

STANZAS.

I would not sleep in a marble tomb
When the hand of death is on me—
I would not rest 'mid the cypress glooms
With the sculptured stone upon me;
But I would sleep by the glassy deep,
The ocean around me roaring
Where the wild waves sweep on the
stormy steep,
With the eagle above me soaring.

The foaming briae of the sparkling sea
Shall be my own snow-white pillow,
And a fitter shroud there cannot be
Than the gentle swelling billow.
Not a passing bell for me shall tell
Where my ashes in death are sleeping.
But the sea-bird well shall scream my
knell
To the mermaid's mournful weeping.

Then oh! in death let my spirit rest
Near the ocean I loved awaking
On the calm blue wave, or the billow's
breast,
Or the surges wildly breaking.
By the foam-girt shore, where the
breakers roar,
And hoarse through the caverns beat
Oh, there evermore let me rest on that
shore,
With the wave for my winding-sheet.

And oft, at eve, when the day is done,
Oh, there shall my spirit hover,
By the crimson light of the setting sun,
As fond as a faithful lover,
And the youthful throng, the rude rocks
among,
Shall gaze on his sinking glory,
Whilst 'he maiden's song makes the
night less long,
As she tells the twice told story.

Then make my bed in the dark sea-
weed,
Where the western waves are gliding,
Where the fairy bands of the mermaids
speed,
On the wings of the ocean riding,
For oft where the gleam of the pale
moonbeam
Through the sullen clouds, is wading,
My form shall seem to haunt each
stream
When the twilight fast is fading.

Singular Prediction of an Algerine Magician.—It has been observed by Salame, in his narrative of the English expedition to Algiers in 1816, that when the people beheld the destructive effects of the British cannon, they described their calamity, by saying, that "Hell had opened its mouth upon them through the English ships." The action continued about nine hours; during which time, the squadron under the command of Lord Exmouth expended nearly 118 tons of gunpowder, and upwards of 500 tons of shot. The damage sustained by the Algerines, he estimates at about a million sterling. The British, during this tremendous conflict, had 100 men killed, and 692 wounded. Of the Algerines, the loss could not be ascertained with precision. According to some reports, their total in killed and wounded amounted to 8000; others, however, reduce the number to 6000, to 5000, and the lowest to 4000. With them, the register of death is augmented, by the manner in which their wounded are abandoned, and left to perish. "They have no surgeons to dress their wounded me directly. They never use the operations of taking off arms or legs, to save the life of a person; but, on the contrary, they put all their wounded people into a large stable, till the day after the battle, by which, many who might have been saved by the immediate amputation of an arm or a leg, are left to perish."

"Previously to our arrival at Algiers," says Mr. Salame, "they had heard that our fleet consisted of 50 sail; and then they said, 'Let them come; what can they do with their 50 sail? The Spaniards once came here with 400 sail, and 40,000 men, and they could not succeed against us.' They were, on this account, fully persuaded that their country was unconquerable; but at the same time the following curious circumstance took place: A magician came and presented himself to the Dey, addressing him in the following words:

"The Infidels will come here with so great a number of ships, that they will occupy all the bay from the northern to the southern cape; and they will take possession of the country, and destroy all your navy and batteries, and the city too; and they will kill great numbers of people, so that the blood will flow through the streets as water, and they will carry off an immense quantity of money and men. It will therefore be a great favor to me, if you will give me the wife and goods of that man, who certainly will be killed, (pointing at the same time with his hand towards the minister of the marine, who afterwards was beheaded by the

Dey's order;) or you had better, perhaps, give me some of those green dollars which you have in the Hazine, or treasury."

"The Dey, on hearing this, was very angry with the man, and wished to cut his head off directly; but some of his ministers said, 'We had better keep him in prison, till we see whether his prophecy be true or not.' The magician then replied, 'I do not care whether you take off my head now or hereafter; I am sure of what I have said, and you will soon see the result of it.' He was immediately confined and put in chains. After the action, "I was told," continues Mr. Salame, "that the inhabitants took him out of prison, considering him as a saint; and therefore they were going to build a separate temple for him, out of town."

On the spirit of prophecy by which this magicean was actuated, we presume not to speculate. But is a well known fact, that the Algerines delivered to Lord Exmouth nearly 400,000 dollars, and were compelled by him to liberate upwards of 3000 slaves. The city of Algiers contained more than 20,000 houses, and 100,000 inhabitants. Of these houses Mr. Salame observes, "I am sure that not one escaped without damage." Their navy also was literally destroyed, together with their storehouses, and part of their arsenal; and their batteries were nearly levelled with the ground.

Treatment of Horses on a Journey.—Various opinions exist as to the best divisions of the stages which a horse should be ridden or driven when performing a long journey. This must, in some degree, be regulated by his condition. If he is fit to go, with a journey of 159 miles to perform, and three days to do it in, I should divide the distance into 25 miles each, or as near as the accommodation on the road would permit, starting, especially in the summer time, early in the morning, and performing the first 25 miles before breakfast. This enables you to have your horse well dressed, and to afford him three or four hours' rest; and if he will eat two quarters of oats and a quarter of bears (which should be divided into two feeds), he will not take much harm. A moderate quantity of water must be given; at the same time, it must be observed, that too much will cause most horses to scour, and likewise to sweat more profusely; therefore the less he has in reason the better till his day's work is completed, when he should have as much as he is inclined to take. Gruel is an excellent thing, but it is not readily procured, properly made, on the road; it should invariably be boiled, and I prefer it made with wheat flour, as it remains longer on the stomach, and is less relaxing than when made with oatmeal. The usual mode of preparing what they call gruel at inns, is to mix oatmeal with warm water, in which state it is decidedly bad; its emolient quality is produced by boiling, and if I cannot procure it in that state, I prefer water. *Old Sporting Magazine for October.*

A young gentleman had the good buckles of his suspenders melted on the levee at New Orleans by the sun, on the 28th of June. His brain was not injured by the heat. Cause v? He was brainless.

Stretch of Eloquence. "My brethren," said a staid and learned oracle of the pulpit, "my dear brethren, there is a great deal to be did and it's time we were all up and *didding on't!*" *American Paper.*

Platonic Love. "What," said a lady, "do you think of platonic love?" madam," replied the gentleman very solemnly, "I think, like all other tonics, it is very exciting." *Exchange Paper.*

On Sale

Just Landed
Ex Jane Elizabeth, Nathaniel Mun
den, Master,
FROM HAMBURG,

Prime Mess PORK
Bread
Flour
Oatmeal
Peas
Butter.

Also,
15 Tuns BLUBBER.
For Sale by
THOMAS GAMBLE.
Carbonear,
June 9, 1839.

ON SALE
BY THE
SUBSCRIBERS,
Ex NAPOLEON from HAM
BURG,

BREAD, FLOUR and
4000 Bricks
The latter at Cost and Charges,
if taken from the Ship's side *im*
mediately.

ALSO,
90 Tons
SALT
And,
20 Tons Best House
Coals,

Ex APOLLO, Captain BUTLER from
LIVERPOOL.
RIDLEY, HARRISON & Co.
Harbor Grace,
July 3, 1839.

Capt THOMAS GADEN

BEGS to inform the Public in genera that he intends employing his Ketch BEAUFORT, the ensuing Season in the COASTING TRADE, between St. John's, Harbor Grace, Carbonear, and Brigus, as Freights may occasionally offer. He will warrant the greatest care and attention shall be paid to the Property committed to his charge.

Application for FREIGHT may be made, and Letters or Parcels left at Mr. JAMES CLIFF'S, St. John's; or to Mr. ANDREW DRYSDALE, Agent, Harbour Grace.

N. B.—The BEAUFORT will leave St. John's every Saturday (wind and weather permitting).
May 1, 1839.

For Portugal Cove.
The fine first-class Packet Boat
NATIVE LASS,
James Doyle, Master,

Burthen 23 tons; coppered and copper fastened. The following days of sailing have been determined on:—from CARBONEAR, every MONDAY, WEDNESDAY and FRIDAY morning, precisely at 9 o'clock; and PORTUGAL COVE on the mornings of TUESDAY, THURSDAY and SATURDAY, at 12.

She is completely new, of the largest class, and built of the best materials, and with such improvements as to combine great speed with unusual comfort for passengers, with sleeping berths, and commanded by a man of character and experienced. The character of the NATIVE LASS for speed and safety is already well established. She is constructed on the safest principle of being divided into separate compartments by water tight bulkhead, and which has given such security and confidence to the public. Her cabins are superior to any in the Island.
Select Books and Newspapers will be kept on board for the accommodation of passengers

Fares:—
First Cabin Passengers 7s. 6d.
Second Ditto 5s. 0d.
Single Letters 0s. 6d.
Double Ditto 1s. 0d.
N. B.—James Doyle will hold himself responsible for any Parcel that may be given in charge to him.
Carbonear.

Notices

CONCEPTION BAY PACKETS
St John's and Harbor Grace Packets

THE EXPRESS Packet being now completed, having undergone such alterations and improvements in her accommodations, and otherwise, as the safety, comfort and convenience of Passengers can possibly require or experience suggest, a careful and experienced Master having also been engaged, will forthwith resume her usual Trips across the BAY, leaving Harbour Grace on MONDAY, WEDNESDAY, and FRIDAY Mornings at 9 o'clock, and *Portugal Cove* on the following days.

FARES.
Ordinary Passengers 7s. 6d.
Servants & Children 5s.
Single Letters 6d.
Double Do. 1s.
and Packages in proportion
All Letters and Packages will be carefully attended to; but no accounts can be kept or Postages or Passages, nor will the Proprietors be responsible for any Specie to other monies sent by this conveyance.
ANDREW DRYSDALE,
Agent, HARBOUR GRACE
PERCHARD & BOAG,
Agents, St. JOHN'S
Harbour Grace, May 4, 1839

Nora Creina
Packet-Boat between Carbonear and Portugal Cove.

JAMES DOYLE, in returning his best thanks to the Public for the patronage and support he has uniformly received, begs to solicit a continuance of the same favours.

The NORA CREINA will, until further notice, start from Carbonear on the mornings of MONDAY, WEDNESDAY and FRIDAY, positively at 9 o'clock; and the Packet Man will leave St. John's on the Mornings of TUESDAY, THURSDAY, and SATURDAY, at 9 o'clock in order that the Boat may sail from the cove at 12 o'clock on each of those days.

TERMS.
Ladies & Gentlemen 7s. 6.
Other Persons, from 5s. to 3s. 6.
Single Letters.
Double do

And PACKAGES in proportion
N. B.—JAMES DOYLE will hold himself accountable for all LETTERS and ACKNOWLEDGEMENTS given him.
Carbonear, June, 1836.

THE ST. PATRICK

EDMOND PHELAN, begs most respectfully to acquaint the Public that he has purchased a new and commodious Boat which at a considerable expence, he has fitted out, to ply between CARBONEAR, and PORTUGAL COVE, as a PACKETS BOAT; having two cabins, (part of the after-cabin adapted for Ladies, with two sleeping berths separated from the rest). The fore-cabin is conveniently fitted up for Gentlemen with sleeping-berths, which will he trusts give every satisfaction. He now begs to solicit the patronage of this respectable community; and he assures them it will be his utmost endeavour to give them very gratification possible.

The St. PATRICK will leave CARBONEAR, for the COVE, Tuesdays, Thursdays, and Saturdays, at 9 o'clock in the Morning and the COVE at 12 o'clock, on Mondays Wednesdays, and Fridays, the Packet Man leaving St. JOHN'S at 8 o'clock on those Mornings.

TERMS.
After Cabin Passengers 7s. 6d
Fore ditto, ditto, 5s.
Letters, Single 6d
Double, Do. 1s.
Parcels in proportion to their size of weight.

The owner will not be accountable for any Specie.
N. B.—Letters for St. John's, &c., &c. received at his House in Carbonear, and in St. John's for Carbonear, &c. at Mr Patrick Kieley's (Newfoundland Tavern) and at Mr John Cruet's.
Carbonear,
June 4, 1838.

TO BE LET
On Building Lease, for a Term of Years.

A PIECE of GROUND, situated on the North side of the Street, bounded off EAST by the House of the late captain STARR, and on the east by the Subscriber's.

MARY TAYLOR,
Widow.
Carbonear, Feb. 9, 1839.

Blanks
Of Various kinds For Sale at the Office of this Paper