

THE POTTVILLE JOURNAL,

AND POTTVILLE GENERAL ADVERTISER.

Will teach you to pierce the bowels of the Earth and bring out from the Caverns of the Mountains, Metals which will give strength to our Hands and subject all Nature to our use and pleasure.—DR. JOHNSON.

Weekly by Benjamin Bannan, Pottsville, Schuylkill County, Pennsylvania.

VOL. XV.

SATURDAY MORNING, MAY 25, 1839.

NO. 21.

ENGLAND.

Exchange at New York, on London 93 to 9 percent premium.

Manufacture of Pikes.—It is said that in several parts of Lancashire a number of individuals have speculated very extensively in the pike trade, and the consequence is, that they are now at very low prices. Last week the market was very dull. In Hyde and Staley Bridge those of the common half-bush and three-quarter pikes, from 9d. to 1s. 3d. Those with a sharp-edged hook, for cutting horses' girths, commanded 2s. 9d.

Sunday Wakes.—The committee of the society for the Suppression of Sunday Wakes, of which the Bishop of Hereford is president, have called a special meeting of the subscribers, for the purpose of taking into consideration the expediency of petitioning the legislature for the abolition of the immoral scenes which are perpetrated on the Lord's Day. During the last session of the parliament, several members on both sides of the house were applied to, and they promised to give any proposed measure their cordial support. In the county of Hereford there is a strong feeling against their continuance.

A considerable body of the Bishops of England and Wales have addressed the Archbishop of Canterbury, entreating him to withdraw any sanction he may have given to the bill for the reduction of the Cathedral Establishments. The address is understood to have been signed by the Bishops of Winchester, Llandaff, Worcester, Rochester, Carlisle, Ely, St. Asaph, Bangor, Oxford, Bath and Wells, and St. David's. It is added that the bill will be opposed by less than seventeen or eighteen Prelates in the Lords.

Amusements of War.—When Louis XIV. besieged Lille, the Count de Brogni, governor of the place, was so polite as to send a supply of ice every morning for the king's dessert. Louis said one day to the gentleman who brought it: "I am much obliged to you, but I do not wish to see you again." The Count de Brogni, who was a very polite man, was not hurt by this, but he thought the king would be long, and he is afraid the ice will be exhausted. When the messenger was going, the Duke de Charlot, captain of the guards, called out, "Tell Brogni not to bring the example of the governor of Douai, who refused like a rascal." The king turned round, laughing, and said, "Charlot, are you mad?" "How, sir," answered he; "Brogni is my cousin." In the Memoirs de Grammont, you will find similar examples of the amusements of war. You remember that when Philip of Macedon vanquished the Athenians, in a pitched battle, they sent next morning to demand their baggage; the king laughed, and ordered it to be returned, saying, "I do believe the Athenians think we did not fight earnestly."

A Good Leap.—One day last week a horse got loose in the cavalry barrack yard, in this city, and amused himself by leaping over a cart-horse, one of a pair which were standing near the road.

Dover.—Several bodies of the crew of the ill-fated English brig, "Profit and Loss," wrecked near Calais during the late snow storm, have been picked up, among them the Captain, who was completely stripped by the wreckers and buried in the sand. The number supposed to have perished was about twelve persons.

The Evening Hunt.—On Monday, the quietude of Essex gave way to the unwonted bustle of the Epping Hunt, which furnished a rich treat to the equestrian buckskins, and was a day of great frolic and revelry. Between eleven and twelve o'clock Essex road was in a most delicious ferment with the multitude and the movement towards the scene of action being general. No sooner had the first of the hunt reached the ancient forest than the watchful huntsmen gave the expected cheer, when away they went hallooing "onward," and making the forest resound to the noise and clamour of their horns. The whole course may be described in the nursery chant:

"Here they went up, up, up,
Then they went down, down, down,
Then they went backward and forward,
And then they went round, round, round."
Towards the end of the chase, were to be seen the indolent riders tumbling over each other, whilst some few horses were throwing their riders over their necks and sending them back into the hedges and ditches. The sports of the field being over, the crowd returned, one after the other (as they came into the world) to their respective homes, re-joining to hear "the gay hum of town."

IRELAND.

Benevolent Society of St. Patrick.—The fifty-sixth anniversary of the Benevolent Society of St. Patrick was celebrated in Freeman's "Tavern, London." About 250 gentlemen sat down to dinner, his Royal Highness the Duke of Cambridge in the chair. Among the noblemen and gentlemen present we observed the Duke of Devonshire, the Marquis of Eglar, Lord Morpeth, Lord Bloomfield, Lord Teyham, the Solicitor General for Ireland, the Lord Lieutenant, Earl of Bessborough, Earl of Colonsay, Colonel Wood, M. P. &c. In the course of the evening Lord Morpeth announced that the new Lord Lieutenant of Ireland had commenced his career by giving 500l. to the charity they were met to support. The Treasurer then announced a list of donations received on the present occasion. The Queen 105l. Duchess of Kent 25l. the Queen Dowager 25l. Lord Lieutenant of Ireland 50l. Duke of Northumberland 30l. Marquis of Anglesey 25l. Marquis of Nottingham 25l. Marquis of Lansdowne 25l. Marquis of Salisbury 20l. Marquis of Londonderry 20l. Marquis of Downshire 20l. Marquis of Headfort 20l. Marquis of Thomond 20l. Lord Clanwilliam 25l. Viscount Morpeth 25l. Viscount Templeton 25l. Viscount Carberry 21l. General Bligh 10l. Lord Bunsfield 10l. Lord Portlinton 20l.—Total 934l.

Celebration of the First Wesleyan Centenary in Derby.—The Wesleyan Methodist Chapel, Derby, was opened for the purpose of celebrating the first Centenary of Methodism in the manner adopted in other places. The Chapel was filled in every part by a congregation composed of members of various Protestant sects, but chiefly of the Methodist connection.

Marriage of the Duke of Devon to an Irish Lady.—The London Express informs us that the Duke of Devon was on a visit to the late Duke, but that he is alive, and on his way to settle in Ireland, as the husband of Miss Stamer, heiress of the late Colonel Stamer, of the county of Clare, who possesses an unincumbered fortune of 2,400,000 per annum.

Has Hunt Extraordinary.—Killarney, on Friday, was the scene of a singular occurrence. The Grays hounds had been out hunting, and pressing their wonted eagerness and speed, on the object of pursuit; no other place of refuge being left to the affrighted animal but the spect. alone. Thither, followed by his foes in full cry, it tarred, and not a little surprised were the leges to behold dogs, horses, red coats and green, dashing furiously by, the hounds hallooing onward, and making the adjoining swells of trench to the noise and clamour of their career. An unsuspecting "donkey," who was employed to transport the hounds, was also taken into the net, and was speedily overpowered. Meanwhile a pedestrian force had been added to the motley group and toward the whorled up the street, thickening it went, and gaining fresh admittance from every dwelling which it passed. The march-ketchoo had been already gained, but was now in the more mercurial possession of another body who had extraneously taken up the dog, and captured after much difficulty and many a hair breadth escape, the persecuted creature, that had

only ceased one peril to become involved in another almost as great. She was delivered up alive to the foremost horsemen, and by him transferred to the open country again.

SCOTLAND.

Extraordinary Sagacity.—An extraordinary example of sagacity in one of the feathered tribe, is an instance of a magpie, belonging to the workman of the large at Monmouth. The bird is attached to a child of its owner, who regularly goes to the National School, in that town, and is invariably accompanied by the magpie to the door, whence it returns home. True to its adopted charge, it is to be seen waiting its way back to the school, morning and evening, a little before the time of its closing; and it is amusing to witness the interest with which the poor thing, perched on the window sill, regards each boy as he leaves the school, until its favourite's turn arrives, when off it flies, hovering over him and playing with the child until they reach home. In all the lad's errands, the magpie accompanies him, and perches itself on some adjacent eminence, until he leaves the shop or house he has been sent to.

Menai Bridge.—We are happy to inform the public that the repairs and improvements of the Menai bridge are to be commenced with immediately, under the able superintendance of Mr. A. P. Lewis, Esq. The Contractors for the iron works are Messrs. Edwards of Menai Bridge Foundry and Hazledine of Shrewsbury.

WALES.

Montgomeryshire County Meeting on the Welsh Ecclesiastical Revenue.—A highly respectable, but very numerous meeting, convened and presided over by the High Sheriff, took place at Pool on Wednesday, for the consideration of the propriety of petitioning her Majesty's Parliament, on behalf of those portions of the Ecclesiastical Revenue Bill which affect the Revenue of the Church in Wales. The principal gentry of Montgomeryshire attended the meeting; and the petitions were unanimously voted.

Chateaux de Llanidloes.—Her Majesty arrived in Llanidloes on Wednesday last, and in the course of the evening, a meeting was held, at which Jones and Powell spoke. As at Newton, the common sense of all sound thinking people denounce these parties, and the working people shrewdly guess that their tribulation, and in which they are only a case to their own cash from them. But it won't do. The importance of "modesty," was forcibly, but vainly dwelt on.

Aerysith.—Mr. Page, a mineral engineer, has discovered lead ore and spar in the vicinity of Allt-y-Rhon, on the estate of Matthew Davis, Esq. of Llanbryche, within one mile of this town.

A Cow, lost, belonging to Mr. John Morgan, of the parish of Llanidloes, was brought home an extraordinary calf, having two necks, two tails, seven legs, and eight feet.

The churchwardens of Newllyn, having found the impracticability of collecting Church Rates, as assessed at their vestry, have consented to ask the respective parishes for their aid as a voluntary contribution, in some instances, it has been cheerfully complied with.

Deadly Accident.—A few days since a most melancholy accident occurred at a mine near Ystynwen, only a few miles distant from Aberystwyth. Five men were "holding" for ore in the vicinity of an old shaft which had not been worked for many years, and which contained an immense body of water. Through the most inhuman want of caution in the proprietor of the mines not properly ascertaining the distance of the spot where the poor men were working from the adjoining shaft, they being heedlessly given to understand that it was at least 50 feet distance, the water broke through at a mighty crash, whereby four of them were instantly drowned; the fifth escaping almost by a miracle. It was a considerable time before the water could be drawn off; and when the bodies were found, three of them had fast hold of each other, and they all had their candles firmly clenched in their dying grasp.

Cardiff Cyffwrddig.—The annual meeting of this institution took place in the Town Hall, at Cardiff, on Easter Monday, John Nichol, Esq., M. P. in the chair. The competitors for the various prizes in composition were not numerous, but sufficient to command great interest on the occasion; and the musical treat of the evening was highly gratifying. The hon. the chairman gave universal pleasure by his courteous and lively manner in conducting the business of the day. The Hall was tastefully decorated with evergreens and appropriate emblems, and illuminated with gas in the Royal Parquet, which had a splendid effect, shedding a lustre yet more charmingly reflected by the beauty of Glamorganshire fair ones, who graced the assembly by their presence and their approving smiles.

Wales Coal in Paris.—A British coal company is in operation in France, and the curiosity of the Parisians is not a little excited by the manner in which their business is managed. The coals, which are, in fact, a coal, bear an exact resemblance to those in London, and even the coal heavers, with their hats with the flaps behind, and their long whips, differ in no respect from their London prototypes. The coals are exported from Wales, and fetch 75s the ton.

Consumption of Coal in Great Britain.—Altho' it is believed that nearly 33,000,000 tons of coal are yearly consumed in Great Britain; supposing this quantity, therefore, on an average, to cost the consumer 10s a ton, a return amounting to 11,500,000l. is yearly produced to the owners from this article alone. What, then, must be the aggregate mechanical contrivance, to get, to convey, and to deliver this enormous quantity of goods? For such a consumptive, we might well suppose, an almost end, less supply would be necessary, and, therefore, the various contrivances which have been invented, and in the end cease—a circumstance which, in a country like this, where the daily support of a large portion of the inhabitants depends upon the employment afforded by our manufactures, would be to be deplored as a misfortune of the utmost moment. But from a fear of this kind, we are happily relieved. Mr. Taylor estimates, that there is not less than 337 square miles, of which, however, 105 are already cultivated. This space, he states, at a moderate estimate, would yield 6,946,320,000 tons, adequate to supply the great vessels from the principal coal ports of the North, for 1,737 years. Besides this mass, however, there are extensive beds in the Northern and Western parts of Northumberland, as yet unexplored; and, in addition to this, Mr. Bakewell, in his Geology, in a passage quoted by Dr. Buckland, in his evidence before the aggregate coal, and therefore, evidently approved of by eminent geologists, says, that the coal fields of Wales alone would supply the demand of the whole country, for more than 2,000 years.

RAIL ROAD ENGINE.

The following grand description of this new and mighty animal, is now circulating through our land, is extracted from the Quarterly Review—
There are no doubt many of our readers who have yet to receive those commonplace impressions which are made upon the mind of the traveller when for the first time he sees and hears the steers, as from a point in advance on the railway it retrogradely approaches in order to be hooked on to a train composed, as on the London and Liverpool line, of eighteen or twenty huge cars, besides private carriages on run-

ners, cartrons full of horses, wagons full of heavy goods, &c. &c. The immense weight, upwards of 80 tons, to be transported at such a pace to such a distance, when compared with the slight nest outline of the engine, the circumference of whose black funnel pipe would not twice go round the neck of an antelope, and whose brilliant copper boiler would not twice equal the girth or barge of a race horse, induces the stranger to apprehend for a moment that the approaching power must prove totally inadequate to its task, but the tearing, deafening noise with which this noble creature, his creation advances to his work, satisfactorily demonstrates that his intellect is no fear, but comes as a bridegroom out of his chamber, rejoicing like a giant to run his course. If the character of this noble creature be considered for a moment with that of a horse, the comparison is curious. With sufficient coals and water in his manger, which, it must be observed, whenever he travels he takes with him, he can, if the aggregate of his day's work be considered, carry every day for years at the rate of sixteen miles an hour, the weight of an army of 21,504 men, of 10 stone 10 lbs. each; whereas a good horse could not at the same pace and for the same distance continue to carry every day more than one such man. For a distance of eighty miles he can carry the weight of 2789 men at a rate (sixteen miles an hour,) that neither the hare, the antelope, nor the race-horse could keep up with him.

No journey ever tires him; he is never heard to grumble or hiss but for the want of work; the faster he goes the more ravenously he feeds; and for two years he can thus travel without medicine or surgery. It requires, however, £2000 a year to support him. We might to these observations add a graver reflection, that, as by the invention of the telescope, man has extended his vision beyond that of the eagle; so by the invention of the locomotive engine, he has not surpassed in speed every quadruped on the globe. We will, however, detain the engine no longer, but for a few moments will, with our readers, accompany the train with which it has now started.

The dashing at full steam speed into the small black orifices of the tunnel—the midnight darkness that prevails there—the flashes of light which occasionally denote their shafts—the sudden return to the joyous sunshine of this world—the figures of the company's green servants, who, as the train whistles past them, stand all in the same attitude, motionless as statues, with white flags, (the emblems of safety) in their extended right hands—the occasional shrill plaintive whistle or scream, by which the engine, whenever necessary, scares the workmen from the rails—the meteor like meeting of a returning train, of which in transit no more is seen than that of the colored figures on one of the long strips of painted glass, which, after slow exhibition before children, are by the showman rapidly drawn across the lens of his magic lantern—all these sensations unite in making the traveller practically sensible of the astonishing velocity with which not only he and his fellow-passengers, each seated in his arm-chair, but heavy goods can now be transported.

ARMED STEAM SHIPS.

The intelligent Paris correspondent of the New York American, in his last published letter, says—
As the nation of Americans in this capital on American concerns may not be wholly unacquainted with you, I will venture to express another. We cordially greet and approve Mr. Buchanan's motion in the Senate, for building one or more steam ships of Europe; and of whom are engaged in increasing their maritime forces. The United States should be at least equally provided. You are aware that the many steamers, employed in the packet service of France are armed with very heavy guns, and therefore always available for the purposes of war. England will not neglect this powerful arm of defence and attack. Heed will, I trust, be given in the United States, to the chapter on the present condition of the British navy, which Sir John Barrow has appended to his "Life of Lord Anson." It is there established that the British navy is now stronger in every respect, than ever heretofore in its long period. His estimate of our maritime force puts us indeed far behind. Already the British steamers are not few. Let us be prepared to defend our coasts and harbors, by a timely use of the abundant means at our disposal.

BURNING OF THE PHILADELPHIA FRIGATE.

In Cooper's Naval History of the United States is the following description of this gallant craft. During the war between the United States and Tripoli in 1803 and 4, the United States Frigate Philadelphia, Captain Bainbridge, standing in the harbor of Tripoli in chase of axebek, struck on a reef, and all the exertions to get her off proved unsuccessful, she at last struck to the gun-boats by which she was surrounded, and fell into the hands of the enemy. The Philadelphia was subsequently got off the reef—towed into the harbor, manned with Turks, and was nearly fitted for sea, when Commodore Pebley matured a plan for destroying her where she lay at anchor. This perilous enterprise was entrusted to Lieutenant STEPHEN DECATUR, who then commanded the U. S. schooner Enterprise—and a ketch which had been captured from the enemy a few days previous, and called the Intrepid, was the vessel employed for this service. The Intrepid sailed from Syracuse on the 24th of February, 1804—accompanied by the Sire of sixteen guns, Lieut. Com. STRANGLER, who was properly the senior officer of the expedition—though owing to the peculiar nature of the service, Mr. Decatur was permitted to conduct the more active part of the duty at his own discretion.

The party in the ketch consisted of Lieut. Com. Decatur, Lieuts. Lawrence, Bainbridge, and Thorn-Mr. McDonough, midshipman; and Dr. Heerman, Morris, Laws, Davis, Row, midshipmen of the Constitution—and S. Catalano the pilot, with 62 petty officers and men—making a total of 74 souls. These vessels arrived off Tripoli, but owing to the rough weather, no attempt was made to accomplish the object till the evening of the 16th inst.—when every thing looking favorable. Decatur seriously made disposition for the attack—and was reinforced by a boat and eight men from the Siren, under the orders of the midshipman Anderson. The result of this expedition is thus related by Mr. Cooper—
The orders of Lieut. Com. Decatur were clear and simple. The spar-deck was first to be carried, and then the gun-deck, after which the following distribution of the party was to be made, in order to

set fire to the ship. Mr. Decatur, with Messrs. Izard and Rowe, and 15 men, were to keep possession of the upper deck. Mr. Lawrence, with Messrs. Laws and McDonough, and 10 men, were to repair to the berth-deck and forward store-rooms. Mr. Bainbridge, with Mr. Davis and 10 men were to go into the ward-room and storeroom; Mr. Morris with eight men, were to go into the cockpit and after store-rooms; Mr. Thorn, with the gunner, surgeon, and 13 men, were to look after the ketch; to Mr. Izard was assigned the command of the launch which she needed, and Mr. Anderson, with the Siren's cutter, was to secure all boats alongside the ship, and to prevent the people from swimming ashore, with directions, however, to board as soon as the first duty was performed.

Five arms were to be used only in the last extremity, and the first object of every one was to clear the upper-deck and gun-deck of the enemy. These arrangements were plain and judicious. The watch-ward was Philadelphia.

As the ketch drew in with the land, the ship became visible. She lay not quite a mile within the entrance, riding to the wind and abreast of the town. Her foremast had been cut away while she was on the reef, had not yet been replaced, her main and mizzen topmasts were hoisted, and her lower yards were on the gun wales. Her lower standing rigging, however, was in its place, and, as was shortly afterwards ascertained, her guns were loaded and shotted. Just within her, lay two corsairs, with a few gun-boats and a galley.

It was a mild evening for the season, and the sea and bay were as smooth as in summer; as unlike as possible to the same place a few days previously, when the two vessels had been driven from the enterprise by a tempest. Perceiving that he was likely to get in two soon, when about five miles from the rock, Mr. Decatur ordered buckets and other drags to be towed astern, in order to lessen the way of the ketch, without shortening sail, as the latter expedient would have been seen from the port, and must have awakened suspicion. In the mean time the wind gradually fell, until it became so light as to leave the ketch but about two knots way on her, when the Intrepid reached the eastern entrance of the bay, or the passage between the rocks and the shoal. The wind was nearly east, and as she steered directly for the ketch, it was well abated. There was a young moon, and as these bold adventures were slowly advancing into a hostile port, all around them was tranquil and apparently without distrust. For near an hour they were steadily slowly along, the air gradually falling, until their motion became scarcely perceptible.

Most of the officers and men of the ketch, had been ordered to lie on the deck, where they were concealed by low bulwarks, or weather-boards, and by the different objects that belong to a vessel. As it is the practice of those who wish to carry a number of men even in the smallest craft, the appearance of ten or twelve would excite no alarm, and this number was visible. The commanding officer, himself, stood near the pilot, Mr. Catalano, who was to act as interpreter.

The quarter-master at the helm, was ordered to direct the frigate's bows, it being the intention to lay the ship aboard in that place, as the mode of attack which would least expose the assailants to her fire.

The Intrepid was still at a considerable distance from the Philadelphia when the latter hailed. The pilot answered that the ketch belonged to Malta, and was on a trading voyage; that she had been nearly wrecked and had lost her anchors in a late gale, and that the commander wished to ride by the frigate during the night. This conversation lasted some time, Mr. Decatur instructing the pilot to tell the frigate's people with what he was laden, in order to amuse them, the Intrepid gradually drew nearer, until there was every prospect of her running foul of the Philadelphia, in a minute or two, and at the very spot contemplated. But the wind suddenly shifted and took the ketch a-back. The instant the southerly puff struck her, head fell off and she got a stern-bow; the ship, at the same moment tending to the new current of air. The effect of this unexpected change was to bring the ketch directly under the frigate's broadside, at the distance of about forty yards, where she lay perfectly becalmed, or, if any thing, drifted slowly astern, exposed to nearly every one of the Philadelphia's larboard guns.

Not the smallest suspicion appears to have been excited on board the frigate, though several of her people were looking over her rails, and notwithstanding the moon light. So completely were the Turks deceived, that they lowered a boat, and sent it with a flag. Some of the ketch's men in the mean time, had got into her boat, and had run a life to the frigate's fore-chains. As they returned, they met the frigate's boat, took the fast it brought, which came from the after part of the ship, and passed it into their own vessel. These fasts were put into the hands of the men, as they lay on the ketch's deck, and they began cautiously to breast the Intrepid alongside of the Philadelphia, without rising. As soon as the latter got near enough to the ship, the Turks discovered her anchors, and they sternly ordered the ketch to keep off, as she had deceived them; preparing, at the same time, to cut the fasts. All this passed in a moment, when the cry of "Americans" was heard in the ship. The people of the Intrepid, by a strong pull, brought their vessel alongside of the frigate, where she was secured, quick as thought. Up to this moment, not a whisper had betrayed the presence of the men concealed. The instruction had been positive to keep quiet until commanded to show themselves, and no precaution, even in that trying moment, deranged the plan.

Lieut. Com. Decatur was standing ready for a spring, with Messrs. Laws and Morris quite near him. As soon as close enough, he jumped at the frigate's chain plates, and while clinging to the ship himself, he gave order to board. The two midshipmen were at his side, and all the officers and men of the Intrepid arose and followed. The three gentlemen named were in the chains together, and Lieut. Com. Decatur and Mr. Morris sprang at the rail above them, while Mr. Laws dashed at the port. To the latter would have belonged the honor of having been first in this gallant assault, but wearing a boarding-belt, his pistols were caught between the gun and the side of the port. Mr. Decatur's foot slipped in springing, and Mr. Charles Morris first stood upon the quarter deck of the Philadelphia. In an instant, Lieut. Com. Decatur and Mr. Laws were at his side, while heads and bodies appeared coming over the rail, and through the ports, in all directions.

The surprise seems to have been as perfect, as the assault was rapid and earnest. Most of the

Turks on deck crowded forward, and all ran over to the starboard side, as their enemies poured in on the larboard. A few were alk, but as soon as changed they leaped into the water, the constant plunges into the sea, gave the necessary assurance that their enemies were fast descending in numbers by light. It took but a minute or two to clear the spar-deck, though there was more of a struggle below. Still, so admirable managed was the attack, and so complete the surprise, that the resistance was but trifling. In less than ten minutes, Mr. Decatur was on the quarter-deck again, in undisturbed possession of his prize.

There can be no doubt that this gallant officer now felt bitter regrets, that it was not in his power to bring away the ship; he had so nobly recovered. Not only were his orders on this point peremptory, however, but the frigate had not a sail bent, nor a yard crossed, and she wanted her foremast. It was next to impossible, therefore, to remove her, and the command was given to pass up the combustibles from the ketch.

The duty of setting fire to the prize appears to have been executed with as much promptitude and order, as every other part of the service. The officers distributed themselves, agreeably to the previous instructions, and the men soon appeared with the necessary means. Each party acted by itself and as it got ready. So rapid were they all in their movements that the men with combustibles had scarcely time to get as low as the cockpit and after store-rooms, before the fires were lighted over their heads. When the officer entrusted with the duty last mentioned, had got through, he found the after hatch filled with smoke, from the fire in the ward room and storeroom, and was obliged to make his escape by the forward ladders.

The Americans were in the ship from twenty to twenty five minutes, and they were literally driven out of her by the flames. The vessel had got to be so dry in that low latitude, that she burnt like pitch, and the combustibles had been so judiciously prepared as they were steadily used. The last party up were the people who had been in the store rooms, and when they reached the deck, they found most of their companions already in the Intrepid. Joining them, and ascertaining that all was ready, the order was given to cast off. Notwithstanding the daring character of the enterprise in general, Mr. Decatur and his party, now run the greatest risk he had incurred that night. So fierce had the conflagration already become, that the flames began to pour out of the ports, and the head fast having been against the quarter-galley, and her boom-out. The fire showed itself in the window at this critical moment; and beneath was all the ammunition of the party, covered with a tarpaulin. To increase the risk the steam fast was jammed. By using swords, however, for there was no time to look for an axe, the hammer was cut, and the Intrepid was extricated from the most imminent danger by a vigorous shove. As she swung clear of the frigate, the flames reached the rigging, up which they were hissing like a rocket, the tar having oozed from the ropes, which had been saturated with that inflammable matter. Matches could not have kindled with greater quickness.

The sweeps are now manned. Up to this moment every thing had been done earnestly, though without noise, but as soon as they felt they had got command of their ketch-again, and by two or three vigorous strokes, had sent her away from the frigate, the people of the Intrepid ceased firing, and as one man they gave three cheers for victory. This appeared to rouse the Turks from their stupor, for the cry had hardly ended, when the batteries, the two corsairs, and the galley poured in their fire. The men held out of their sweeps again, of which the Intrepid had eight of a side, and favoured by a light air, they went merrily down the harbor.

The spectacle that followed, is described, as having been both beautiful and sublime. The entire bay was illuminated by the conflagration, the roar of cannon was constant, and Tripoli was in a clamor. The appearance of the ship was in the highest degree magnificent; and to add to the effect, as her guns heated they began to go off. Owing to the shift of wind, and the position which she had tended, she in some measure returned the enemy's fire, as one of her broadsides was discharged in the direction of the town, and the other towards Fort English. The most singular effect of this conflagration was on board the ship, for the flames having run up the rigging and masts, collected under the tops and fell over, giving the whole the appearance of glowing columns and fiery spires.

Under ordinary circumstances, the situation of the ketch would still have been thought sufficiently perilous, but after the exploit they had just performed, her people, elated with success, regarded all that was now passing as a triumphal parade. The shot constantly cast the spar around them, or were whistling over their heads, but the only sensation they produced, was by calling attention to the brilliant jets of fire which they occasioned as bounding along the water. But one struck the Intrepid, although she was within half a mile of many of the heaviest guns for some time, and that passed through her top-gallant sail.

With sixteen sweeps, and eighty men clated with success, Mr. Decatur was enabled to drive the Intrepid ahead with a velocity that rendered towing useless. Near the harbor's mouth he met the Siren's boats, sent to cover his retreat, but their services were scarcely necessary. As soon as the ketch was out of danger, he got into one, and pulled aboard the brig, to report the Lieut. Com. Stewart the result of his undertaking.

The Siren had got into the offing some time after the Intrepid, agreeably to arrangements, and anchored about three miles from the rocks. Here she hoisted out the launch, and a cutter manned and sent them in, under Mr. Caldwell her first Lieutenant. Soon after the brig weighed her first Lieutenant, and she began to sail, and the wind having entirely failed outside, she swept into eight fathoms water, and anchored again to cover the retreat, should the enemy attempt to board the Intrepid, with his gun-boats. It will readily be supposed that it was an anxious moment, and as the moon rose, all eyes were on the frigate. After waiting in intense expectation near an hour, a signal went up from the Philadelphia. It was the signal of possession, and Mr. Stewart ran below to get another for the answer. He was gone only a moment, but when he returned, the fire was seen striking through the frigate's ports, and in a few more minutes, the flames were seen rushing up her rigging, as if a train had been touched. Then followed the cannonade, and the dashing of sweeps, with the approach of the ketch. Presently a boat was seen coming alongside, and a man, in a sailor's jacket sprang over the gangway of the brig. It was DECATUR, to announce his victory!

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WHOLESALE AND RETAIL Tobacco Establishment, POTTSVILLE.

JAMES S. MOYER & CO. announce to the public generally, that they have purchased the Establishment of Samuel G. Sands of Pottsville, and they have added to their stock a very large and extensive assortment of all kinds of Chewing and Smoking Tobacco, and Compo, Spanish and Half Spanish Segars. The present stock consists of 50,000 No. 1, best Porto Rico Spanish Segars, 300,000 No. 1, Half Spanish, 200,000 No. 1, Compo, 225 Kegs Chewing Tobacco, 300 Barrels Sweet Scented Smoking Tobacco. Also Cavendish, Ladies' Twist, and Sweet Tobacco, all of which will be sold Wholesale and Retail, on the most reasonable terms for cash or approved acceptances. March 2, 1839. 9-17