

Chronicle & Gazette

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NEC REGE, NEC POPULO, SED UTRIQUE.

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VOL. XVIII.]

KINGSTON, UPPER CANADA, SATURDAY, JULY 16, 1836.

[NO. 5.]

The Traveller's Guide.

Visit the Falls of Niagara, with a new Map of the Falls and Islands, plan of the Village of the Falls, &c., handsomely bound, for sale at the Chronicle and Gazette Office, Kingston, May 6, 1836. 90

Lumber Merchants

Respectfully informed, that the new Swan Boats Toronto and Lady Aylmer will tow RAFTS at reasonable rates between Montreal and Quebec. The Lady Aylmer towed upwards 100 Rafts last season, without losing any Timber. For terms, apply to P. MULLEN, Agent at Montreal, M. HART, do. at Three Rivers, J. C. HART, do. St. Peter's Street, Quebec. 5th April, 1836. 82w10

WHISKY!!

The Subscriber respectfully informs his friends and the public in general, that he has made arrangements for a consignment of 30,000 Gallons WHISKY, part of which is now ready for inspection, at his store, lower end of Quarry Street, opposite Carrell's Tavern. The above article is of the best quality, offered for sale in this market, and will be sold on the most reasonable terms for Cash. Tavern-keepers and Retailers will find it to their interest to call. JOSEPH CARBURY. Kingston, April 14th, 1836. 84z

TO LET.

FOR ONE YEAR, or longer term, if required, A SHOP and DWELLING HOUSE, opposite the Napanee Hotel, in the flourishing village of Napanee. The above premises cannot be rivalled in point of situation in the Upper Province, and are well worthy the attention of any person desirous of entering into the mercantile line, having attached to them an excellent store-house, &c., complete. Apply to ALEX. CAMPBELL, Napanee, Feb. 18, 1836. 68z

The Subscriber

HAVING Leased that well known Quarry at Hatter's Bay, will, on the very lowest terms, and on the shortest notice, furnish STONE, either in rough dimensions, or dressed, as required. There is also a Wharf about ten rods from the Quarry, whereon will be kept Rubble Stone for Sale. For terms and other particulars, application can be made to the Subscriber upon the premises. ROBERT BARCLAY. Kingston, 21st May, 1836. 94z

CELTIC SOCIETY OF UPPER CANADA.

At a general meeting of the Celtic Society of Upper Canada, held at the British American Hotel, in the Town of Kingston, the 4th day of February, 1836, the following Resolutions were unanimously adopted.

Resolved,—That this Society having witnessed the inconvenience and loss which their fellow countrymen have experienced on their arrival in this, to them strange and foreign country, from the want of immediate information necessary to their location and future success; deems it advisable, as one of the most useful means to which it can apply a portion of its yet limited surplus funds, to offer a premium for the best written Essay on Upper Canada: the primary object of which shall be, to furnish Emigrants here, or the intending Emigrant at home, all possible information with respect to Soil, Climate, Prospect and means of obtaining employment; cheapest and best routes of transportation; British and local Emigrant laws; necessary advice for the preservation of their health, and the husbanding of their resources; and such other disinterested and general information, as long residents acquainted with all the localities of the Province can give, and Emigrants can confidently, and therefore would most cheerfully receive. For although much has been written on this subject by individuals to their friends, yet the communications have most commonly been tinged with their own individual success or disappointments, and contain only such local information as could be obtained in their own immediate individual districts; therefore they do not deserve, nor can they obtain that confidence required to influence an enterprising Emigrant; nor have those communications issued by the different Emigrant Societies and Land Companies produced much better effects; for however pure the motive of communication, they are not free from the suspicion of being interested. From this Society, unconnected as its members are with land or other speculations, that could be expected in this case to bias their judgment, united as they principally are for the benefit of their countrymen, and as auxiliary to the parent society at home, whose benevolent views are so well known and appreciated, it is believed any information bearing its sanction would be productive of great good as it would be received with confidence by persons at home, desirous of emigrating to British North America. Therefore, Resolved,—That a gold Medal shall be awarded by this Society to the author of the most approved Essay on the above subject, which shall be in the most clear and comprehensive manner embrace the views contained herein, with such other information as may be useful to the emigrant. Each Essay to be addressed to the Secretary of this Society, enclosing a sealed paper, containing the name and address of the Author, which paper will not be opened unless the author of the accompanying essay shall be the successful candidate. The rejected as well as the successful essays to be the property of the Society. As the premium will be awarded on the 18th of September, no essay can be received after the first day of August. Resolved,—That all newspapers in the Canadas, friendly to Emigration, be requested to give this publicity. By Order, JOHN A. MACDONALD, Sec. Secretary.

FOR SALE,

FEW Boxes real Quinobog Seytho Stoves. C. WILLARD. Kingston, 24th June 1836. 104z

Extract from a Royal Proclamation, dated at the Castle of St. Lewis, 5th March last, levying Tolls on the Military Canals on the Ottawa River, from the 1st June next to the 31st May, 1837.

TOLLS ON THE MILITARY CANALS ON THE OTTAWA.

Through the whole of the Canal. For the passage of any Barge, upwards, eighty-five shillings, Halifax currency; downwards, sixty shillings, like currency. For every Durham Boat, upwards, fifty shillings, Halifax currency; downwards, thirty-five shillings and eight-pence, like currency.

For every Boat for cabin passengers, upwards, thirty shillings, Halifax currency; downwards, twenty shillings like currency. For every Batteau, from thirty-two to forty-two feet long, upwards, thirty-five shillings, Halifax currency; downwards, twenty-five shillings, like currency.

For any Batteau under thirty-two feet long upwards, twenty-five shillings, Halifax currency; downwards, seventeen shillings and ten pence, like currency. For every Skiff, &c. upwards, twelve shillings & sixpence H. C. downwards, eight shillings and eleven pence, like currency.

Grenville Canal only. For every Barge, upwards and downwards, forty-two shillings and six pence, Halifax currency. For every Durham Boat, upwards and downwards, twenty-five shillings, like currency.

For every Boat for cabin passengers, upwards and downwards, fifteen shillings, like currency. For every Batteau from thirty-two to forty-two feet long, upwards and downwards, sixteen shillings, and six-pence, like currency.

For every Batteau, under thirty-two feet long, upwards and downwards, twelve shillings and six-pence, like currency. For every Skiff, &c. upwards and downwards, six shillings and three-pence, like currency.

Chute a Blondeau only. For every Barge, upwards, fourteen shillings and two pence, Halifax currency; downwards, five shillings and ten pence, like currency. For every Durham Boat, upwards, eight shillings and four pence; downwards, three shillings and seven pence, like currency.

For every Boat for Cabin passengers, upwards, five shillings; downwards, one shilling and eight pence like currency. For every Batteau, from thirty-two to forty-two feet long, upwards, five shillings and ten pence; downwards, two shillings and six pence, like currency.

For every Batteau, under thirty-two feet, upwards, four shillings and two pence; downwards, one shilling and nine pence, like currency. For every Skiff, &c. upwards, two shillings and a penny; downwards, eleven pence, like currency.

Carrillon Canal only. For every Barge, upwards, one pound eight shillings and four pence; downwards, eleven shillings and eight pence, like currency. For every Durham Boat, upwards, sixteen shillings and eight pence; downwards, seven shillings and one penny, like currency.

For every Boat for cabin passengers, upwards; ten shillings; downwards, three shillings and four pence, like currency. For every Batteau, from thirty-two to forty-two feet long, upwards, eleven shillings and eight pence; downwards, five shillings, like currency.

For every Batteau, under thirty-two feet long, upwards eight shillings and four pence, downwards three shillings and seven pence, like currency. For every Skiff, &c. upwards, one shilling and nine pence, like currency.

For every Steamer, at the Carrillon Locks, upwards and downwards, fifteen shillings, like currency. For every Steamer, at the Chute a Blondeau Locks, upwards and downwards, seven shillings and six pence, like currency.

For every Raft not having, previously paid toll on the Rideau Canal; to be charged as under: Oak and Standard Staves, twelve shillings and six pence, for each Lock Station.

All other Rafts of whatever description of wood, eight shillings, for each Lock Station. For every Raft having previously paid toll on the Rideau Canal, on the condition that the proprietor or pilot produce a certificate to that effect, to be charged as follows: Oak and Standard Staves, ten shillings, for each Lock Station.

All other Rafts whatever of whatever description of wood, six shillings for each Lock Station. Rafts passing through the Grenville Canal, not to exceed seventy feet by sixteen, those passing through the Chute a Blondeau and Carrillon Canals, not to exceed one hundred feet by twenty six.

Extract from a Royal Proclamation, dated at Toronto, 12th of November, 1835, levying Tolls on the Rideau Canal.

FROM KINGSTON TO BYTOWN, OR FROM BYTOWN TO KINGSTON. Cabin Passengers, 4s. each. Children under 12 years of age, 2s. each. Sheep, Pigs, and Calves, 6d. each. Dry Goods, Wines, and Spirituous Liquors, 7s. 6d. per ton.

Iron and Salted fish, 3s. 9d. per ton. Salt and Sea Coal, 1s. 10d. per ton. Wheat per bushel, three farthings. Other kinds of Grain and Potatoes, per bushel, one farthing.

Rye and Buckwheat Flour, and Corn Meal per bushel, one half-penny. Flour per barrel, 2s. 3d. Beef and Pork, per barrel, 3s. 3d. Pot Ash, per ton, 2s. 3d. Pearl Ash, per ton, 2s. 3d. Oak, per foot, in boats or scows, one half-penny.

Pine, Elm, and all soft timber, per foot, in boats or scows, one farthing. The same in rafts, namely:—Oak one penny per cubic foot. Pine, one farthing per cubic foot. Standard Staves, 20s. per 1000. The same in boats or scows, 10s. per 1000.

West India Staves, 3s. 4d. per thousand. The same in boats or scows, 1s. 8d. per 1000. Heading, per 1000 is 3d. Deals, per 1000 feet, in rafts 2s. 6d. The same in boats and scows, 1s. 6d. Boards and Planks, per 1000 feet in rafts, 2s. 6d.

The same in boats or scows, 1s. 6d. Shingles, per thousand, 3d. Laths, sawed or split, per 1000, 3d. Saw Logs, from Kingston to Bytown, and from Bytown to Kingston, 1s. each.

The same through each Lock 1d. per log. Ash Oars, 2s. 1/2 per pair. Tanner's Bark, per cord, 1s. The same in boats or scows, 4d. Lard, Butter, Tallow, Bees Wax, and Honey, in barrels, 4s. per barrel.

The same in kegs, 2s. per keg. Fire Wood in rafts, per cord, 1s. The same in boats or scows, 4d. Apples, per barrel, 8d. Tobacco, at the rate of 8d. per hoghead. Stone from quarries, 6s. per ton.

Sand and Lime, per barrique, 1d. Coaches, Carriages, and Waggon, 1s. 3d. each. Calashes, Gigs and Carts, 7s. 4d. each. Cheese, per hundred weight, 2s. Beer and Cider, per barrel, 3s. 4d. All other Merchandise at the rate of 7s. 6d. per ton.

Steam Boats passing from Kingston to Bytown, 10s. per trip. Steam Boats passing from Bytown to Kingston, 20s. per trip. Steam Boats passing from Perth to Bytown or Kingston, and Kingston to Perth, 5s. per trip.

Steam Boats passing from Bytown to Perth, 10s. per trip. From Kingston to Bytown, carrying passengers in addition to the merchandise or produce they may carry.—Barge, 5s.; Durham Boat, 3s. 6d.; large Batteaux, 2s. 6d.; small Batteaux, 1s. 6d.

From Bytown to Kingston—Barge, 10s. Durham Boat, 7s.; large Batteaux, 5s.; small Batteaux, 3s.; Boats and Canoes, for the first Lock, 6d. and 1d. for each Lock afterwards, in addition to the merchandise or produce they may carry.

From Kingston, to first rapids, and from first rapids to Kingston; to first rapids to Bytown, and from Bytown to the Narrows: Cabin passengers, 2s. each. Children under 12 years of age, 1s. each. Neat Cattle and Horses, 2s. each. Sheep, Pigs and Calves, 3s. each. Dry Goods, Wines and Spirituous Liquors, 3s. 9d. per ton.

Iron and Salted Fish, 1s. 10d. per ton. Salt and Sea Coal, 11d. per ton. Wheat, per bushel, one half penny. Rye and Buckwheat Flour, and Corn Meal, per bushel, one farthing.

Flour, per barrel, 1s. 2d. Beef and Pork, per barrel, 1s. 2d. Pot Ash, per ton, 1s. 7d. Pearl Ash, per ton, 1s. 7d. Boards and Planks, per 1000 feet, 10d. Lard, Butter, Tallow, Bees' Wax and Honey, per barrel, 2s.

The same per keg, 1d. Stone from quarries, per ton, 3d. Cheese, per hundred weight, 1d. Beer and Cider, per barrel, 2d. All other articles, to be subject to the same toll as from Kingston to Bytown; and all articles passing one or more of the locks between Kingston and first rapids, or between first rapids and Bytown, to be charged with the same toll as if they had passed the whole distance between either of those places.

THE MANSION HOUSE, Kingston, U. C.

THE Subscriber respectfully begs leave to notify to the Travelling Public, that he continues to occupy this extensive and well known Hotel.

THE MANSION HOUSE is pleasantly situated in Stone Street, being the principal and central street in Kingston; is convenient to all the Steam Boat Wharves, and no establishment of its kind in the Upper Province can surpass it in the excellence and comfort of its apartments, both parlors and bedrooms (thirty-four in number) all of which are furnished in the very best style.

The Hotel has lately undergone a thorough repair, and is at present in most excellent order and condition for the accommodation of the Public. The subscriber having kept a Hotel for many years, has acquired experience in that line, and therefore trusts, that with unremitting attention to the comfort of his guests, he will continue to merit public patronage.

In the rear of the Mansion House there is a LARGE YARD. And extensive Stabling, and where a Livery Stable is constantly kept. The Mansion House Carriage and Porters will always be in readiness to convey Passengers and Luggage to and from the different Steam Boats.

S. CARMINO. Kingston, June 22d, 1836. 103z

LEATHER.—SOLE and Upper, of various Tannages.—CALF SKINS, KIPS, &c. &c. for Sale by LAROCQUE, BERNARD & Co. Who will keep a large assortment constantly on hand.—May 18, 1836. 18z

JUST finished, and for sale at the Book Store on the corner of King and Brock Street, a large assortment of Account Books, of best materials and workmanship, for sale at Montreal prices. Blank Books, or Paper, well and correctly ruled to any pattern, at short notice. Kingston, June 1, 1836.

FOR SALE. AT the Commercial Wharf, Kingston, foot of Stone Street, WHISKEY, SALT, PLASTER OF PARIS, & WATER LIME, by the Subscribers. THRUAX & PHILLIPS. Kingston, 23d May, 1836. 95z

NOTICE. WRIGHT & INGERSOLL have BEER for Sale at Mr. Florence Donoghue's Tavern, Kingston, in Barrels and smaller quantities, to suit purchasers. 57z

FREDERICKSBURG, 10th January, 1836.

THE NIAGARA AND DETROIT RIVERS RAILROAD COMPANY.

At a Meeting of the Commissioners held at the Court House, in the Town of Sandwich in the Western District of Upper Canada, pursuant to notice, on the first day of June instant (for the purpose of carrying into effect the provisions of the first Section of "An Act to incorporate certain persons therein named under the style and title of the Niagara and Detroit Rivers Rail Road Company," and the following Commissioners being present, viz: Francis Baby, John Prince, Bela Shaw, Richard D. Drake, Alexander Cheever, George J. Johnson, John G. Watson, James Donoghue, John B. Laughton, Joseph Woods, John G. Elliot, Adam Gentle, Charles Baby, Wm. R. Wood, William G. Hall, Chas. Elliot, William Elliot, and Benjamin P. Cahoon.

It was unanimously Resolved as follows:— That John Prince, Esq. do take the Chair, and that Charles Baby Esq. continue to act as Secretary to the meetings. That for receiving subscriptions to the capital stock of the said Rail Road, books be opened at the undermentioned places (and at others) on Monday the eighteenth day of July next; and closed on the Wednesday following which will be the 20th day of July next; and that the Secretary do procure subscription books and send them with a copy of the Act of Incorporation forthwith to persons and places hereinafter mentioned (and to others.) That when the time shall have expired for receiving the said subscriptions, the books be closed and returned by mail to "Charles Baby, Esq. Sandwich, Upper Canada."

That a special meeting of the said Commissioners be held at the Court House in the town of Sandwich aforesaid on Monday the fifteenth day of August next, for the purpose of receiving the subscription books and carrying other provisions of the Act into effect.

That the foregoing resolutions be published in at least one of the newspapers in each of the principal places mentioned in these Resolutions; and that the Secretary be authorized to direct such publication according to his discretion.

That the thanks of the meeting be given to the Chairman for his impartial conduct in the chair, and to the Secretary for his able assistance. CHARLES BABY, Secretary.

Sandwich, 1st June, 1836. The Subscription Books will be opened at the following places by the following gentlemen:—

UPPER CANADA. Sandwich, James Dougall, Esq.; Charles Baby, Esq.; Amherstburg, The Hon. James Gordon; Chatham, Wm. Cosgrave, Esquire; Colchester, Gordon Buchanan, Esq. Postmaster, Gosfield, Priddleaux Girry, Esq.; Merse, Wm. Ambridge, Esq.; Erieus, James Wm. Little, Esquire, Postmaster; Howard, Duncan Warren, Esq.; Orford, David S. Baldwin, Esq. Postmaster; Alborough, James Ferguson, Esq.; Dunwich, Henry Coyne, Esquire; Southwold, Levi Fowler, Esq.; St. Thomas, Bela Shaw, Esq. Postmaster; James Hamilton, John K. Woodward and Edward Ermaninger, Esquires; Malahide, Philip Hotchkisson, Esq.; Bayham, the Postmaster; Vienna, Stephen Elliot, Esq.; Dunham, Benjamin Van Alloo, Esq.; Middleton, the Postmaster; Simcoe, D. Campbell, Esq. Postmaster; Vittoria, Francis Walsh, Esq.; Port Dover, Benjamin Mead, Esq.; London, George Goodhue, Esq.; Brantford, Wm. Richardson, Postmaster; Aagaster, the Postmaster and Wm. Notman, Esq.; Dundas, the Postmaster and James Ewart, Esq.; Hamilton, Postmaster; Miles O'Reilly, Esq.; Wellington Square, W. Kerr, Esq.; Oakville, John Gentle, Esq. St. Catharines, W. H. Merritt, and H. Smith, Esquires; Niagara, Thomas McCormick, Esq. Charles Richardson, Esq.; Clippawa, James Cummings and J. McMillick, Esquires; Niagara Falls, Samuel Street, Esq.; Waterloo, Alex. Douglas, Esq.; Toronto, at the offices of the Bank of Upper Canada, Commercial Bank of the Midland District, Joint Stock Banking Company, Agricultural Bank, and the Bank of the People; Port Hope, the Postmaster; Cobourg, George Bolton, Esq.; Kingston, John Macaulay and Hiram S. Cartwright, Esquires; Prescott, Henry Norton, Esq.; Brockville, Henry Loges, Esq.; Cornwall, Archibald McLean, Esq.

LOWER CANADA. Montreal, at the offices of the several Banks; Messrs. Gillespie, Moffatt, & Co., Messrs. Forsyth, Richardson, & Co., and Joseph Hurley Esq.; Quebec, at the offices of the several Banks.

UNITED STATES. Detroit, at the offices of the Michigan Bank, The Farmers' and Mechanics' Bank, and the Michigan State Bank; Messrs. Dorr and Jones; O. Newbury, Esq.; Messrs. Gray and Callagher; Chicago, Newbury, Esq.; St. Joseph, Farmers' and Mechanics' Bank; Pontiac Bank of Pontiac; Buffalo, at the offices of the different Banks, Messrs. Pratt, Taylor, and Co. and Isaac H. Smith, Esq.; Monroe, Bank of the River Raisin; Sandusky, The Bank of Sandusky; Black Rock, Hegarty, Esq.; Oswego, Fitzhugh and Co.; Rochester, at the offices of the several Banks; Albany, at the offices of the several Banks; John Townsend, Esq.; Syracuse, at the offices of the several Banks; Utica, at the offices of the several Banks; The places for opening the subscription books in New York Philadelphia, Boston, Baltimore, and other places, will be determined upon and attended to by the Chairman.

For Sale at this Office, 150 REAMS OF WRAPPING PAPER. 1st August, 1836. 10

FOR SALE. A quantity of excellent writing Ink, at the Chron. & Gazette Office, corner of King and Brock Streets. 92z

Just Published and for Sale. AT the corner of King and Brock Street. A 2000 copies of Murray's English Reader. Stereotype edition. August 4, 1835. 11

Just Received, AND for Sale, at the Chronicle & Gazette Office, corner of King and Brock Street, a large quantity of excellent WRAPPING PAPER, on moderate terms. July 11, 1836. 4z

BLARNEY.

Oh, did you never hear of the "Blarney" That's found near the banks of Killarney? Believe it from me, No girl's heart is free, Once she hears the sweet sound of the Blarney. The blarney's so great a deceiver That the girl thinks you there, though you leave her, And she never finds out All the tricks you're about, Till she's quite gone herself with your blarney. Oh, say would you find this same blarney, There's a castle not far from Killarney, On the top of its wall (But take care you don't fall) There's a stone that contains all this blarney. Like a magnet, its influence such is, That attraction it gives all it touches, If you kiss it they say, That from that blessed day, You may kiss whom you please with your blarney.

MISCELLANEOUS.

True Nobility.—Among the passengers who sailed yesterday in the packet ship England were Lord Altamont and his two brothers—all lads of sixteen years and under, and sons of the Marquis of Sligo, the present Governor of Jamaica. These youths arrived in this city about three months since, attended by their private tutor, for the purpose of travelling among us a few weeks, previous to their return to Europe. They first made a trip to Washington, and returning thence to this city, have since performed the grand tour to Niagara, down the St. Lawrence to Montreal and Quebec, back through Lake Champlain to Saratoga, thence to Lebanon and Boston, and back again to New York. They are very fine intelligent lads, and have travelled in the most unassuming and unostentatious manner, and, as we learn, have been every where delighted with the country.

Connected with the visit of these noble lads, is an anecdote at once amusing and instructive. We give it as a lesson, not only to foreigners coming among us, but to many of our own countrymen, who are too apt to assume an attitude of ridiculous pretension abroad.—When the young lords—for they are all so by courtesy, their father being a marquis—arrived in this city, with letters to an English gentleman long a resident of New York, they sought advice as to the direction they should take, their mode of travelling, &c. all which was given in due form. "And now, my Lord Altamont," added the gentleman, "there is no necessity of your being called 'my lord' every where on your journeys. You can get along just as well without it—just as well if you call yourselves by your own family name of Mr. Brown. If you do not exact anything extraordinary, you will everywhere be treated kindly, and have all you want. Only pay attention to two or three things, and you will get through the country remarkably well."

"Well, sir, what are these two or three things," inquired their lordships. "Why, my lord," replied the gentleman, "in the first place, in the general rush which you will see to the public ordinaries, do not strive for the head of the tables, but quietly take the seats nearest the door;—whenever you address the landlord of a country tavern, address him as 'General.' Every elderly gentleman with whom you hold a conversation, should be addressed as 'Judge or Squire,' and be very careful, in addressing every Coachman as 'Colonel!' Attend to these things, my lord, and you may depend upon it you will get along smoothly enough."

The hint was adopted, at least in part. The young noblemen usually travelled under the plain cognomen of the Messrs. Browns, and have, by their own unassuming deportment, been every where treated with the utmost attention, and have returned delighted with a visit which they say shall not be the last to the United States.—[Com. Adv.]

Count de Surville (Joseph Bonaparte) sailed last week from New York for London, with the determination, it is said, of not returning to the United States. A few days previous to his embarkation the common council of New York caused to be presented to him a copy, splendidly bound, of the Canal memoir which had been written at their request by the late Cadwallar D. Colden, Esq. and published by their authority, comprising the history of the rise, progress and completion of the New York Canals, and embellished with many engravings of parts of the canal, and fac simile copies of the answers of the several Presidents of the United States and others, to whom the Memoir had also been presented by order of the Common Council, in the city where first he landed in America, and which had never since ceased to honor him with marks of kindness. Not only the city, but the state of New York, had been indulgent to him, for he was indebted to a special act of the Legislature for permission—though not a citizen—to acquire and hold lands within her borders. He was about to return to Europe—not indeed as an American citizen—for duties to country, which took precedence of all others, forbade his becoming such, or in any way alienating himself from his native land—but with an American heart, which rejoiced in the prosperity to which the great work of which they had so obligingly now presented to

him the history, largely contributes—and which sees with admiration the happy influence of American industry, laws and institutions. Unjustly exiled, and shut out from his own country, he went to England, the country from which this descends, and between which and this there should be friendship always, and no enmity, for free institutions belong to both. He would there take pleasure in bearing testimony to the excellent dispositions of the citizens of these United States, to their unparalleled prosperity, to their growing greatness, and when it is claimed, as it has been by England, that it is her work, he would be the first to maintain that it is her noblest work.—[Balt. American.]

Importance of the China Trade.—The tonnage engaged by the European and American nations to China, might, before the opening of the trade with Great Britain, have estimated in round numbers at 85,000; but in the very first year of the emancipated commerce, a number of shipping, nearly equal to this amount, cleared out from Canton for the United Kingdom alone. The native craft,—that is, the junks carrying on foreign trade, is supposed to be about 80,000 tons; but the value of their cargoes, consisting for the most part of coarse manufactures and raw produce, is small compared with those of the European and American shipping. From a tolerably intimate acquaintance with it, however, we are not disposed to estimate its value at more than \$20,000,000. This, added to the American and European commerce, will raise the value of the whole foreign trade of the empire to about 90 millions of dollars, or in round numbers, to nearly 20 millions sterling. This shows the great capacity of that country for foreign trade,—which, we repeat, is yet in its infancy; it shows also the vast difference between the European and those even of the best governed of the Asiatic nations; for the estimate quoted, considerable as it seems, is after all not equal to more than one fifth part of the foreign trade of the United Kingdom, of which the population scarcely amounts to one fifth part of that of China.—[Edinburgh Cabinet Library.]

Naval.—Our much respected townsman, Commodore Dallas, is likely to have a very respectable squadron under his command in the Gulf of Mexico and the West Indies.—The force now employed there is as follows: The Constellation frigate, flag ship, Vandalia sloop of war, Warren do. St. Louis do. Falmouth do. Two schooners of 12 guns each, Three steam vessels of 4 guns each, and about 50 men, to navigate the rivers and inlets, and to prevent the Indians from being supplied from Spanish possessions, the Keys, &c.

The following vessels are on the eve of sailing to join Commodore Dallas' squadron: The Boston sloop of war at Boston, The Natches do. at New York, The Dolphin brig of 12 guns, do. The Porpoise do. at Boston.

When these vessels shall have joined the squadron it will make a most effective command, and give Com. Dallas an opportunity of serving the nation in a most important point. The duty of doing service in such a climate, in the middle of summer, has been cheerfully and promptly assumed by the officers, and Philadelphia has also furnished a goodly number of seamen who man this numerous fleet.

While we see what a naval force can be collected at a short notice, we may regret that our nation is represented by only one ship west of Cape Horn. There is none among the islands of the pacific, only one sloop of war on the coast of Brazil, and a reduced squadron in the Mediterranean.—[Philadelphia United States Gazette.]

Schuykill Coal Trade.—Shipments of coal from Maunch Chook, for the week ending on the 1st instant:— 275 boats carrying tons 13,250 2282 boats per last report, 108,156 2557 121,406 246 boats Little Schuykill, 11,840 2803 boats, tons 133,246

From the Macon Messenger, June 30. Indian Depredations and Murders in Georgia.—As we anticipate, a large body of Indians have made their escape from the net laid for them by Generals Scott and Sanford, and are now on their way to Florida, devastating the country through which they pass, and murdering our defenceless citizens, with their helpless wives and children. We are indebted to a friend for the following painfully interesting account:

A party of Indians, supposed to be about 200, passed through Baker county on Sunday morning last, murdering the inhabitants that fell in their way, without regard to age or sex. They were closely pressed by a small company of men of that county, who were too few in number to attack the Indians, or in any way to arrest their work of butchery upon the defenceless families that they came upon.

They passed down the southwest side of the Chicesawhatchee creek and killed Mr. William Jones, his wife and several children.—Mrs. Jones was found by the side of a fence, with a small child by her side; the child had its head broken, and on the approach of the