

WILMINGTON ADVERTISER.

F. C. HILL, Editor and Proprietor.

"BE JUST AND FEAR NOT."

Wilmington, North Carolina.

VOL. III. NO. 26.

FRIDAY, JULY 13th, 1838.

WHOLE NO. 130.

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ADVERTISEMENTS

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No paper discontinued until all arrearages are paid, unless at the option of the Editor.

OFFICE on the South side of Market Street, between the Court House.

RICHMOND AND PETERSBURG RAILROAD.

Office of the Richmond and Petersburg Railroad Company, May 16th, 1838.

THE completion of this Railroad (from Petersburg to Manchester, opposite to Richmond), unites the chain of Railroads through the State of Virginia, and affords the exception of only nine miles, and adds important advantages to the Inland Route for Northern and Southern travelling.

There are established on it two DAILY TRAINS, one of which is in connexion with the North and South Mail line, and a TRI-WEEKLY TRAIN, connecting with the Halifax, Wilmington and Charleston Railroad, Stage and Steamboat line.

Passengers who leave Charleston for Wilmington, on Sunday or Tuesday evening, will, if they arrive in Halifax by 5 o'clock on Tuesday or Thursday evening, be brought to Richmond, by the tri-weekly line, in time for the Wednesday or Friday morning cars for Washington, whereby they will reach Baltimore the same evening, and can proceed to Philadelphia the same night, and arrive in New York before dinner on Thursday or Saturday; being less than four days from Charleston to New York. The connexion is equally good and expeditious with the extra line from Wilmington, and with all the lines from North to South.

The route through Petersburg and Richmond will be found also to be one of the best routes from the South to the Virginia Springs. The Passengers can arrive at Charlottesville, having only 44 miles stage travelling, after reaching the Railroads in Virginia, in 3 days from Charleston, and 2 days from Raleigh.

All possible arrangements are made on this Railroad for the comfortable and safe transportation of passengers. 122 10w

WILMINGTON & RALEIGH RAILROAD, AND

PETERSBURG RAILROAD.

TRAVELLERS are informed that an Engine connected from the North and South, with the Wilmington Railroad, & carrying a line of Stages leaves Blakely every Sunday, Monday, Wednesday, and Friday, and always arrives in time at Petersburg to connect with the daily lines of Railroads and Steamboats passing through Richmond, Washington, Baltimore, &c. This line leaves Petersburg for the South on Tuesdays, Thursdays, and Fridays, and always arrives in time at Wilmington to connect with the Company's Line of Stages.

Travellers may rely upon finding on this Line careful and experienced Engineers, attentive Captains of Train, and comfortable Coaches. Petersburg, December 15th, 1837. 101 1f

Office of the Portsmouth & Roanoke R. Co. Portsmouth, Va. May 24th, 1838.

Great Central Route

BETWEEN THE NORTH AND SOUTH,

Via the Portsmouth and Roanoke Railroad, and the Chesapeake Bay Steamboats.

THROUGH from Halifax, N. C. to New York, in FORTY-NINE HOURS, being THREE HOURS IN ADVANCE OF ANY OTHER LINE, and this without a moment's night travelling on railroad south of Philadelphia, and WITHOUT THE LOSS OF SLEEP—Thus:

From Halifax to Portsmouth, 6 hours.

Portsmouth to Baltimore, 14 "

Baltimore to Philadelphia, 8 "

Philadelphia to New York, 8 "

Stoppages, 36

41

Leaves Halifax every Sunday, Wednesday and Friday, Baltimore every Monday, Wednesday and Friday, and Washington City every Wednesday. Fare from Halifax to Philadelphia, including every expense, (meals, portage, &c.) \$18.

To be published until forbid in the Augusta Chronicle, Savannah Georgian, Charleston Courier, Norfolk Herald, Baltimore Patriot & American, National Intelligencer, U. S. Gazette, Pennsylvania, and New York Star, and accounts sent to the Office of the Portsmouth & Roanoke Railroad Company. 125 1f

NOTICE TO MERCHANTS.

ALL Merchandise, &c. intended to be forwarded on the Railroad, must be sent between sunrise and eight o'clock, A. M. Any thing sent after that time cannot be taken on that day. Nothing will be received, unless it is put up in the most substantial manner. Every thing must have the owner's name marked distinctly on it, and a bill accompanying it, specifying the weight, stating who it is from, who it is for, and where it is to be left.

The merchants will be held responsible in every case, for the freight on every thing sent by them. Merchants having consignments of produce, and other articles from the country, must take them away the day that they arrive, as the Company will not be responsible for anything suffered to remain at the Depot all night.

Articles will be delivered at, and taken from the following points on the road, viz. Rocky Point Depot, Water Station, near Burgaw Swamp, and the Depot, near South Washington. L. H. SAUNDERS, Agent of Transportation. 122 1f

May 12th, 1838. 122 1f

Railroad Notice.

Office of the Wilmington & Raleigh R. Co. June 16th, 1838.

THE President & Directors of the Wilmington & Raleigh Railroad Company give notice, that they will, on the 30th day of July next, advertise for sale by public auction, on the 31st day of September following, the Stock of all delinquent Stockholders; in which advertisement they will be under the necessity of publishing the names of the delinquents, with the number of shares, and amount of instalments now due thereon;—and, for any deficiencies thereafter, judgment will be taken at the ensuing Court.

127 6w JAMES OWEN, President.

THE LOCOMOTIVE AND TRAIN

WILL leave the Depot at Wilmington, every day, (except Sunday and Tuesday,) precisely at half past eight o'clock, A. M. until after the 1st of August, 1838. 122 1f

Office of the Wilmington & Raleigh R. Co. Wilmington, 6th June, 1838.

IN pursuance of a Resolution of the Stockholders, passed at their late meeting, the President & Directors do hereby give notice, that an instalment of FIVE dollars per share on the stock of this Company, is hereby required to be paid on the 1st day of July next, in lieu of the 1st of November, as heretofore ordered.

125 1f JAMES OWEN, President.

New Railroad Line

BETWEEN Baltimore and Philadelphia, TWICE A DAY.

THE Philadelphia, Wilmington and Baltimore Railroad Company beg leave to announce to the Public the following arrangement for their passenger Cars:—

The FIRST TRAIN leaves the Depot in Pratt Street, DAILY, (except Sundays,) at 6 o'clock, A. M. and arrives in Philadelphia before 1 o'clock, which allows Passengers four or five hours in that city, before the Cars start for New York.

The arrival of this Train at Philadelphia (which is generally one and a half to two hours before any other Line,) gives Passengers great advantages in securing accommodations at the principal Hotels and Boarding Houses, without suffering the inconvenience so often experienced, of looking about for lodgings, in consequence of late arrival at other conveyances.

The SECOND TRAIN, carrying the U. STATES MAIL, leaves the Depot, Pratt Street, (after the arrival of the Cars from Washington City,) DAILY, at half past 9 o'clock, A. M. and passing through Canton, Gunpowder, Falls, Havre de Grace, Northport, Elkton, New Castle, Wilmington, Washington, and Chester, arrives in Philadelphia also, always in time to take the evening Cars to New York.

By this Train, Passengers leaving Washington City in the morning, reach New York the same night.

This Train also affords Passengers arriving in the boats from Charleston and Norfolk, the opportunity of reaching New York the same evening.

Fare by either Train, Four Dollars.

The regulation adopted by this Company for the care of baggage, meets with universal approbation, as it relieves the passengers of all trouble in relation to it.

The Cars for the accommodation of Ladies and children are provided with retiring rooms, and attended by female servants.

Returning from Philadelphia, The Trains leave Philadelphia, at a quarter after 6 o'clock, A. M. and at 2 P. M. Passengers leaving for Philadelphia at a quarter after 6 o'clock, from the West and back to New York, arrive in Baltimore at 11 o'clock, and pass on to New York, in time to take the evening Cars to New York.

Passengers leaving New York by the morning line, arrive in Philadelphia in time for the 10 o'clock Train, and proceed directly on—they arrive in Baltimore at 8 o'clock the same evening, two hours earlier than any other conveyance.

A. CRAWFORD, Agent. Baltimore, June 11th, 1838. 127 4w

Lenox Castle.

ROCKINGHAM MINERAL SPRINGS, is situated in Rockingham county, North Carolina, directly on Messrs. Wilson and Company's Roanoke Stage Line from Washington City to Millsboro, Georgia, a handsome, high, and healthy situation.

This MINERAL WATER was first analyzed by Professor Olmstead, (impregnated with sulphur, carbonate of iron, and magnesia,) a solution of excellent Mineral water, a good Panacea for the sick, as well as those in healthy condition, as a stimulant, a fine Tonic, Diuretic, &c. strengthening the stomach, organizing the powers of digestion, excellent for Debility, Dyspepsia, Dropsical, Liver and Eruptive affections, &c. increasing appetite, and invigorating the whole system to healthy action.

The proprietor could give a long catalogue of cures, and of the diseases, which have been cured by the medicinal virtue of this water, and he can, with confidence appeal to gentlemen of medical intelligence, who, if consulted would recommend the use of this Mineral water. There is also attached to the establishment a strong Carbonate of Iron Spring, and close by a strong Sulphur Spring.

The proprietor informs his friends and acquaintances, that he has purchased the establishment. He has made some improvements, and shall continue to do so, for the accommodation of visitors. He feels under obligations to those who have patronized the establishment heretofore, and informs those that may call on him the approaching summer, that he will furnish good accommodations. He has also employed Mr. Winkler, a good performer on the piano forte, to teach a private school in his family, who is a good teacher, and will give young Ladies private lessons in music. JOHN I. WRIGHT. June 12th, 1838. 129 4w

Land and Mills.

I PROPOSE to sell my LAND AND MILLS, by the patents. The land is situated twenty two miles from Wilmington. There are upwards of two thousand six hundred acres, or more. There is an abundance of the best pine timber, for lumber. Those who follow making turpentine or tar would be well suited, the situation being on tideway, and the navigation open at all seasons. The sawmill runs two single saws, and the gristmill is in a separate frame. The stream is among the best in the State; and there are at least one hundred acres of valuable swamp in the above land, that can be drained. Persons acquainted with that description of land, say there is no doubt of its fertility. If not disposed of at private sale by the first day of September next, the above property will then be offered for sale at auction, at the mills. JOHN COLVIN. New Hanover, July 6th, 1838. 129 4w

LIST OF LETTERS

REMAINING in the Post Office at Wilmington, N. C. on the 1st day of July, 1838, which, if not taken out before the first day of September next, will be sent on as dead letters to the General Post Office. Those whose names appear on this list, are requested when they call, to inquire for advertised letters.

A. Ephraim Allen, Martha A. Adams, James Briant, Benjamin Burton, Benjamin G. Bates, C. K. Bruce, Engineer, Isaac Britton, 1 Bressington, Hilary Bryant, Henry M. Burch, Robert L. Buckley, Edmund Brightman, Isaac S. Britton, James Brockett, John J. Bryan, Abner Barbank, Captain Barsanac, John Bullock, Jacob W. Brantley, Levi Benson, 2 Allen Buck, Geo. W. B. Burgwin, 2 Colonel Blunt, James Burriss, C. David Ollivant, 2 John Parratt, Daniel Pulsifer, Charles Perry, Thomas Pickett, Stephen Pepper, James P. Peck, Lucius B. Phippin, James Peterway, D. Robert N. Renneck, Mary J. R. Howell, Mrs. T. Robinson, Michael B. Robbins, William Read, Dontha E. Ryckman, Dicey Robinson, John Randel, Jun, Henry Ruggles, William B. Robeson, J. Taylor Russ, E. Susan Swain, Theodore Sherman, 2 Bradford Sherman, 2 John Smith, Joseph Smith, Hand Seth, Mary T. Shalar, Patty Shaw, George Sherry, Valentine S. Siggins, Timothy Simonton, Hartman Sipple, Ichabod Simmons, Mary Springs, Terrence Scandling, Louis Sheridan, Nancy Starkey, Elizabeth Shepperd, Levi Stone, T. Uriah Tyson, 2 Warren T. Taylor, Israel Taubman, Martin Thomas, David Thally, 2 David Thredwell, Ewert Vaughan, W. George H. Ward, Daniel C. Wrenn, Benjamin H. Willis, T. Wood, J. T. Walker, Mrs. W. Weston, John C. Williams, Anna Wadell, Benjamin Winn, James L. Warren, Hiram W. Whitmore, Edward Wehberly, Y. Edward S. Young

Those who owe for postage for the quarter ending yesterday, are requested to call at the Post Office and pay without further delay. W. C. BENTENOUR, p. m. July 1st, 1838. 129 3w

JUST RECEIVED

400 CASKS Thomaston Stone Lime, 56 Casks Prime Rice, fresh from the mills. IN STORE, 500 Sacks Liverpool SALT, FOR SALE BY R. W. BROWN, & SON. July 6th, 1838. 129 4w

TEAS, &c.

15 WHOLE Chests Young Hyson, Sou-chong, and Hyson Skin Tea, 10 Eight Boxes of Young Hyson, about 14 pounds each, all fresh. Wines in variety, Sugar, Coffee, FOR SALE BY R. W. BROWN, & SON. July 6th, 1838. 129 3w

CORN.

1200 BUSHELS expected early in July—can be delivered at any plantation below Wilmington, or not exceeding five miles above it. FOR SALE BY A. LAZARUS, & SON. 128 2w

Marble Monuments,

AND TOMBS OF EVERY DESCRIPTION, Manufactured at Norwalk, Connecticut, by C. T. DUNCOMB. MATTHEW LAWTON, Wilmington, Agent. W. W. OGDEN, Washington, N. C. ORDERS are solicited and received at the Cabinet Wareroom of Mr. Lawton, where SPECIMENS may be seen, and all necessary information given. Wilmington, June 21st, 1838. 127 3m

Collector's Office, District of Ocracock, June 25th, 1838.

NOTICE TO MARINERS.

THE Floating Light at the Nine Feet Shoal, Pamlico Sound, N. C. will be removed from her station on or about the 3d July next, to undergo repairs, and will be away, in all probability, twenty or thirty days. A Spar Buoy, showing a white flag, will be left at the place of her moorings, which may be seen one or two miles during the day. S. BROWN, Sup. of Lights. 129

Poetry.

From the London Court Gazette.

THE ADIEU.

"The last wild word, farewell!"

FAREWELL, Louisa, I must go

Across the deep blue sea,

And you will lose your cherished beau,

Who kneel so gracefully:

I hope you won't forget me, dear,

Or form another tie;

Forgive the fear, excuse the tear,

Louisa, dear, goodbye!

Each moonlight walk, each pleasant talk

All rise upon me now;

I feel a paleness on my cheek,

A warmth on my brow:

Oh! when that puppy, William Fox,

Lifts up his languid eye,

Don't let him in your opera box,

Louisa, love, goodbye!

And dearest, when I'm gone away,

Pray, pray, don't play me false;

And oh! I hope and trust you'll say

You never meant to wait;

For often shall I think of you

With melancholy sigh;

But pray don't flirt with Captain Q.

Louisa, dear, goodbye!

When I am on the boundless sea,

Forget not how I've loved you,

And think, sweet love, that I shall be,

Alone, though in a crowd!

And lovely forms be sighing;

And lovely forms be sighing;

Upon my honour I'll be true,

Louisa, dear, goodbye!

The purse you gave me, I will keep,

Until it's quite worn out;

And when I gaze upon it, weep,

But I will cease to do so;

To look upon your lock of hair,

Will almost make me sigh;

Your face so fair, your grace, your air,

For the last time, goodbye!

POETRY OF THE FAMILY OF GEORGE III, OF ENGLAND.

BY LORD BROUGHAM.

George the Third.—Of a narrow understanding, who culture had enlarged; of an obstinate disposition, which no education, perhaps, could have humanized; of strong feelings in ordinary things, and resolute attachment to his own opinions and predilections, George the Third possessed much of the firmness of purpose, which, being exhibited by men of contracted mind, without any discrimination, and as pertinaciously when they are in the wrong as when they are in the right, lends to their characters an appearance of inflexible consistency, which is often mistaken for greatness of mind, and not seldom received as a substitute for honesty. In all that related to his kindly office, he was the slave of as deep rooted a selfishness as his son; and no feeling of a kindly nature was ever suffered to cross his mind, whenever his power was concerned, either in its maintenance, or in the manner of exercising it. In other respects, he was a man of amiable disposition, and few princes have been more exemplary in their domestic habits, or in the office of private friendship. But the instant that his prerogative was concerned, or his bigotry interfered with, or his will thwarted, the most unbending pride, the most bitter animosity, the most calculating coldness of heart, the most unfeeling resentment, took possession of his whole breast, and swayed it by turns. The habits of friendship, the ties of blood, the dictates of conscience, the rules of honesty, were alike forgotten; and the fury of the tyrant, with the resources of a cunning which mental alienation is supposed to whet, were ready to circumvent or destroy all who interposed an obstacle to the fierceness of his unbridled desire. His conduct throughout the American war, and towards the Irish people, has often been cited as illustrative of the dark side of his public character; and his treatment of the Prince, whom he hated with a hatred scarcely consistent with the supposition of a sound mind, might seem to illustrate the shadier part of his personal disposition; but it was in truth only another part of his public, his professional conduct; for he had no better reason for this implacable aversion, than the jealousy which men have of their successors, and the consciousness that the Prince, who must succeed him, was unlike him, and being disliked by him, must, during their joint lives, be thrown into the hands of the adversaries he most of all detested.

Queen Charlotte.—Queen Charlotte was a woman of the most ordinary size of understanding, of exceedingly sordid propensities, of manners and disposition that rendered her peculiarly unamiable, of a person so plain as at once to defy all possible suspicion of infidelity, and to enhance the virtue by increasing the difficulty of her husband's undeviating constancy to her bed. Her virtue was so much accompanied with superfluous starchy and prudery, that it set the feelings of respect and sympathy on edge; and though her regularity of life was undeviating, the dulness of her society, the stiffness of her demeanor, her narrowness of soul, tended to make respectable conduct as little attractive as possible.

ble, and rather to scare away from morality than to entice the beholder. Of a nature rigorously parsimonious, the slave, besides, of inordinate avarice, she re deemed not this hateful meanness by any of those higher qualities of prudence and practical sense, which are not unfrequently seen in its company. Her spirit, too, was obstinate and not untinged with spite; she was unforgiving; she was not undesigning; she could mingle in the intrigues of a court, as well as feel its malignities; and her pride knew no bounds—combining the speculative aristocracy of a petty German court, with the more practical haughtiness which is peculiar to the patrician blood of this free country. Of the Prince of Wales she never had been a friend, until he became Regent, when she became at once his tool and his slave. On the contrary, on all occasions she had partaken of her husband's hatred of him, and had been as ready an accomplice in his maltreatment of her firstborn child, as she now made herself the submissive and willing instrument of injury to his wife—his cousin, and her own niece. The visitation of God which substituted that son for his father on the throne, altered the whole face of affairs in the eyes of this unamiable female, who seems to have been raised up as a remarkable proof how little one may be either respected or beloved, for being above reproach as regards the quality sometimes supposed to comprise all female virtue, and which indeed is familiarly allowed to engross the name. To gratify the Regent's paltry spite, she now refused even to receive her daughter in law at that Court where she might any day have become her successor; and the populace, moved with just indignation at the behavior of this disagreeable personage, loaded her with every offensive expression, and even with more substantial symbols of an extravagant disgust, while she was on her way to hold the Court whence she meekly submitted to exclude the Princess.

George Prince of Wales afterwards George IV. had been educated after the manner of all princes whose school is the palace of their ancestors, whose teacher is boundless prosperity, whose earliest and most cherished associate is unrestrained self-indulgence, and who neither among their companions form the acquaintance of any equal, nor in the discipline of the seminary, over taste of control. The regal system of tuition, is indeed, curiously suited to its purpose of fashioning men's minds to the task of governing their fellow creatures; of training up a naturally erring and sinful creature to occupy the most arduous of all human stations, the one most requiring habits of self-command, and for duty filling which, all the instruction that man can receive, and all the virtue his nature is capable of practising, would form a very inadequate qualification. This system had, upon the Prince of Wales, produced its natural effects in an unusual ample measure. He seemed indeed, to come forth from the school, a finished specimen of its capabilities and its powers, as if it to show how much havoc can be made in a character originally deficient in none of the good, and few of the great qualities with which it may be supposed that men are born. Naturally of a temper by no means sour or revengeful, he had become selfish to a degree so extravagant, that he seemed to act upon the practical conviction that all mankind were born for his exclusive use; and hence he became irritable on the least incident that thwarted his wishes, nay, seemed to consider himself injured, and thus entitled to gratify his resentment, as often as any one, even from a due regard to his own duty or his own character, acted in a way to disappoint his expectations, or ruffle his repose. His natural abilities, too, were far above mediocrity. He was quick, lively, gifted with a retentive memory, and even with ready wit,—endowed with an exquisite ear for music, and a justness of eye that fitted him to attain a refined taste in the arts,—possessed, too, of a nice sense of the ludicrous, which made his relish for humor sufficiently acute, and bestowed upon him the powers of an accomplished mimic. The graces of his person and his manners need not be noted, for neither is valuable but as the adjunct of higher qualities; and the latter, graceful manners, is hardly to be avoided by one occupying all his life that first station which removes constraint, and makes the movements of the prince as naturally graceful as those of the infant, or the child too young to feel embarrassment."

But of what avail are all the natural endowments without cultivation? They can yield no more fruit than a seed or a graft cast upon a marble floor; and cultivation, which implies labor, discipline, self-control, submission to others, never can be applied to the Royal state. They who believe that they are exempt from the toils, and hardly liable to the casualties of other mortals, (all of whose associates, and most of whose instructors, set about confirming this faith,) are little likely to waste midnight oil in any contemplations but those of the debauchee; and those who can hardly bring themselves to believe that they are subject to the common fate of humanity, are pretty certain to own no interior control.

"Quoi donc," (exclaimed the young Dauphin to his right reverend preceptor, when some book mentioned a king as having died.)—"Quoi donc! les rois meurent ils?" "Quelquesfois, MONSEIGNEUR," was the cautious and courtly reply. That this prince should afterwards grow in the natural course of things, into Louis XIV, and that his infant aptitude for the habits of royalty thus trained, should expand into the maturity of self-indulgence which almost proved too great a trial of French royal patience, is not matter of wonder. Our Louis, notwithstanding the lessons of Dean Jackson, and the fellowship of Thurlow and Sheridan, was a man of very uncultivated mind—ignorant of all but those passages of history which most princes read, with some superficial knowledge of the dead languages, which he had imperfectly learnt, and scantily retained, considerable musical skill, great facility of modern tongues, and no idea whatever of the rudiments of any science, natural or moral; unless the very imperfect notions of the structure of governments, picked up in conversation, or studied in newspapers, can be reckoned any exception to the universal blank.

"We have said nothing of the great quality of all—the test of character—firmness, and her sister truth. That the prince was a man of firm mind, not even his most unscrupulous flatterers ever could summon up the courage to pretend. He was much the creature of impulses, and the sport of naturally good and kind—but had become wholly selfish through unlimited indulgence. Those who knew him well were wont to say his was a woman's self-control, when they observed how little self-command he had, and how easily he gave way to petty sentiments. Nor was the remark more gallant towards the sex than it was respectful towards the prince—inasmuch as the character of a woman transferred to the other sex implies the want of those which constitute manly virtue, without the possession of the charms by which female weaknesses are redeemed—Independently of the fact that those weaker parts are less prejudicial in the woman because they are more in harmony with the whole. That they who draw the breath of life in a court and pass all their lives in an atmosphere of lies, should have any very sacred regard for truth is hardly to be expected. They experience such falsehood in all who surround them, that deception, at least suppression of the truth, almost seems necessary for self-defence,—and accordingly, if their speech be not framed upon the theory of the French cardinal, that language was given to man for the better concealment of his thoughts, they at least seem to regard in what they say, not its resemblance to the fact in question, but rather its subserviency to the purpose in view.

"The course of private conduct which one in such a station—of such habits, and of such a disposition—might naturally be expected to run, was that of the prince from his early youth upwards,—and when he entered upon public life, he was found to have exhausted the resources of a career of pleasure—to have gained followers without making friends—to have acquired much envy and some admiration among the unthinking multitude of polished society; but not to command in any quarter, either respect or esteem."

We heard it mentioned the other day, that when the news of the destruction of the Pulaski first reached New York, and it was believed that all on board had perished, he father of one of the ladies, who it was known had taken passage on board that boat, proceeded immediately to Baltimore, where he arrived without hearing a word from the wreck. On entering the public house he inquired of the landlord whether he had received any further intelligence from the Pulaski.

"None," was the answer.

"Were none saved?"

"None it is believed, but the sixteen first mentioned."

"Do you know their names?"

"I do not remember all; but the first was Mrs. ——. She and the others are safe and well." The inquirer fainted. It was his daughter. U. S. Gazette.

The British fleet, now on the American station, at Quebec and Halifax, together with that which has been ordered to rendezvous at Bermuda, is composed of 32 vessels, ships of the line, frigates, and small steam frigates, and carries 1160 guns, and 10,210 men.

Swimming.—A sailor named Samuel Brown, we are informed, swam, for a wager, from Smith's Foundry in Alexandria, to Fort Washington, a distance of nearly eight miles! He was accompanied by a boat, to see that all was fair. The feat was performed on Wednesday evening. Gazette.

Sucker Poetry.—An Illinois Editor thus closes an article on his advent in the political world:

"Hell trembles—Heaven rejoices, And demons make the d—dest noises."

Mr. Henry Hinge was lately married in Indiana to a Miss Gate.

We hope Mr. Hinge will let his Gate have full swing.

Asm.