

POETRY

LINES ON THE LOSS OF THE WILLIAM HUSKISSON.

Scene.—The perishing of the twelve who could not be rescued from the wreck.

There appeared to be ten or twelve persons still on board the steamer. Captain Clegg determined to make one more attempt, and, accordingly, again, for the fourth time, ran his vessel under the stern of the steamer. This attempt, as was anticipated, proved unsuccessful; and, seeing that there was no prospect of any abatement of the gale, and apprehensive of his masts going by the board, after remaining by the wreck until ten a. m., they were reluctantly obliged to quit her.—*Liverpool Courier, January 22, 1840.*

What shrieks are borne across the tempest's roar!
"Save! save!" they cry; "Once more attempt! once more!"
"Twice vain! 'twice vain!" "One other effort!" "Nay!
Our lives are forfeit, if we longer stay."
They'd dared, as British sailors ever dare,
And ceased to help, compelled by sheer despair;
Reluctant, see! the Huddersfield lies by;
She waited long—but still, could ne'er draw nigh.

Ah no! and sad the shattered back retires;
The fated victims groan as hope expires.
Unheard of struggle! see, the wretched band
Upon the wreck's wide woes distracted stand!
With hands uplifted, hearts in deep dismay,
They watch the vessel while she drives away.
The winds rage on, the seas unmindful dash,
The steamer heaves, and breaks with many a crash!
Some, phrenzied, plunge, and breast the boiling waves,
But earlier find their deaths and watery graves!
Fondly their thought, by desperate strength, to gain
Their brethren's refuge—effort madly vain!
The Alpine billows crushed them in disdain!

To die! 'Tis awful! 'neath Heaven's shelting roof,
When friends are round, it puts the soul to proof.
To die the Christians' death, the crown in view,
Doth serious hearts with solemn thoughts imbue.

To die unpardoned! In rebellion die!
What mind but trembles at such ruin nigh?
Ye wo-born few, what spirit moved your souls
While thus, destruction nearer, nearer rolls?
In prayer, in faith, upheld above the strife,
Or tortured sorely with an ill-spent life,
What promise cheered you, and inspired your breast?
What sin's keen torment, or what doubts oppress?
God only knoweth! If our peace be made,
Then Death, though e'en in hurricanes arrayed,
His sting has lost! He strikes—his victims flee!
But conquered, lo! in triumph gains the skies!

But oh! if unprepared! what hours were these?
'Mid howling storms, and loud tempestuous seas—
When every blast had death upon its sound,
And graves, in every billow, gap'd around:
No pastor kind, oft heard, yet heard unmoved;
No friend was there whose voice had oft reproved.
The mind bewildered, and the soul perplexed
With fears and indecision—tortured vex'd,
'Mid scenes like these, and unprepared to die!
(What! still defer, and pass such warnings by!
Be cautioned, sinner! now to Jesus fly!)
The thought appalleth! Yet Christ's gracious power

Can reach the misery, 'e'en of such an hour

But stay my pen, intrude not further here—
All, all must soon at judgment's bar appear.

Ye noble crew, accept the rhymers' praise;
Your honoured country admiration pays;
On history's pages, with the brave enrolled,
(The Darlings, dauntless pair! and Eccles bold!)
Heroic Clegg! shalt thou recorded be,
And live embalmed in grateful memory,
Heroic men! what ye so fearless gave
Ne'er may ye want; but plough the ocean wave,
Unhurt by storms, preserved from time to time,
In every sea, in every dangerous clime;
At length, when life's rough, boisterous sail is o'er,
A harbour find, and ride secure on Heaven's blest shore!

William IV. a Sailor to a Princess of Denmark. That there is a kind of court feeling against us we do not seek to deny. It is as old as Queen Matilda's time, and still shews itself in many little ways. Among other proofs of it, we heard the following: King William IV. when Duke of Clarence, sued for the hand of a princess of Denmark; and in the first instance employed Mr. now Sir Augustus Foster, then minister at this court to open this delicate negotiation. For a time all promised favourably for the princely suitor. Her royal parents left the princess to choose for herself, wishing for, though not actively promoting, a match so desirable. But the early antipathies of the Danish maiden were too strong, backed especially, as they were, by the yet more bitter enmity of an old nurse, who thought it a duty to adopt the prepossessions of her superiors to the most exaggerated degree. Assuring her, and, from early instilled prejudice, firmly believing, that the English were all bad husbands, brutes without affection and without feeling, she confirmed her young mistress so strongly in the belief, to which she was already half inclined, that she peremptorily rejected an offer which would have made her Queen of England.—*Bremner's Excursions.*

It is in contemplation to make a railway for the passage of the mails to Dublin, passing through the county of Worcester.

A Farmer's Wedding, Ninety Years ago. On the 7th of June, 1750, was married at Rothbury, Mr. William Donkin, a considerable farmer, of Tosson, in the country of Northumberland, to Miss Eleanor Shotton, an agreeable young gentlewoman, of the same place. The entertainments on this occasion were very grand, there being provided no less than 120 quarters of lamb, 40 quarters of veal, 20 quarters of mutton, a great quantity of beef, 12 hams, with a suitable number of chickens, which was concluded with 8 half ankers of brandy, made into punch, 12 dozens of cider, and a great many gallons of wine. The company consisted of 550 ladies and gentlemen, who were diverted with the music of 25 fiddlers and pipers; and the evening was spent with the utmost order and unanimity. *Sykes' Local Records.*

Caution to Drunkards. It is calculated that 50,000 drunkards die yearly in this country, and that one-half of the insanity, two-thirds of the pauperism, and three-fourths of the crimes of the land, are the consequences of drunkenness.

On Sale

Just Landed
Ex Jane Elizabeth, Nathaniel Manden, Master,
FROM HAMBURG,

Prime Mess PORK
Bread
Flour
Oatmeal
Peas
Butter.

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

ON SALE
BY THE
SUBSCRIBERS,
Ex NAPOLEON from HAMBURG,

BREAD, FLOUR and
4000 Bricks
The latter at Cost and Charges,
if taken from the ship's side immediately.

ALSO,
90 Tons
SALT
And,
20 Tons Best House
Coals,
Ex APOLLO, Captain BUTLER from LIVERPOOL.
RIDLEY, HARRISON & Co.
Harbour Grace,
July 3, 1839.

Capt THOMAS GADEN

DEGS to inform the Public in general 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 improved ments 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 bulk-head, 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.

Notice

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 can be 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. 6d.
Other Persons, from 5s. to 3s. 6d.
Single Letters.
Double do.
And Packages in proportion
N. B.—*JAMES DOYLE* will hold himself accountable for all LETTERS and PACKAGES given him.
Carbonear, June, 1839.

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 the 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 *Monday's 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 or 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 Kiely's (*Newfoundland Tavern*) and at Mr. John Cruet's.
Carbonear, June 4, 1839.

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

A PIECE OF GROUND, situated on the North side of the Street, bounded of 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.