1832.

When I would sing thy beauty's light,
Such various forms and all so bright,
I've seen thee, from thy childhood wear,
I know not which to call most fair,
Nor 'mong the countless charms that spring
Forever round thee, which to sing.

When I would paint thee, as thou art,
Then all thou wert comes o'er my heart,
The graceful child, in beauty's dawn,
Within the nursery's shade withdrawn,
Or peeping out—like a young moon,
Upon a world 'twill brighten soon.
Then next, in girlhood's blushing hour,
As from thy own lov'd Abbey-tower
I've seen thee look, all radiant down,
With smiles that to the hoary frowns
Of centuries round thee lent a ray,
Chasing ev'n Age's gloom away :—
Or in the world's resplendent throng
As I have mark'd thee glide along,
Among the crowds of fair and great,
A spirit, pure and separate,
To which even Admiration's eye
Was fearful to approach too nigh :—
A creature, circled by a spell
Within which nothing wrong could dwell,
And fresh and clear as from the source,
Holding through life her limpid course,
Like Arethusa through the sea,
Stealing in fountain purity.

Now, too, another change of light!
As noble bride, still meekly bright,
Thou bring'st thy lord a dowry above
All earthly prize, pure woman's love;
And show'st the lustre Rank receives,
When with his proud Corinthian leaves
Her rose, too, high-bred Beauty weaves.

Wonder not if, when all's so fair,
To choose were more than bard can dare;
Wonder not if, while every scene
I've watch'd thee through so bright hath been,
Th' enamour'd Muse, should in her quest
Of beauty, know not where to rest,
But, dazzled, at thy feet thus fall,
Hailing thee beautiful in all!

THOMAS MOORE.

VARIETIES.

REMARKS ON STEAM VESSELS.

By Captain Charles Napier, R. N.

It is generally thought the invention of steam boats will be injurious to the interests of the country, and hurtful to our naval superiority, and the late Admiralty appear to have been of that opinion, if we may judge by the little attention they paid to the subject. The present Board have taken a more extended view, and are preparing for the change that will be produced in maritime warfare.

I am not one of those who fancy that our line of battle ships will become useless, and that war will be carried on by steam boats only; before that comes to pass, we must find means of working without fuel: till then steam boats will be to the navy what cavalry is to the army; they can only act in particular countries and where forage is to be had. Steam boats can act in all seas, but they must have forage also. As auxiliaries, they will be of the utmost importance, and it appears to me we only required that invention to make maritime war perfect, and to render the navy more triumphant than it was in the brightest epoch of our history, and at the same time diminish the great expense of war; and I shall endeavour, as concisely as I can, to point out my reasons for entertaining such an opinion.

In the first place, the danger and expense of blockading will be at an end, and it will only be necessary to keep a few steamboats, in addition to frigates, off the enemy's coast to watch their motions, and who, in almost any weather, and in a given time, can convey intelligence of their having put to sea.

2d. If an enemy's fleet is once got sight of, an action is inevitable; a steamboat will be despatched to keep sight of them, and others, in the event of the wind being light or calm, will tow our ships up, attack their rear, and thereby bring on a general action.

Ganthwaite's squadron never would have escaped from Sir John Warren. Jerome Bonaparte from Sir John Duckworth, or two sail of the line from Sir Alexander Cochrane in the West Indies, had there been a couple of steamboats with them. When the enemy was attacked at Trafalgar in two lines, several of our rear ships, in consequence of light winds, could not get into action; had steamboats been in use, or had those ships been fitted with paddles, they would have got alongside the enemy, and probably not a ship would have escaped; and after the action the captured ships would have been towed out to sea and the greater part saved. Should ships be dismasted and drop out of action, they will now be enabled to regain their station.

3d. The enemy will find no safety in their outer roads; in Toulon, for instance, they will not only be attacked by fire-ships, but with a sufficient number of steamers a fleet may be towed in at night against a moderate breeze, and when they had done their work would have a fair wind to retreat. No enemy's port is invulnerable with a fair wind in and out; steam makes the wind always fair, and once alongside your enemy, batteries are useless.

Had Lord Nelson been defeated at Copenhagen, or Lord Exmouth at Algiers, their squadrons would have been lost unless favoured by wind in their retreat; and had Sir Jas. Saumarez been assisted by steamers when the breeze failed him at Algiers, instead of losing the Hannibal, he would have taken the French squadron; in short, steam has gained such a complete conquest over the elements, that

it appears to me that we are now in possession of all that was required to make maritime war perfect; and such a field is open to the enterprise of our officers and seamen, that I know of no place where the enemy will be safe, except in their inner harbours, or probably in their basins, until a new system of defence is adopted, and if we are prepared at the beginning of war, they will be nearly annihilated before they find out the old system is imperfect.

4th. The landing of troops on an enemy's coast will be attended with no danger, as they will be put on shore and re-embarked under cover of steamboats made to draw little more than three feet, expressly for that purpose.

5th. Nothing but a strong breeze into a harbour can prevent a fleet putting to sea. Formerly ships were detained in port many days after the enemy were out, and I forget how much time Lord Nelson lost by not being able to get through the gut of Gibraltar.

The above are the principal advantages we shall gain by machinery; it is now proposed to examine what our enemies are likely to draw from it.

1st. We must calculate that they will have numerous steam privateers fitted out on the north coast of France, to intercept our trade in the narrow seas; we must have harbours or basins to receive our trade, for the Downs will be no protection for them, and we must meet them with the same arm; and when I consider the great expense of steamboats, the liability of the engines to get out of order, if not made of the best materials, and the proverbial carelessness and tickleness of the character of privateer men, I am fully certain, that a few cruises, and a few accidents, will put an end to that danger.

2d. Should our ships be becalmed off the enemy's coast where steamboats are stationed, and where we have none to oppose them, we may expect to meet worse punishment than we occasionally meet with in the gut of Gibraltar and in the Baltic by the enemy's gunboats, unless our ships are fitted with paddles, which will at once put them in a situation to defend themselves. Should we be at war with America, it will be impossible to enter their great rivers, or, indeed, approach their coast in fine weather, if unsupported by steamboats or unprovided with paddles. In the event of war with the Northern Powers, a large steam force will be indispensably necessary in the Baltic for the protection of our commerce.

Lastly, the most important point to examine is, whether, in the event of an invasion, our enemies gain any thing by the invention of steam. Should they build a large number of vessels for that purpose, it is evident we shall be under the necessity of building a considerable number for our defence; an action at sea will then approach near to a land fight, and I have no doubt that with the superiority of our sea tactics, assisted by those of land, and combined with the excellence of our machinery, and the innate bravery of our officers and seamen fighting on their own element, we shall always have the advantage. The superiority of our machinery, and the genius of our engineers for its improvement, is far beyond most other nations; our coals are also better—we are, therefore, in possession of these essentials, but our officers are entirely ignorant of the manner of conducting machinery. It will never do in action to trust the safety of a steam man-of-war, and the honour of the British flag, to the description of men that now manage engines; their ideas are not accustomed to war, they are of a peculiar description of character, impatient of control, and extremely difficult to manage; and as the manoeuvring of the ship, and the consequent advantage, depends entirely on the engineer, it is indispensably necessary that not only the captain, but all the officers, should have a complete knowledge of the steam-engine. In action, a lieutenant must be stationed in the engine-room, with active, clever men, ready at a moment's warning to back or advance the engine the moment that orders are given to that effect. With an enterprising captain, and the engines well attended, it is impossible to say what noble deeds may be performed.

I have paid a good deal of attention to steam navigation for some years past, and I am satisfied it requires a good deal of practical knowledge to conduct that description of vessels, which is not to be acquired in a day. It is absolutely necessary that young men should be brought up in steam boats to acquire a sufficient knowledge to be of service in war; they will become the cavalry of the navy, and be the post of honour and of danger, and it is not beneath officers of any rank or standing to apply themselves to that branch. It is not impossible, in future general actions, that a commander-in-chief's flag may be flying in one, which would enable him to convey his orders to each captain of his fleet instead of fighting like a private ship, unconscious of what is passing around him.

CHARLES NAPIER, Captain, R. N.

IMMENSITY OF CREATION.

"He who through vast immensity can pierce,
See worlds on worlds immense can pierce;
Observe how system into system runs,
What other planets circle other suns;
What varied beings people every star,
May tell why God has made us what we are."—
Pope.

Some astronomers have computed that there are no less than 75,000,000 of suns in this universe. The fixed stars are all suns, having like our sun, numerous planets revolving round them. The Solar system, or that to which we belong, has about 30 planets, primary and secondary, belonging to it. The circular field of

space which it occupies is in diameter 3,600,000,000, of miles, and that which it controuls much greater. The sun which is nearest neighbour to ours is called Sirius, distant from our sun twenty-two billions of miles! Now if all the fixed stars are as distant from each other as Sirius is from our sun: or if our solar system be the average magnitude of all the systems of the 75,000,000 of suns, what imagination can grasp the immensity of creation! Every sun of the 75,000,000 controls a field of space about 10,000,000,000 of miles in diameter. Who can survey a plantation containing 75,000,000 of circular fields, each ten billions of miles in diameter! Such however, is one of the plantations of Him—who has measured the waters in the hollow of his hand, and meted out heaven with a span, and comprehended the dust of the earth in a measure, weighed the mountains in scales, and the hills in a balance; he who "sitting upon the orbit of the earth, stretcheth out the heavens as a curtain, and spreadeth them out as a tent to dwell in."—*Millennial Harbinger.*

THE LITTLE WORLD.—The extent to which the minute beings go, such as are to be seen only by means of a good microscope, is perfectly astonishing. A single fly, that feeds on dead flesh, has been found to contain about it twenty thousand larvae, some of which are hatched and arrive at maturity in five days. One species of fly has been known to commit more havoc than an elephant for its fecundity. Some plants contain the ova of the little insect called the aphid; and so prolific is this species that a single individual may, it is calculated, produce descendants in five generations, amounting to 5,994,900,000, whilst in one year it can produce twenty generations. Three vomittrix flies, says Linnaeus, will cause a horse to be devoured as quickly as a lion could effect it himself. In this manner vegetables and animals teem with life, and support myriads of beings, ova, and larvae; and the ponds and ditches swarm with them. Minute and simple as they sometimes are in their structure, observation and analogy show that they possess organs of respiration, digestion, and for the circulation of the blood and chyle, for locomotion, defence and reproduction. Nor is the vegetable world less curiously constructed, as all these organs are universally found in every individual, properly examined.—*Metropolitan.*

ANECDOTE OF EARL GREY.—The following anecdote which may be confidently relied on as a fact, is of little importance, except to show the equity of our noble Premier. Several years ago Earl Grey, whose estates lay scattered throughout Northumberland and the South of Scotland, wanted to purchase a poney to ride upon during his shooting excursions. It happened at the same time that one of his Scotch farmers, Hugh Bogue, familiarly called Hughie, who lived at a great distance from his landlord's seat, had an excellent poney, which however, as it was a great favourite with all his family he esteemed highly, and had no inclination to sell. This worthy farmer, as the times were bad and as he had a numerous family to support, would rarely, at the end of the year, make up the whole of his rent. On such occasions, the Earl knowing the man's honesty and industry, aware of his difficulties, and being a generous landlord, had usually remitted him the deficiency. To this farmer, so circumstanced, the Earl's factor, or agent without his master's knowledge, made application for the purchase of the poney. The farmer demurred long and painfully, as the thoughts of parting with their favourite, brought tears into the eyes of his children. However, he at last stated that, as he had long been the Earl's tenant, and as his Lordship had been always kind and generous to him, he should have the poney, and should have it as a present. The factor, avaricious and unfeeling, like too many of his tribe, took the poney, and sold it to the Earl for eighty guineas, and put the money in his pocket.—This knavery, however, met with its reward, for the Earl, taking unexpectedly a distant shooting excursion with his poney, went upon this very farm.—Hugh Bogue, of course, came to pay his respects both to his landlord, and to his former favourite. Happening to ask how his lordship liked the poney, the answer was that "Nothing could perform better, but that the price was too much." This answer, as may be expected, excited no small degree of surprise in our friend Hughie. An explanation took place; which being afterwards confirmed by the confession of the factor, this "unjust Steward" was dismissed, and the honest farmer put into his place.—*Cobourg Star.*

THE BLUSH OF MODESTY.—"Paint us dear Zeuxis," said some of the chief inhabitants of Cortona, "paint us a portrait of the Grecian Helen, and in her the beautiful ideal of female loveliness." "I consent," replied the artist, "on condition that you send to me as models, six of the most beautiful maidens of your city, in order that I may select from each some particular charm." On the morrow they came, so beautiful in youth and gracefulness, that now for the first time the painter mistrusted the power of his art. "Ye are indeed fair my charming maids," he said; "but it is indispensable that you should sit to me unveiled." "Unveiled!" they all exclaimed in surprise; "unveiled! never! never!" was echoed from mouth to mouth. By dint however of entreaties, and more by flattery, the courteous artist succeeded in allaying the scruples of five of them, but the constancy of the sixth remained unshaken. "Though it were to be Venus herself," she cried indignantly,

"I would not consent." All expostulation was vain—she fled blushing. Zeuxis took his pencil and colours—studied his models, and after a few weeks of incessant labour produced his "Helen," the glory of his art and the admiration of the world. The day of public exhibition arrived; the applause was unanimous—the candid and unprejudiced were enraptured—the jealous and the envious reclaimed or overawed. But alone dissatisfied amidst the universal triumph, the artist exhibited on his wrinkled brow the marks of discontent. "Ever prone as thou art!" said his friend Areteus, "to discover faults in thy own performances where none exist, what can now be thy subject of regret?" "The drawing," replied Zeuxis; is perfect, the subject faultless, and I might indeed write underneath it, 'henceforward it will be easier to criticise this picture than to imitate it'; but there is still one thing wanting to its perfection." "And what can that be?" "The blush of the sixth maiden."—*La Belle Assemblée.*

COLONEL BY.

Copy of Treasury Minute, dated 25th May, 1832.

My Lords have under their serious consideration the letter from the Secretary of the Ordnance of the 21st instant, transmitting to this Board a letter from Colonel By, of 27th February 1832, accompanied by various explanatory documents and accounts upon the subject of the expenditure on the works at the Rideau Canal to the close of 1831, and of that required to complete the canal, the opening of which was expected to take place in the course of the present month.

My Lords will take into their future consideration these voluminous accounts and papers; but they cannot delay expressing their opinion to the Master-General, and Board of Ordnance on the conduct of Colonel By, in carrying on this work. It appears from the Inspector-General of fortifications thereon, that Colonel By had actually expended to the close of the year 1831, £715,408. 15s. 6d. being £22,742. 15s. 6d. more than had been granted for this work by Parliament; and that without waiting for any authority from this country, he has gone on during the present year with a further expenditure, entirely unsanctioned, and which it is stated will probably amount to £60,615. 10s. making an excess of £83,358. 5. 6d., beyond the amount granted by Parliament. The expenditure which was contemplated for this canal, when the subject was immediately under the consideration of the House of Commons in 1831, and the whole expenditure for which any order has at any time been given by any competent authority, is £693,448, exclusive of £69,230 for block-houses, and works of defence not sanctioned. In order, therefore, to complete the work, Colonel By has, upon his own responsibility, thought proper to expend no less than £82,576. My Lords assuming from these papers that the work has actually been carried on to its completion, since the date of Colonel By's letter of February last, and that the expense has not been less than the sum at which he then calculated it.

It is impossible for my Lords to permit such conduct to be pursued by any public functionary. If my Lords were to allow any person whatever to expend with impunity, and particularly after repeated increases of the original estimate, upon any work under his superintendence, a larger amount than that sanctioned by Parliament and by this Board, there would be an end of all control, and my Lords would feel themselves deeply responsible to Parliament. They desire, therefore, that the Master-General and Board will take immediate steps for removing Colonel By from any further superintendence over any part of the works for making canal communication in Canada, and for placing some competent person in charge of those works, upon whose knowledge and discretion due reliance can be placed; to whom must be furnished a statement of the estimates and grants, and who must be strictly charged upon no account whatever to exceed the amount of the grants.

My Lords further desire that Colonel By may be forthwith ordered to return to this country, that he may be called upon to afford such explanation as my Lords may consider necessary upon this important subject.

The effects of the storm on Thursday night at Margate were of a nature almost unprecedented in this country. Even those who were well acquainted with tropical climates allowed that they had seldom seen one in which the hail was more destructive. Not less than 15,000 panes of glass are computed to have been destroyed by it in that town, while in the nearly adjoining village of Birchington no injury whatever was done.—*Kentish Gazette.*

MARCH OF POLITENESS. While a lady was passing along Commercial street the other day with the rit and of her sandals loose, her attention was drawn to the accident by a smart young mechanic, who addressed her in these terms:—"Hudibras says, the politest thing that a man can do, is to tie a ladies shoe-string, pray allow me to tie yours."

MARRIET AND SINGLE.—A certain lodginghouse was very much infected with vermin. A gentleman who slept there that night told the landlady so in the morning, when she said, "Lad, we haven't a single bug in the house." "No ma'am said he, 'they are all married and have large families.'"

A NEW METHOD OF WASHING DIRTY HOUSES.—The volunteer Health Wardens, in some districts of the East Ward, finding some of the inhabitants refractory in cleaning their houses, hit upon an expedient of a laughable nature. After expostulation and persuasion had entirely failed, they turned out one of the city fire engines, supplied it abundantly with water, and played into the houses in question, till they were thoroughly drenched from the garret to the cellar.

CARD.

WILLIAM SIMPSON

RESPECTFULLY intimates to the Inhabitants of Fredericton and its vicinity, that he has commenced business as an APOTHECARY AND DRUGGIST, in that Store in Carleton street, formerly occupied by Samuel Grosvenor, deceased; where he will always have on hand a General assortment of Genuine Medicines, and all the Patent Medicines in repute.

W. S. having been regularly bred to the business, and from seventeen years constant experience in Scotland, can confidently assure Medical Gentlemen and others, intrusting him with their prescriptions and family receipts, of their having them prepared with the strictest care and accuracy.

CHARGES MODERATE.—TERMS CASH.

Fredericton, 2d April, 1832.

REMOVAL. PAINTING, &c.

THE Subscriber hereby intimates that he has removed from his former place of residence, to that House in King's Street, owned by Mr. WILLIAM ROBERTS, and near the New METHODIST CHAPEL, where every description of HOUSE, SIGN, CHAIR, COACH, SLEIGH, FANCY, and ORNAMENTAL PAINTING, GILDING, GLAZING, VARNISHING, PAPER HANGING, &c. will be executed with the utmost despatch, in the best style of workmanship and on the most reasonable terms.

L. W. respectfully begs leave to return his sincere thanks to his friends and to a generous Public, for the very liberal support which he received during his former residence in Fredericton, and as he has since endeavoured to acquire a perfect knowledge of the most approved modes of BRONZING, TRANSPARENT SIGN PAINTING, and imitating WOOD and MARBLE, of all kinds, as practised both in Great Britain and in the United States of America, he trusts that his efforts to give a general satisfaction in the exercise of these branches of his profession will be successful.

L. W. also begs the attention of the Public to various specimens of his work in all the foregoing Branches, which may be seen at his shop, and he flatters himself that they will be found superior to any thing of the kind, which has heretofore been introduced into this Province.

N. B. Mixed and Dry Paints, Spirits of Turpentine, Varnishes, Painting Brushes, Gold Leaf &c. &c. may also be had at his Shop at moderate prices.

LAWRENCE WARREN.

Fredericton, 29th May, 1832.

BLACKING.

THOMAS SIME has commenced Manufacturing, and offers for Sale, a superior quality of

LIQUID BLACKING,

which upon trial, will be found equal to any imported from the Mother Country. From the nature of the ingredients of which it is composed, it possesses an inherent quality of PRESERVING and SOFTENING the LEATHER, and from the fine SHINING LUSTRE it will produce, must be considered as a great desideratum to all who admire a highly POLISHED BOOT or SHOE.

As this article is one of Domestic Manufacture, and will be sold at a reduced price to that imported, although of equal quality, as certificates in his possession will satisfactorily prove. T. S. flatters himself that he will receive a liberal share of public support. The Blacking is contained in stone jars, similar to that of "Day & Martin," with printed Labels, and will be sold at 1s. 3d., 10d. & 6d., with a liberal reduction to Retailers.

Made and Sold, Wholesale and Retail by Thomas Simes, Water-street, south side of the Market Wharf, Saint Andrews, N. B. and of Mr. William Simpson, Agent, Fredericton.

THOMAS SIME.

St. Andrews, 30th January, 1832.

A FEW SETS of the revised edition of the Laws of the Province of New-Brunswick, are for sale at Mr. Francis Beverly's Book Store.

BLANK MUSTER ROLLS and FIELD RETURNS for the Militia of this Province, may be had at this Office.

THE ROYAL GAZETTE.

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