

POETRY.

ORIGINAL.

THE VIOLET.

Fair flow'ret of the humble vale,
What gentle nymph has placed thee here;
To catch the spring's reviving gale,
And mark the changes of the year.

Soon as the snow has left the ground,
Thy humble buds begin to rise;
To tell that spring is on her round,
To clear the cloudy, lowering skies.

When tripping o'er the dewy mead,
The milk-maid sees thy purple eye;
Unconscious of a guilty deed,
She wreathes thy leaves with modesty.

By art and care, the garden glows
With various flowers of gaudy hue;
But this small flow'ret plainly shows,
What Nature's stronger power can do.

It seems the neatly levelled bed,—
Asks not for man's protecting care;
But boldly lifts its velvet head,
In open fields 'neath filmy air.

In undulating field or plain,
It blooms alike with charming grace;
But near the brook's meandering vlen,
The violet makes its annual place.

THE STRANGER.

—m, May, 1840.
QUEEN'S COUNTY BYE ROAD COMMISSIONERS.

Thomas Harrison to expend the following sums:

£10 for the road from Inches' Corner to the Morrell Road in the Jerusalem Settlement.
£10 for the road leading northerly from Park's Corner to the Gagetown Road.

Joseph B. Perkins to expend the following sums:
£10 for the road leading from David Spete's to Henry Lyons', so called.
£10 for a new line of road leading from Henry Lyons' road, on the line between Isaac McKee's and Robert Lowry's, to the Jerusalem settlement.

£12 10s. for the road leading from Morrell's Corner in the Jerusalem settlement to Henry Lyons' Bridge.

£10 for the road leading from Elder's Corner on the George Lyon's road to the Jerusalem settlement.

£15 for a new line of road to eastern side Nerepis road, through the Robb settlement, and from thence to the Bridge on the Gagetown road, and for a bridge over a stream crossing the above road called the North East Branch.

£10 for the road leading from the Gagetown road to the Nerepis road, by way of Gabriel Fowler's.

£10 for improving the George Lyons' road.
£1 3s. to Joseph B. Perkins, to remunerate him for an over expenditure last year on road from Park's Corner to Burgess' Corner.

William Slip to expend the following sums:
£10 for the road leading from Scovil Robert's Corner to the New Ireland Settlement.

£10 for improving that part of the New Ireland road leading to Sanburn's Mill, between J. Matthews' and Robert's Corner.

£7 10s. for the road from Sanburn's Mill to Robert Davis' mill.

£25 for the road from William Clarke's Little River, to the Jerusalem Settlement.

£15 for the road from Burgess' Corner, past William Redstone's Mills to Parks'.

Samuel Corbet to expend the sum of £15. for the road between William Polley's, across the Nerepis, to meet the road running parallel to the Gagetown road between Corbet's road and Hugh Quinn's.

Thomas T. Hewlett to expend the following sums:

£25 for the road from Oenabog Bridge to Brown's, and thence to New Ireland.

£21 10s. for improving the road between Samuel S. Peters' and Great Valley Brook, on the Main road leading to Gagetown.

£20 for improving the road leading to the Oenabog bridge, between the second and third tier of lots in the New Ireland settlement.

John Armstrong to expend the following sums:
£15 for the road from William Jones upper line to the Gagetown road, on the Western side of the Nerepis river.

£10 for the road from Mahood's Corner towards the Main river to the King's County line.

£10 for the road from William Graham's to the King's County line, by way of Polley's Corner.

William Murray to expend the following sums:

£7 10s. for the road from Thomas Wetherall's Salmon Creek, to Thomas Thorne's.

£1 10s. for the road from Salmon Creek school House to Owen Mully's Waterloo settlement.

£10 for the road from the New Post-road to Richard Griffith's, Waterloo settlement.

£1 for a bridge across the North Branch of Lewis Cove, on the above road.

£1 for bridge across Salmon Creek at Thomas Wetherall's mill.

£10 for the road leading from Murray's mill in the English settlement to the Waterloo settlement, east.

£12 10s. for the road from John Thompson's to Ebenezer Perry's, Washademoak.

£1 10s. for the road from John Thompson's, Salmon Creek, to Hall's English settlement.

£1 for the road from the English settlement to Murray's saw mill, Long Creek.

£1 for the road from John James to Murray's Grist mill.

£1 for the road from John Henderson's to the English settlement.

£1 for the road from Long Creek to the McFarlane settlement.

£1 for the road from James Green's to lower Nerepis Brook.

£1 for the road from White's Ferry to widow Watson's.

£10 for the road from Salmon Creek to East Waterloo settlement, commencing at Thomas Wetherall's saw mill.

£10 for the road from John Wilson's to King's County line.

£10 for the road from Thomas Murray's mill to the King's County line.

£10 for the road from Thomas Murray's mill to John Johnston's, commencing at the Forks of the road on south east side of said mill.

£10 for the road from Long Creek to the county line, commencing at John Johnston's.

Robert Golding to expend the following sums:
£3 10s. to complete the causeway and bridge over the Beaver dam in the Parish of Wickham.

£20 for the highway leading from Robert Golding's to the lower part of the county.

£51. to complete the causeway near Wanwants mill.

£1 for the road between Thomas Robertson's and mill brook, in the Parish of Wickham.

£1 10s. for the road between mill brook and John Shaw's mill.

£1 for the road from Andrew Somerville's to the County line.

£12 10s. for the road from John Huggard's bridge to the post road, near Farmer's.

£1 for the road from Lewis' cove to John Shaw's mill.

£101. for the road from the County line near W. Henderson's to John Wilson's.

£101. for the road from the cross road near Thomas Keaton's to the Shannon settlement.

£351. for the road from Oak Point to Thomas Ellison's.

£101. for the road from Oak Point to the Washademoak.

£101. for a bridge and causeway near Samuel Burns'.

£51. for the road from Shaw's mill brook to the cross road.

£101. granted at the last session for a road between R. Golding's and John Murdoch's to the Bald Hill settlement, to be applied on the line between Lots No. 10 and 11, in the grant to Day and others, from the highway to the rear.

John MacLean to expend the following sums:
£12 10s. for the road from George Burk's to Archibald McVicar's, Coal Creek.

£101. for the road from George Burk's to No. 20 Brook, south side of Grand Lake.

£12 10s. for raising on the bridge across G. Burk's brook.

£51. for the road from Cumberland Bay bridge to George Burk's.

£101. for the road on the south side of Cumberland Bay, from Main Road to Branscomb's mill.

£301. for the road from Cox's point to Branscomb and McLean's mill, and from the mill to the bridge.

£12 10s. for the road from Abraham McGurran's upper line to Thomas Gilbert's.

£151. for the bridge over Wasson's creek on the road from Jennege to Coal creek, and removing the hill at the bridge.

£101. for the road from Wiggan's mill to James Spence's, Cumberland Bay.

£151. for the road from the first range Settlement at the head of Grand Lake to Cumberland Bay, on the line between Joseph Barton's and Conrad Miller's on the north side of Cumberland Bay.

£101. for the road from Cumberland Bay road, Lot No. 33, to Young's cove.

£151. for the road on the north side of Coal creek, commencing at John Lackey's, towards the mills on that stream.

John Humphrey to expend the following sums:
£27 10s. for the road from Humphrey's mill Brook to McDonald's mill.

£51. for the road from the Forks of New Canaan river up to McDonald's mill.

£101. for the road leading from David or Samuel Cole's to Donald McDonald mill south side, and from Donald McDonald's to the county line on the Mill stream road.

William Shearer to expend the following sums:
£27 10s. for the road leading to the Post road from Washademoak lake from Isaac Worden's to Thomas Shearer's.

£101. for the road from Stewart's to Shearer's.

William Poshay to expend the following sums:
£12 10s. for the road from King's brook to B. Fairweather's on the north west side of the Washademoak.

£601. for the road from Dykenan's brook to Cox's mill; one half to be expended on that part of it between Wiggan's mill and Wasson's mill.

£71. 10s. for the road from Wiggan brook to Nehemiah Buley's, on Washademoak lake.

£101. for the road from William Sharp's to the old Post Road.

£101. for the road from David Mason's to Nerepis brook, south side of Washademoak lake.

£101. for the road from James Starkey's to John Seacord's.

£101. for the road from mouth of Long Creek to Obadiah Starkey's.

£101. for the road from James W. Cody's to P. McMacKlin's.

£101. for the road from Vincent's to Washademoak lake.

£101. for the road from Oliver Starkey's to David Phillips'.

£101. for the road from John Starkey's to Mordecai Starkey's.

£151. for the road from Lounsbury's Ferry to the military road, so called.

£351. for the road from Thomas Carney's past Simpson's bridge.

£261. for the bridge over Duck Creek, in the Parish of Gagetown.

Thomas Cox to expend the following sums:
£15 for the road from Allan McLean's to Cumberland Bay bridge.

£1 for the road from Richard Barton's to Thomas Harrison's.

£1 for the road from Conrad Miller's to Andrew Barton's; and

£101. to remunerate Thomas Cox for an expenditure on this road last year.

£71. 10s. for the road from Cox's Point to Conrad Miller's.

£121. 10s. for the road from Joseph Barton's to Elkin's.

£101. to build a bridge over the brook below Cornelious M'Namara's, between Cox's Point and Coal Creek.

£71. 10s. to remove the hill and raise the bridge at No. 20 Brook.

£51. for the road from Cox's point to Beaver Pond.

£1. to gravel the bridge over a slough on the said road.

£1. for the road from John Grayville's upper line to William Melroy's.

£1. for the road from Jenkin's upper line to Elkin's lower line.

£71. 10s. for the road from George Clarke's to Cumberland Bay bridge.

Peters Yeaman to expend the following sums:
£25 for the road from Lower Mills to Upper Mills, on east side of Newcastle.

£51. for the road to Justin Austin's, by way of Coakly's.

£1. for the Cross road leading from the point near David and John Cypher's to the Main Road.

£151. for the road leading from Cypher's pond to M'Mahon's at Little river.

£401. for the Main road from Maquapit lake to Newcastle, and from thence to Hardwood ridge.

£101. for the Bridge over a gully near the Parsonage House in Canning.

£101. to raise and gravel the road on Coy's Point.

£51. for the road leading from the new church to Grand Point.

£121. 10s. for the road from James Colwell's farm to the cross road at Gershom Clarke's, on the south east side of the Maquapit lake.

John Craft to expend the following sums:
£220 for the road on the south east side of the Washademoak Lake, commencing at John Crafts to the road leading to John Shaw's mill.

£101. for the road from Joseph Joyce's to Hugh Parker's, Waterloo settlement road.

£101. for the road from M'Surley's, Waterloo settlement, to Alexander's.

Richard Cox to expend the following sums:
£12 10s. for the road leading from Jennege Creek up the Grand Lake, near James Drost's.

£121. 10s. for the road leading from Richard Cox's mill, through the back settlement by Samuel Knight's, intersecting the great road leading from Washademoak to Jennege.

£291. for the road from Young's Cove to Washademoak, near Frederick Jenkin's.

Samuel White to expend the following sums:
£401. for a bridge over Cranwell's brook on a new road in the Parish of Waterborough, connected with the main road leading up the lake.

£51. for a bridge over a creek on the same road near W. White's.

£71. 10s. for the road leading from Grand lake,

near Gilbert White's to the back settlement, commonly called the Den.

Nathaniel Vail to expend the sum of £101. for the road from Vail's Ferry to the Nerepis road.

Gilbert Wiggins to expend the sum of £151. for the road so to be laid out from the public landing below Gagetown to the Main road.

Thomas Trafion to expend the sum of £151. 17s for the road from the Sunbury line, through the Coram and Trafion settlements, to the Nerepis road.

THE MUSICAL BOX.

BY THOMAS MOORE.

"Look here," said Rose, with laughing eyes,
"Within this box, by magic hid,
A tuneful sprite imprisoned lies,
Who sings to me whenever he's bid."

Though roving once his voice and wing,
He'll now lie still a whole day long;
Till thus I touch the magic spring—
Then hark how sweet and blithe his song."

"Ah, Rose," I cried, "the poet's lay
Must ne'er e'en beauty's slave become;
Through earth and air his song may stray,
If all the while his heart's at home."

And though in freedom's air he dwelt,
Nor bond nor chain his spirit knows,
Touch but the spring thou know'st so well,
And hark how sweet the love-song flows."

Thus pleaded I for freedom's right;
But ah, when beauty takes the field,
And wise men seek defence in flight,
The doom of poets is to yield."

No more my heart the enchantress braves,
I'm now in beauty's prison hid;
The sprite and I are fellow slaves,
And I, too, sing, whenever I'm bid."

NEW YORK May, 27.

Later from Canton.—The ship *Ebon Preble*, Captain Crocker, arrived yesterday from Canton, having sailed on the 2nd of February, and bringing advices about a fortnight later than our last accounts. The blockade of the port, which had been declared by the British, had been raised on the following day, in consequence of the liberation by the Chinese of the British subject, whose detention was the alleged cause of the blockade.

Several American vessels then hurried to Canton without cargoes, a circumstance which puzzled the Chinese, the previous arrivals having brought full cargoes, and they in consequence, issued a chop forbidding the *Ann McKim*, *Valparaiso* and *Lintin*, taking away more cargo than each had brought specie to pay for, requiring that the specie be in the first instance placed in the possession of the hong merchants.

This occurrence had confirmed many in the opinion that the Chinese proceedings against opium, were in reality caused by the exportation of Sica silver, and that the health and morals of the people were a mere pretext.

The British superintendent had received despatches from the government, conveying to him their approbation of the course of conduct he had adopted, and announcing to him the approaching arrival of a large British force. One of the British ships of war had sailed from Canton, in search, it was given out by Capt. Elliott, of the remains of an English ship which he alleged he heard was wrecked on some part of the coast, but it is supposed that the real object was to put herself in communication with the British vessels as they arrived.

The Chinese were endeavouring to purchase three or four foreign vessels to convert them into floating batteries and anchor them within the Bogue, to resist the expected attack from the English. The general belief among the foreign residents however, was that the Chinese would submit on the arrival of the British forces.

The High Commissioner Linn had been sent to the Province of Tong as Vice Roy, and another officer had taken his place at Canton, who the Chinese merchants apprehended would be still less favourably inclined towards them than his predecessor.

There was no change in the market at Canton when the *Ebon Preble* sailed, and the quotations for exports were entirely nominal. Little of interest indeed can now be expected to reach us from China, until the arrival of the British squadron. Accounts of the occurrences which will then ensue, will be expected with great anxiety by the whole civilized world. Whilst on this subject, we may add that Lord Palmerston the British Secretary of Foreign Affairs, on being asked if any diplomatic communications had passed with the Government of the United States on the subject of Chinese affairs, replied, none other than information of a request from the American residents at Canton to their Government, that it would support the proceedings of the British.

From the Journal of Commerce.
NORTH EASTERN BOUNDARY.

The Bay State Democrat, in allusion to the news, or report, of an adjustment of the North Eastern Boundary Question, on the basis of the award of the Dutch King—England at the same time paying Maine £200,000 as compromise of her claims,—says: "If it be true, that she has made the above proposition, she has already, in fact, abandoned her claim to the territory in dispute, and is willing to enter into a treaty for the purchase of a portion of it." How does that follow? If I own a house worth to me \$20,000, and another man claims it, I may think it better to compromise his claim by paying him \$1,000 rather than go to law about the matter, and subject myself to the inconvenience, risk, expense and vexation, incident to such a course; although I imagine I have a perfectly good title to the property. But who knows that the proposition, in the present case, was made by England? For aught that appears to the contrary, it may have been made by our Minister, Mr. Stevenson. There would be but a poor chance for the amicable adjustment of any controversy, if the moment a proposition for a compromise was made by one party, should be seized upon by the other as a concession of so much in his favour. It is a concession offered to be made, on condition that the other party will concede as much, or perhaps more. If the proposition is not accepted, it is not a concession at all.

The Philadelphia North America contains the following letters, which countenance the supposition that only a reference of the dispute had been agreed on, and not a direct compromise. In either case, the affair is essentially disposed of.

Extract from a letter, dated

London, April 24, 1840.

"I write without any hope of this reaching you as soon as our letters per 'British Queen,' but merely in case this should not be the case, that you may not be disappointed should a packet arrive without letters from us. I have learnt from an authority which leaves no doubt in my mind of its accuracy, that as soon as Parliament resumes its sessions after the Easter holidays, that the Boundary Question will be submitted to them, and that it is decidedly the wish of Lord Palmerston that it should be submitted to arbitration, and that it will also be recommended to negotiate upon a separate basis, should not the arbitration be adopted; but as both the Governments are in favour of arbitration, I do not see how any collision should grow out of the present state of affairs, unless Maine should choose to act for itself. We have had a report here which gained credit, that the matter had been arranged between Mr. Stevenson and Lord Palmerston, which is premature. It had some effect in raising English Stocks, which had been very much depressed by the intelligence brought by the 'British Queen'; they are now steady, though the rumor is no longer credited. In the mean time, American Stocks are perfectly torpid, except New York and Ohio, which maintain their prices. Money is cheap, 4 per cent. for discounts, and 2 per cent. on the Stock Exchange. The weather here is exceedingly fine, and prospect for crops very good."

Extract from a letter, dated

London, April 30, 1840.

"I find there is nothing of a political character to communicate besides what I wrote in my last. It is now generally understood that despatches go out by this steamer to Mr. Fox, directing him to inform the Government of the United States of the willingness of this government to submit the Boundary Question to arbitration or to negotiate, and we all hope that the matter may be arranged amicably. Stocks have rallied a little in consequence."

From the Bangor Democrat.

THE VALUE OF THE MADAWASKA TERRITORY.

There are some, even in our own State who although they readily allow the importance of the Madawaska territory, as a military position, feel perfectly unconcerned about its seizure by a foreign power. They are unable to see any necessity for interfering at present with the operations of the British in that quarter; and find abundant consolation in the belief that, let who may have it in peace, the strongest will take possession of it in war. As they are equally certain, that our country is the strongest, their conclusion of course is, that we shall have it. Good easy souls—they really imagine, that simultaneously with the declaration of war, they would hear that Montreal, Quebec, St. Johns, Halifax, and all other English strongholds, were occupied by American militia. The experience of two wars is entirely thrown away upon them and the two unsuccessful attempts, already made by us to conquer Canada, do not in the slightest shake their conviction, that it is ready to fall into our hands, whenever we choose to receive it.

This strange delusion and apathy, is much more general, however among the other States than in ours. If it continues, there is great reason to fear the most serious consequences; and the other frontier States may rely upon it that those consequences will not be left by Maine alone. The fact is, that the importance of the territory, and the difference between retaining it ourselves, and the difference between its falling into the hands of Great Britain, is vastly underrated.

Its principal value is undoubtedly of a military nature. Let us suppose that it is left in the possession of England. It will unquestionably be put in a state of defence similar to that of the rest of her frontier. What is the consequence? At the outbreak of war, St. Johns and Quebec are united by a direct land route, which can be travelled at all seasons of the year. The interior defences of the Canadas are joined to the naval stations on the Atlantic coast. Troops can be posted with ease and rapidity along the line from Halifax to Detroit, and can be concentrated at any intermediate point, either for attack or defence, with greater facility, than corresponding movements can be made with the American forces. The frontiers of the United States, from Maine to Michigan, will be exposed to invasion and will be kept in perpetual alarm; and a comparatively small force of British regulars will require a large and expensive military establishment to be kept under pay to meet it. Does not this prospect show the other frontier States, that they, as well as Maine, have an interest in the matter? Is it not calculated to excite their alarm, as well as ours? And are they wise to disregard it?

There is another consideration, which comes home to at least the eastern part of Maine. In the last war a small British force invaded the State to the banks of the Penobscot, and held undisturbed possession, until they voluntarily gave it up at the ratification of the treaty of peace. In the next war, Madawaska becomes the point on which the British frontier is wheeled to the line of the Penobscot again. The shores of the Bay could not be defended against such a fleet as England would send to them immediately upon the declaration of war.—And what could save Bangor from the combined attack in front and in the rear,—from an army marching down the defenceless roads which our own State has constructed from the St. John's river, co-operating with a joint land and naval force ascending the Penobscot? No reasonable man can doubt, that such would be the first blow struck by England at the commencement of hostilities, if she is permitted to hold the Madawaska. For with posts suitably prepared there before hand, covering her flank, she would secure a shorter, and every way more defensible frontier, than the present one of New Brunswick. And one too which she would be determined to hold at all hazards.

On the other hand, suppose that we retain the Madawaska settlements and properly fortify them in time of peace. At the outbreak of war the position of the two countries is exactly reversed. We become the threatening party.—The thoroughfare of the St. John's river lies open to our attacks. Fredericton and St. John's city, instead of Bangor and Castine, are in danger. Not only that, but the American troops in the St. Johns valley threaten New Brunswick on one side, and Canada on the other. The British Colonies are completely severed from each other. The only land communication from the Atlantic to Quebec is occupied by their enemies. And they might almost as well look to the British Isles for aid as to one another. And their armies, instead of invading the Union, must be broken up to defend their own territory.

There is still another matter, important both in peace and war, to be taken into consideration. The Madawaska country is on the eve of becoming thickly settled; and every one who has noticed the course of settlements in a new country knows that they follow along the banks of rivers; and that the most rapid increase in that section will naturally be along the St. John. The ultra

loyalism of the Provincials is proverbial; and such a tone of feeling we shall have to combat in case England occupies the territory. But if Maine retains her soil, we shall have our own hardy freemen there, to enrich us in peace and support us in war.

Such are the results that we must look for according to our conduct in the present emergency. It is idle to think that the strongest nation will take possession of the territory at the commencement of war. Whoever has it now will keep it. The difference between defending it and being obliged to attack it, will be found all important.—Brave as our countrymen undoubtedly are, it is too much to expect that an undisciplined and inexperienced militia could storm and capture forts manned by veteran troops. But our whole history has shown that if our men are on the defensive, and have any kind of entrenchments—even the slightest field works to rely on, they will gallantly maintain their positions against the best disciplined soldiers of Europe.