

SELECT POETRY.

DEEP, DEEP WITHIN THE OCEAN'S BREAST.

Deep, deep within the ocean's breast
A coral isle was shrouded,
Round which light, water-swayed nymphs
Float with white arms entwined.

The centre of this little isle
Was fixed a stony tree;
An outer growth encircled this,
Like foliage, quiveringly.

In rigid pride the coral stone
Surveyed its firm estate,
And said, with gratulating tone,
"I floated, too, of late.

"But now no chance or change can come
To me; mature in form,
I take my place with things of fate;
I cool no more nor warm.

"Yes, I have been the sport of waves,
And like this mass around
I toiled and felt,—nor knew the rest,
Blest Neptune! which I've found.

"Come, all of ye Sea-Nymphs, admire
My beautiful repose!"
Out gushed the voice of one Sea-Nymph,
"Give me the form which grows.

"I better please myself to watch
Life than a handsome death,
And, born of a quick element,
Like something which has breath.

"So, I'll just feast my eyes awhile
On what goes on round you,
And never tire watching this
Till it grows stony too."

How in the ocean's deepest depth
Is human life repeated!
By coral beds, who've done with change,
How hardly youth is greeted!

THE LOSS OF THE AUSTRIA.

The following is the statement of Andrew Lundstein, a Swedish passenger:—
About two o'clock P. M. on the 13th of September when the fire broke out on board the Austria, I was standing on deck about amidships, and saw the flames coming up through the windward hatch, three or four feet high. On running forward I perceived the flames breaking through the fore hatches. At that time I saw the Captain rushing upon deck; I saw him take off his coat and run to the side of the vessel as if he was going to jump overboard. Mr. Swaenese, a Swedish, seized him by the arm, pulled him back from the rigging and asked him "What he was going to do?" The Captain's answer was to the effect that he did not know what he was about. The Captain then ran aft, and I lost sight of him, being on the forepart of the vessel, among the great bulk of the passengers. I saw that the fire increased rapidly, and that it threatened us in a awful manner. The passengers were so closely pressed that they were pushing one another overboard. I managed to get as far as the rope rigging, and catching hold of a rope made it fast to an eyebolt. With this rope I made a sling so as to be able to sit in it about two feet from the water. I succeeded in doing this, about ten minutes after the fire broke out. While in this position, and about three quarters of an hour after the fire had broken out I saw the fore and mainmast go overboard on the starboard side, and I was in great danger of being knocked off by the yard, which hung on the side of the vessel, and fell into the sea only when the rigging was burnt. Looking around to see if anything was floating which I could lay hold of, I observed the end of the mainmast sticking about two feet off the water. The rigging at the top end of it must have got entangled in the screw. I let myself down and swam to take hold of this, got on the top of it, and thus succeeded in keeping afloat. At this time I saw three persons hanging on the side of the vessel by ropes, and I threw a piece to one of them who proved to be the cook. I pulled him to me, and held him up alongside of me, where we remained whole night. We saw a number of bodies floating around us during the night. Until dusk the crew moved slowly around whenever the steamer lifted at the stern. To prevent myself from being burned I was obliged to take off my coat and soak it in the sea, and put it on my side. I burned my shoulders once, not being able to protect that part of my body. I still suffer from numerous burns. When the fire broke out I

observed two vessels in the distance. One of them a French bark, hove too within about a mile of the burning steamer at about 5 P.M. and sent two boats towards her, but neither of these boats came nearer than hailing distance to the steamer. I saw them picking up persons floating about. They kept on the windward part of the steamer. I saw them only occasionally when the steamer swung round. The boats were employed in this way until dark, when they returned to the bark. I perceived a light hoisted on her mast till 10 o'clock. I think I saw the same vessel the next morning about 2 A.M. On the 14th inst. I saw a ship close to the wreck which proved to be the *Catarina*. The ship having to make a tack to the windward of the steamer, it was about daybreak when the captain of the *Catarina* sent his long boat to pick us up. Eighteen persons were then found on the bowsprit, three including myself, in the water, at the vessel's side, and one aft on the railing of the steamer. A young girl with her brother had remained all night on the bowsprit, hanging on by the rigging. We were picked up by the *Catarina* in about half an hour. I was the last but one picked up, and do not believe I could have held on much longer, as I was getting exhausted, and the sea becoming rougher, though, indeed, it had broken over me all the time.

A tribute of admiration has been paid by the *Times* to the Cunard steam line, which is well merited. Our contemporary says:—"We have brought our passenger traffic at sea, whether on long or short voyages, to a state of striking excellence. Anything like a serious disaster to the vessels of the great ocean-going companies has now become of very rare occurrence. The Cunard line to America, considering the waters navigated, and the speed maintained, has been a miracle of success. Not only has no vessel been lost, but the collision which occurred the other day was the first of its kind, and we believe that, on one occasion only has a packet put back to port after starting.

The voyage of the Cunard steamers are indeed, as stated by our contemporary, "a miracle of success." The navigation is one of considerable peril, and yet we find the vessels performing the work with safety and punctuality. The reason for this is plain. The ships are entrusted to the care of the most experienced officers and seamen who can be found; a strict watch is kept at all times; and though a difficult and dangerous passage invariably lies before the steamers, they have been carefully and safely navigated to the present time. It may be observed that when the *Arabia* and *Europa* came into collision in the fog, the commanders of the two ships had only three minutes and a half each, to change the courses of their steamers, after they discovered the proximity of the approaching vessel. This shows the value of watchfulness.

The King of Prussia has determined not to abdicate his throne, but has appointed his brother, the Prince of Prussia, Regent, who is to be entrapped in the exercise of duties of his office. The King, however, retains the right and power to resume the reins of Government should he be restored physically and mentally to health, and his medical advisers think it probable that, after a long period of repose, he may recover all the energy of his mind, which only suffers from an utter loss of memory, a faculty which he formerly enjoyed in a rare degree. The Prince of Prussia, who now rules the Kingdom, is the father of the husband of the eldest daughter of the Queen of England.

The Telegraph from Petersburg to Moscow is to be extended to frontiers of China. The Duke of Malakoff is to be married when the Emperor returns from the Camp at Chalons. The French Ports on the Atlantic, of Havre, Dunkerque, Dieppe, Calais and Boulogne are to be put in a state of defence. A Port of Refuge also is to be constructed between Brest and Cherbourg.

Recent advices from Athens announce the death of the Prince Mavrocordato, the Patriot Chief whose name is so closely connected with Lord Byron, who, at his invitation, repaired to Greece to assist the cause of liberty, but, unfortunately, to fall himself a sacrifice to his generous disinterestedness, having died at Missolonghi, on the 19th of April, 1834.

Queen Victoria and Court would return from Balmoral about the 15th of October.

Sir James Brooke, K. C. B., the Rajah of Sarawak, Borneo, attended the Annual Meeting of the Society for the Propagation of the Gospel in Foreign Parts, the proceedings of which were exceedingly interesting.

Willmer & Smith have recovered in a action for advertising, where the party denied having given the order, but allowed his name to remain in the advertisement. The Judge said there could be no doubt but the defendant was fully aware of the advertisement being inserted, consequently he should give a verdict for the plaintiffs for the amount claimed, payment to be made forthwith.

The Chinese Treaty which has been just pub-

lished and which we shall endeavor to give shortly, provides, in a separate article, that a sum of 2,000,000 taels, on account of the losses sustained by British subjects through the misconduct of Chinese authorities at Canton, and a further sum of 2,000,000 taels on account of the expenses of the war, shall be paid to the British Representatives in China by the authorities of the Kwang Tung provinces."

A Paris correspondent of the Nord says it is asserted that the French Mediterranean Steam Packet Company are on the point of organising a line of steamers from Suez to the Island of La Reunion. The vessel will call at Jeddah, Aden, Madagascar, and some other places.

The French Government has resolved on the establishing of a coaling depot at Macao, for the accommodation of French vessels of war in the China seas, and the two sailing frigates *African* and *Neride* are to be freighted with coal for that purpose.

The King of Denmark wrote a paper "On the construction of 'Giants' Chambers'" at the annual meeting of the Royal Society of Antiquaries of the North, held in the Palace of Christianburg, Copenhagen in May 1857, and it was printed for distribution at the late meeting in June 1858.

NOTICES.

POST OFFICE NOTICES.

MAILS will be made up at the General Post Office for the following places:—
Harbor Grace and Carbonear, on Tuesdays, Thursdays and Saturdays, at half-past nine, o'clock, A.M.

Brigus, every Monday, Wednesday, and Saturday, at half-past nine o'clock, A.M.
Trinity, Bonavista, and King's Cove, every Thursday at half-past nine o'clock, A.M.
Greenspond, every alternate Thursday, commencing on Thursday, the 2nd September, at half-past nine o'clock, A.M.
Bay Bulls and Ferryland, every Wednesday at 10 o'clock, A.M.

Trepassey, every alternate Wednesday, at ten o'clock A.M. commencing on Wednesday 29th instant.
St. Mary's Placentia Little Placentia, Harbor Buffett, Merasheen, Isle of Valen, Oderin, St. Kyran's Burin, Harbor Briton, and Burgeo every alternate Tuesday at 8 o'clock, P. M. commencing on Tuesday 28th instant. Letters prepaid by postage stamps and newspapers may be dropped into receiving boxes until 6 o'clock on Wednesday morning.

W. L. SOLOMON,
Post Master General.
Post Office department,
St. John's Nfld., 25th Aug., 1858.

POST OFFICE NOTICE.

MAILS will, until further notice, be made up at this office at 10 o'clock, a.m., for Harbor Grace, Carbonear, and Brigus, on Tuesdays, Thursdays and Saturdays,

W.L. SOLOMON
P.M.G.
General Post Office,
St. John's, 18th May, 1858.

POST OFFICE NOTICE.

LETTERS cannot be received for registration at this Office unless they be posted one hour before the closing of the Mails by which they are intended to be despatched.

W.L. SOLOMON,
P.M.G.
General Post Office
2nd May, 1858.

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THE CONCEPTION-BAY MAN

Is Edited and published every Wednesday morning, by GEORGE WEBBER, at his office Water Street, opposite the Premises of W. DONNELLY, Esq.

TERMS.—Fifteen shillings per Annum half in advance.

Notice.

BRITANNIA LIFE Assurance Company
1, PRINCESS STREET, BANK, LONDON.

ESTABLISHED—1837.

Empowered by Special Act of Parliament, IV. Vit. cap. IX.

ADVANTAGES OF THIS INSTITUTION

INCREASING RATES OF PREMIUM.
A Table especially adapted to the securing of Loans or Debts, and to all other cases where Policy may be required for a temporary purpose only, but which may be kept up, if necessary throughout the whole term of Life.

HALF-CREDIT RATES OF PREMIUM.
Credit given for half the amount of the First Seven Annual Premiums, the amount of the unpaid Half-Premiums being deducted from the sum assured when the Policy becomes a claim SUM ASSURED PAYABLE DURING LIFE.

The amount payable at the death of the Assured, if he die before attaining the age of sixty out to the assured himself, if he attain that age thus combining a provision for old age with an assurance upon life.

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Established for the purpose of affording to parents and others the means of having Children educated and started in life, by securing annuities, to commence at the Parent's death, and to be paid until a child, if a son, shall attain his 21st year, or, if a daughter, her 25th year of age.

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			s.	d.	s.	d.
25	0	0	1	19	0	19
30	0	0	1	13	0	13
35	0	0	1	7	0	7
40	0	0	1	1	0	1
45	0	0	0	11	0	11
50	0	0	0	4	0	4
55	0	0	0	1	0	1
60	0	0	0	0	0	0

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ROBERT PROWSE,
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January

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NOTICE

THE BOARD notice that on Green Island Harbor, Trinity B was on the 13th in by one of a more sive range. This LIGHT burns at high water, exhibit to sunrise, and in seen from E. N. miles. Vessels be this Light open w until Bonavista Jean, will give th berth—or when ar.d bound for Cat A moderate berth Rocks by steering Green Island Lang. 53,03 east. Acting Board of Works O St. John's July

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St. John's. COMMISSIONER Agent Canada, L