

o, without ceremony, the one with a spoon and the other with a nose, each at his own division of food.

"The dinner party seemed to enjoy all the gust which intrinsic worth and agreeable participation could yield. When the feast was over, the rat retired, and the child returned with apparent satisfaction to the house. The only occurrence which marred the harmony of the occasion was an attempt of the visitor to take a morsel from the portion which the other had reserved for itself; but this aggression was met on the part of the child with a gentle tap of the spoon over the part used in taking snuff, and the moderate reprimand 'keep on your own side, rat.'"

Temperance ship.—The Dalmatia, of Boston, (America), is now lying in the harbour of Greenock. The Captain stated to some gentlemen who waited upon him to make some inquiries respecting the spread of temperance principles among the seamen of America, that for the last three years, no spirituous liquors had been used on board; and that, from his own experience, he was fully persuaded they were quite unnecessary either for himself or his men. He had never since the time he was in command of a vessel, a period of twelve years, had a crew better behaved, or better able to discharge the duties incumbent upon them. In stormy weather it was his custom to deal out hot coffee to the men, in place of ardent spirits; and he had found it to answer all the purposes of the latter beverage, without any of its advantages. As a further proof of the progress of such principles, he mentioned that, in building the Dalmatia, 60 persons had been employed, and he was not aware of one glass of spirits having been consumed on the occasion. The mate, a relative of the owners, stated that the same company had 25 vessels sailing on temperance principles, and that no difficulty was ever found in obtaining men to engage on the express understanding of their being no spirituous liquors provided on board, indeed, so general is the practice of sailing vessels on this principle, and so manifest the advantages, as to leave no doubt on his mind that, ere long, it would become universal.—Correspondent of the Scottish Guardian.

Centrifugal Force.—A few weeks since we mentioned an instance of the bursting of a grindstone used in the U. S. Army in this town, by which one of the workmen was seriously injured, and that a death was occasioned at Danforth's works in Suffolk, by a similar accident. Another accident of the same character recently occurred at Pomeroy's gun factory in Pittsfield, by the bursting of a large grindstone, weighing 2100 pounds, which was carried from this town a few weeks since. When the stone was hung for use, it was, as was supposed, thoroughly tested, by being made to revolve with great rapidity before the workmen commenced grinding upon it, and it was supposed, from the experiment made, to be safe. But while one of the workmen was engaged in grinding a bayonet upon it week before last, the stone flew in two parts, one of which weighing about 1000 pounds, went up through the floor over head, fell upon the man at work, and crushed him instantly. His name we have not learned. These cases of the immense power of the centrifugal force show that great caution is necessary in using such large stones, which acquire a most tremendous momentum while rapidly revolving.

Springfield Gaz.

Turkish cure for Founder in Horses.—Letter from Commodore Porter American Charge des Affaires at Constantinople, to the Editor of the Sporting Magazine.—On the curious treatment of Founder in Horses, by Turkish Veterinary Surgeons.

Ancient Caledonia, Kadi Kinny, Ap. 21. 1832.—Dear Sir—There are few sailors who are judges of horse flesh and I make no pretensions to that sort of knowledge. I am going however, to relate what I have seen; if it is worth knowing, it is well; if not, it is the easiest thing in the world to throw this in the fire.

Sometime ago I bought a very good horse in the bazaar, for which I paid 600 piastres, or 50 dollars. Some thought he was dear at that price, as you may for 5 or 6 piastres, buy here such a horse as no gentleman need be ashamed to mount; however, I was much pleased with my bargain. On my removal from Buyerine to this place, the horse was rode very hard, and on his arrival at Top Thana, a distance of 14 or 15 miles, was permitted to stand in the cold wind and rain two hours, without being rubbed down or walked about; consequently he became foundered in the right leg, so that he could scarcely walk.

I sent for a Turkish farrier, the one who attends the Sultan's horses. He immediately pronounced the horse foundered, and said he must be bled in the inside of the diseased leg. He put a nipper on his nose to keep him steady, then took up the left leg, and crossing it over the right, gave it to an attendant; he then struck his lancet into the vein a little above the fetlock joint and took from it three and a half pounds of blood—the vein bled very freely. He now said he had taken enough; he then went in the very opposite side of the leg, and striking his lancet into a vein above the knee joint, a single drop of blood exuded, and both that and the first opened vein instantly ceased bleeding. There may be no novelty in this, but it really astonished me to find that opening two veins in the same limb would stop both from bleeding; such, however, is the fact, for I witnessed it.

He desired that the horse should rest the next day, that he should then be rode with great violence until he was in a profuse perspiration, the diseased limb then to be rubbed with wet salt, to which I added a pint of hot brandy, then rubbed dry and walked about until cool, and covered with blankets; and the same process to be repeated next day, which was done, and all lameness disappeared—the horse, the third day of the rubbing, was perfectly well.

A Family.—In the papers of Great Britain it is customary to publish births. In one of these records we find the following announcement:—On the 13th inst. Mr. Samuel Mathewson, sen. of Toberagnew, upwards of 70 years of age, had his 20th and 21st children born to him. The children (a boy and girl) with the mother, are doing well.

THE TRIUMPHS OF SCIENCE AND ART.

Whether the caricatures which represent a steam engine as flying like a balloon through the air, shall ever become anything more than a caricature may be doubted; but such have been the achievements of science and art within the last three quarters of a century, that it is really difficult to fix any limits to their future conquests. To justify us in pronouncing anything impossible in machines, it ought to be in opposition to some law of nature, and not merely requiring an immense extent or difficult application of power. And so marvellous have been the inventions and discoveries in every branch of science, and in all the arts, since the beginning of the last reign, that, if they had been predicted in the year 1760, most men would have thought the prophecy deserved to rank with the Arabian story of the erection of Aladdin's palace in a single night.

When the pack horse with his bell was the only means of conveying merchandise through the land, and when the carrier conducted his string of horses along tracks always made to pass over the summit of the very highest hills, the vision of a modern mail-coach glancing through our valleys, on roads nearly as smooth and level as a bowling green, and conveying goods and passengers at the rate of 11 or 12 miles an hour, would have been regarded as the work of some supernatural beings, not clogged with the encumbrance of mortal clay. A man who should then have imagined that a distance of four hundred miles could have been performed in forty hours without difficulty or danger, would have been thought worthy of a place amongst the philosophers of Laputa.

A spinner at his wheel, twisting and twirling the livelong day to make some paltry hanks of yarn, would have gazed at the interior of a modern spinning mill—where thousands of spindles are whirled with incredible velocity, moved by no power visible to the spectator, with a superstitious conviction that the whole was the work of unblest powers. To tell him that the force which moved the mighty apparatus of the factory was earthly, yet that it was neither the force of men or horses, neither the strength of a torrent nor the piping winds of heaven, but nothing more or less than the steam of boiling water, would only have excited his indignation at the boldness of the imposture which it was attempted to palm upon him.

To show to one of those disorderly persons who return from taverns after the hour of curfew and who of old were wont to grope through the Egyptian darkness of our streets to their own houses, the splendidly illuminated streets of London or Liverpool, he would be blinded with light and fancy himself in the hall of Pandemonium, lit up 'by subtle magic,' with blazing cressets of naphtha and asphaltum. If he could understand that these brilliant stars of light proceeded from an invisible vapor, which circulated for miles under the streets, he would be only the more perfectly convinced that he had gone prematurely into the lower world.

Since the invention of printing, the power of man to disseminate knowledge, has been increased almost beyond calculation. Even within the last thirty years a prodigious augmentation has taken place in this power. Before the improvement of Earl Stanhope, from 3 to 400 sheets might be printed per hour at the press; the steam press which now works the Times newspaper, prints four thousand sheets per hour, or more than a sheet per second. It may be easily proved, that to write by hand the number of newspapers circulated by the Times, daily, would require a million and a half scribes; yet, they are printed with ease by about two dozen men. Such is the effect of a skilful division of labor, that a debate of eight or ten hours duration in the House of Commons, may be fully and ably reported, printed, and published so as to be read in London, within three or four hours after its termination, and sixty mile distance from the metropolis, before the speakers of the previous night have risen from their beds.

In navigation, as in printing, invention slumbered for centuries, and then suddenly awoke in the wondrous steam vessel. Steam navigation is probably yet in its infancy, yet it has already effected an astonishing extension of intercourse between all parts of the British Isles, the widely separated towns and territories of the United States, and several of the countries of Europe. It was not uncommon a dozen years ago, to wait in this port for even days and weeks before a vessel could sail to Ireland; and often have vessels been detained in the Channel days and even weeks by calms or adverse winds. By the steam packets we pass daily and with certainty in a single night from Liverpool to Dublin; and they operate as bridges connecting the sister island with England. Calms do not retard their flight over the waves; adverse tides and winds, though they somewhat impede, cannot arrest their progress. Instinct with power, they walk the waters like a thing of life. By their aid the voyage to India will probably be made, ere many years have elapsed, scarcely a more formidable thing than a journey from London to Scotland was a century ago.

Such are a few of the more striking inventions and improvements of modern times. Yet invention is not exhausted. These seem to be but the commencement of an endless series; and the late experiments of locomotive carriages on our railway, gives us quite a new idea of what science and art may yet do to quicken the transport of travellers and goods through the land. Though the idea of moving a carriage by a mechanical power within it, is not absolutely new, yet it has never been successfully reduced to practice till our day; animate power, applied either externally or internally, has always been used for the purposes of locomotion. To place a steam engine on wheels, and to make it move both itself and an additional weight, was a bold conception; the first essays were clumsy and unpromising, and even up to the present time, a machine has never been seen in operation which was calculated for the rapid conveyance either of passengers or commodities.

The performance of the Rocket and Novelty give a sudden spur to our drowsy imaginations, and make our ideas fly as fast as the machines themselves. These engines with all their apparatus, skim over the earth at more than double

the speed of the lightest and fastest mail, drawn by the swiftest blood horses, and driven by the most desperate coachman over the smoothest roads in England. Upwards of thirty miles per hour!—Let us see—at this rate we reach Manchester in an hour, Birmingham in three hours, London, Edinburgh, or Glasgow, in six hours, and you may glide along with this bird-like speed with as little discomfort as if you were sitting in your arm-chair, reading a volume of the Diamond Poets, without being disturbed by a single jolt; nay, I believe it would not be difficult to write. If the length of the journey made it worth while, I should expect to see rail road coaches fitted up with libraries and escurtoires; but it will soon be nearly useless to take up a book for so short a journey as one or two hundred miles.

But if a speed of thirty miles an hour has already been attained, what good reason is there that we should not in process of time accomplish sixty miles per hour? Nay, why should we stop there? I am not bold enough to anticipate the time when coaches will supersede the telegraph, but I may reasonably expect to see them leaving the carrier pigeon behind.

On a well-constructed railway, like that between Liverpool and Manchester, there is less danger in moving at the rate of 30 miles per hour than there is in travelling at the rate of ten miles per hour on a turnpike road. On the railway there is not a single turn, and scarcely a single inequality; in these respects the engineer has boldly and wisely aimed at perfection, there is thereby incurred what many regard an extravagant expense. The chief sources of danger in travelling rapidly on turnpike roads are, first, hills; second, turnings on the road; third, unruly horses; fourth, meeting other horses. None of these dangers exist on the railway, and therefore it is difficult to limit the speed at which we may travel with safety.

CINCINNATI, October 20.

Completion of the Ohio Canal.—This magnificent work is now completed. From M. T. Williams, Esq. Canal Commissioner, we have derived the information that the Canal Boat, Chilothee, Capt. Knapp, arrived at Portsmouth on Monday, the 15th inst. with her clearance from Cleveland. A celebration of the event, at Portsmouth, was contemplated, but the prevailing alarm of the Cholera prevented it. The successful termination of this work, must ever be a proud epoch in the history of Ohio. Just seven years have been occupied in its construction. On the 4th of July, 1825, the distinguished and lamented DEWITT CLINTON, struck the first spade into the soil, on the located route of the Canal, at the Licking Summit. In the October following, active operations commenced, which, under the direction of an able and patriotic Board of Commissioners, have been prosecuted to complete success.

The whole length of the Ohio Canal is just three hundred and ten miles. In the greater part of its course, it passes through the most fertile and populous districts of the State. On that portion of it which was first completed, a marked and, apparently, permanent prosperity is exhibited. Villages, teeming with inhabitants, alive with enterprise, and presenting rich scenes of bustle and business, now decorate the banks, whose sites, four and five years since were not rescued from the gloom of the wilderness. An uninterrupted water communication now exists from this city, in common with all the western towns, situated on the Ohio River, to New York. In anticipation of this, a large quantity of merchandise, we understand, destined for Cincinnati and Louisville, has been shipped at New York, and is now afloat on the Ohio Canal.—Ohio Republican.

Extracts of a letter to the Editors of the Daily Advertiser dated on board the United States ship Potomac.

"MAY 17, 1832.—We are now very near the 'Celestial Empire,' and shall shortly be at Canton. It would give me pleasure to enter into some details respecting Batavia, but I can only make a few remarks on this head at present. I became acquainted with the Rev. W. H. Medhurst, an English Missionary stationed at that place, and went with him one day to witness the celebration of a heathen and superstitious rite;—that of the Chinese passing through a fire of living coals with their bare feet. I was so much excited on the occasion, that I have hardly recovered from it yet. There were upwards of two thousand people present, and all eager spectators of the ceremony; some on trees, others in booths and temporary stagings. I must give you a description of it at some future day. These fools when sick, often make vows, that if they recover they will pass through the fire. This ceremony occurs only once a year. Every child who survives his parents visits their graves, and presents various kinds of offerings to their departed spirits. They also have large bonfires of gilded paper in front of the tombs. This is for the purpose of defraying the expenses of the departed spirits. They firmly believe, that this gilt paper melts, and is converted into money in the other world.

There was every kind of theatricals going on upon the occasion. It seemed like a grand fair, unlike, however, anything I ever saw before. Every thing would remind one of primitive times.

If you have ever read the "Arabian Nights" you will have some idea of the scene; for, to this day it seems more like a dream than a reality. I can hardly believe that I witnessed such a scene. The whole of it was to me puerile in the extreme; most of all, the music. The Hottentots would excel them. They had gongs, kettle drums, dulcimers, and trumpets. But there was no regular time played. It was all ridiculous, barbarous jargon.

We left Batavia on the tenth ult. and have had thus far a tedious and unpleasant passage. The Vincennes was only fifty-five days in going from Manila to the Cape of Good Hope. We have been now thirty-seven days from Batavia, and have not reached Canton yet. With

a fair wind we could have run it in fourteen days.

This is also a very sickly climate. While at Batavia we had upwards of sixty men on the sick list, and during the passage from there, where the number has never been less than thirty-five. We buried several men at Batavia, and sad to tell four or five on our passage therefrom. The dysentery has been the principal complaint. At half past 9 the eve of the first of May, Mr. N. K. G. Oliver, the Commodore's Secretary, died of the consumption. He was buried the next day, a few minutes past eleven in the forenoon, with the honors of war. A subscription was then raised for Mr. Oliver's children; he has left eight behind him. The sum of two thousand and eighty-two dollars was raised for them by the crew. Mr. Grier, the Chaplain succeeds Mr. Oliver. Com. Downes gave one hundred dollars.

The climate is extremely enervating, and indisposes one for effort. The sick list is gradually diminishing, and we are getting into a more wholesome climate.

May 18, 9 o'clock, A. M.—"Land ahead" has been reported from the mast head. It is what is termed the Asses' Ears. It is not yet visible from the quarter deck. We are sailing along at the rate of 5 knots the hour.

May 19.—I am now on the borders of the 'Celestial Empire.' Yesterday afternoon we were boarded by some Chinese; they were pilots; so that by the good management of one, we were able to drop our anchor abreast of Macao city, this morning about 2 o'clock—about 5, the Commodore sent a boat ashore for news; it returned about three hours afterwards. It appears that our American ships are all at Lintin. The Commodore got under way accordingly, and will come to an anchor shortly, off Lintin; he thinks this by far, a safer anchorage than Macao, in case we should have a Typhoon.—There is a ship coming down from Whampoa, bound to Philadelphia; I shall consequently send this by her. We are truly in a new world, and are surrounded by hundreds of Chinese Junks and fishing boats. The appearance of the country has however, as yet, been very barren.—We shall not, probably, stay here longer than a week.

Anecdote of Benjamin Franklin.—"Not long after Benjamin Franklin had commenced editor of a newspaper, he noticed with considerable freedom the public conduct of one or two influential persons in Philadelphia. This circumstance was regarded by some of his patrons with disapprobation, and induced one of them to convey to Franklin the opinion of his friends with regard to it. The Doctor listened with patience to the reproof, and begged the favour of his friend's company at supper, on an evening which he named; at the same time requesting that the other gentlemen who were dissatisfied with him should attend. The Doctor received his guests cordially,—his editorial conduct was canvassed, and some advice given.—Supper was at last announced, and the guests invited to an adjoining room. The table was only supplied with two puddings, and a stone pitcher of water. All were helped, none could eat but the Doctor. He partook freely of the pudding, and urged his friends to do the same; but it was out of the question—the puddings were tasted and tried in vain. When their host saw the difficulty was unconquerable, he rose and addressed them, "My friends, any one who can subsist upon saw dust pudding and water, as I can, needs no man's patronage."—Washington's Annals of Philadelphia.

Mr. T. Horton James, a highly respectable merchant, who has recently returned from a voyage round the world, has addressed "A Letter to a Noble Lord on the importance of settling the Sandwich and Bonin Islands, in the North Pacific Ocean, on the plan of a Proprietary Government; together with Hints on the Probability, in that case, of introducing British Manufactures into the great Empire of Japan," in which there is much curious and entirely novel information relating to these islands. In relation to the King and Queen of the Sandwich Islands, resident a few years ago in England, and recognized by the authorities of this country, he observes, "The persons at present called King and Queen, Madame Boki, and the whole of the black tribe, being very little removed above the natives of New Holland and Van Dieman's Land. And there never was such a ridiculous and laughable piece of humbug as was practised upon the English people, when these drunken blackguards under the name of King and Queen, were introduced here into polished society in England, and waited upon by the junior branches of the British nobility; Madame Boki may be seen in a state of nudity, every day in her straw hovel in Whoooh, beastly drunk; a quart or bottle of strong rum, in the course of the morning, being nothing to her. If, then, this woman, who it must be admitted, is the highest person by birth, manners, dress, &c. among the native chiefs of all the Islands, notwithstanding the good example which she has had of a better state of things, during her temporary residence in the Adelphe, is so bad and abandoned, what can be supposed of the others who have not had such advantages? The demi-civilized chiefs of the islands, I have no hesitation in saying, are infinitely worse than any savages I have ever seen in all the Pacific Ocean; and it is mortifying to an Englishman's feelings, that he should not consider himself on his own soil, when he is treading those islands, so dearly purchased by the blood of the greatest navigator that ever lived."—London paper.

**JAMES W. SMITH**  
HAS opened his usual fall supply of DRY GOODS, GROCERIES, HARDWARE, &c. &c. and is now ready to furnish customers with most articles they may want, at prices to please them. He would notice particularly the following articles, viz:—  
Hats, Shoes, Cotton Bagging, Bale Rope, Iron, Butter, Cheese, and Liquors.  
Newbern, 9th Nov. 1832.

**NEW STORE.**  
**OLIVER S. DEWEY**  
HAS just returned from New York, and is now opening at his Store, East side of the Old County Wharf, two doors below the corner,  
A GENERAL ASSORTMENT OF  
**DRY GOODS, GROCERIES,**  
**HARDWARE, CROCKERY,**  
Shoes, Hats, Saddles, and Bridles, Heavy Dundee and Tow Bagging, Bale Rope, Swedes, English, and American Iron, Wagon Boxes, Blacksmiths' Tools, Nails, &c. &c.  
—ALSO—  
NOW LANDING, FROM SCHR. JAMES MONROE, A few bbls. first quality family Flour, Boxes and half boxes Raisins, Sacks of Salt, Goshen Butter, Newark Cider, &c. &c.  
All of which will be sold low for Cash or Produce.  
November 13th, 1832.

**NEW GOODS.**  
**CHARLES SLOVER**  
HAS just returned from New York, and is opening at his Store on the Old County Wharf, a general assortment of  
**DRY GOODS, GROCERIES,**  
**Hardware and Crockery,**  
A GOOD ASSORTMENT OF  
**SADDLES & BRIDLES, GUNS,**  
Gentlemen's Fashionable Hats, SHOES.  
Blacksmith's and Cooper's Tools, IRON AND STEEL,  
ALSO,  
25 pieces Cotton Bagging, Bale Rope, 15 kegs Goshen Butter, 15 casks Cheese, 30 kegs Nails, &c. &c.  
Newbern, 9th Nov. 1832.

**COPARTNERSHIP.**  
THE subscribers have formed a copartnership under the firm of S. & J. BATTLE for the purpose of transacting a mercantile business.  
SAML. G. BATTLE, JNO. A. M. BATTLE.  
Newbern, Oct. 1832.

**NEW GOODS.**  
**S. & J. BATTLE.**  
HAVE returned from New York, and are now opening at their Store on Pollock's street, two doors West of Mr. Simpson's corner, an assortment of  
**DRY GOODS, Groceries, Hardware, CUTLERY, &c. &c.**  
AMONG WHICH ARE

- Cloths, Sattinets, Kerseys, Saggathies, Rose and Point Blankets, Plaid and Camlet Cloaks, Bombazetts, Ladies' Camlet, White and Red Flannels, Calicoes, Cambric, Jaconet & Book Muslins, Brown & bleached Sheetings & Shirtings, Plaid and striped Domestic, Spun Yarn (well assorted) Fur and Wool Hats and Caps, Ladies' Calf and Morocco Shoes, Do. Prunella and Bronzed do. Men's coarse Shoes and Brogans, A good assortment of Cotton Bagging and Bale Rope, Rum, Whiskey, and Brandy, Imperial and Hyson Teas, Lump and Brown Sugars, Best Goshen Butter, Cheese, Castings, wrought and cut Nails, Swedes and English Iron, All of which they will sell low. Nov. 9, 1832.

**SYLVESTER'S, No. 130, BROAD WAY, NEW YORK.**  
AS Mammoth schemes are decided favorites with SYLVESTER'S Patrons—the "ever and all lucky," takes this early opportunity of announcing that on the 12th of December next another splendid affair will be drawn—the Capitals consisting of \$40,000, \$10,000, \$5000, \$3,160, 20 of \$1000, 20 of \$500, 40 of \$300, Lowest Prize \$12.—Tickets \$10—shares in proportion.  
The "ever and all lucky" Sylvester need not remind his Southern friends that more prizes are sold at his Office than at any other vendors in the United States. Within the last few months he has sold to different Patrons, 2 prizes of \$30,000, 2 of \$20,000, 4 of \$10,000, and innumerable others of lesser note.  
The mammoth now advertised offers a very favorable opportunity for buying by the package—BUT LITTLE CAN BE LOST—A FORTUNE MAY BE GAINED—and Sylvester will allow a discount of 10 per cent. when a package or quantity is taken—a more liberal deduction than can be obtained elsewhere.  
All orders addressed to S. J. Sylvester, 130, Broadway, New York, are sure to meet with prompt attention.  
The Reporter, Counterfeit Detector, &c. is published as usual, every Wednesday evening, and is given or sent GRATIS to all who deal with Sylvester.  
A Lottery will be drawn in New York every Wednesday, until the 8th December.