

# RALEIGH REGISTER,

## AND NORTH-CAROLINA GAZETTE.

"OURS ARE THE PLANS OF FAIR DELIGHTFUL PEACE, UNWARY BY PARTY RACE, TO LIVE LIKE BROTHERS."

VOL. XXXII.

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NO. 1.

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### TERMS.

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### ADVERTISEMENTS.

Not exceeding sixteen lines, will be inserted three times for a Dollar; and twenty-five cents for each subsequent publication: those of greater length, in the same proportion. The number of insertions be not marked on them, they will be continued until ordered out, and charged accordingly.

### Agricultural.



The task of working improvement on the earth is much more delightful to an unprejudiced mind, than all the vain glory which can be acquired from ravaging it by the most unintermitted career of conquests.

If one half the zeal, energy, and expense, that blots so many Gazettes with coarse and low abuse, setting the community by the ears for the sole gain and paltry purposes of a few demagogues and office-seekers, were bestowed on the advancement of Agriculture, if the people were half as ambitious to improve and beautify their fields, as they are to settle the nation; and half as angry with thistles, thorns, and poor fences, as they are with their political opponents,—who probably wish as well to the Country as themselves—we should have more productive fields, less complaints of poverty, more ability to be charitable and munificent,—and abundantly more good feeling. From Pittsburg, and indeed from Philadelphia, to New-Orleans—the Son ploughs as his Father did before him; and the great mass of Farmers are as stationary in their theory as they are in their practice. Nine in ten of them believe, at this moment, that the book farming is a mere visionary dreaming of men that know nothing about practical Agriculture.

We would tell them that England is the garden of Europe, simply because, almost every acre of ground is cultivated, scientifically, and on principles which have been brought to the test of the most rigid experiment. We would tell them that New-England, of whose soil and climate they are accustomed to think, as consigned by Providence to sterility and inclemency, is the garden of the United States, only because the industrious and calculating people do not throw away their efforts in the exertion of mere brute strength—but bring mind, and plan, and system, and experience, to bear upon their natural hard and thankless soil. On every side the passing traveller sees verdure, and grass, and orchards, in the small and frequent enclosures of imperishable rocks; and remarks fertility, woe from the opposition of the elements and nature.

The real benefactors of mankind, as St. Pierre so beautifully said, are those who cause two blades of wheat to mature where one did before. The fields ought to be the morning and evening theme of Americans who love their country. To fertilize and improve his farm, ought to be the prime temporal object of every owner of substantial soil. All national aggrandizement, power, and wealth, may be traced to Agriculture, as its ultimate source. Commerce and Manufactures are only subordinate results of this main spring. We consider Agriculture as every way subsidiary, not only to abundance, industry, comfort and health, but to good morals—and ultimately even to religion. We shall always sing, "Speed the Plough." We shall always regard the American Farmer, stripped to his employment, and tilling his ground, as belonging to the first order of nobility among us.—We shall always wish him a bountiful harvest, good Beer, and a moderate use of Cider; and if he will rear it himself—of the Grape; but none of the pernicious Whiskey! and we shall invoke upon his labors, the blessing of God—and say to him, "Peace be within thy walls."

### NATIONAL MEMORANDA.

The following document, if preserved, will be found extremely useful for future reference: We have been at considerable trouble in preparing it:—

Presidents—George Washington, of Virginia, from 1789 to 1797. John Adams, of Massachusetts, from 1797 to 1801. Thomas Jefferson, of Virginia, from 1801 to 1809. James Madison, of Virginia, from 1809 to 1817. James Monroe, of Virginia, from 1817 to 1825. John Quincy Adams, of Massachusetts, from 1825 to 1829.

Adams, of Massachusetts from 1825 to 1829. Andrew Jackson from 1829 to 1830. Vice Presidents—John Adams, of Massachusetts, from 1789 to 1797. Thomas Jefferson, of Virginia, from 1797 to 1801. Aaron Burr, of New-York, from 1801 to 1805. George Clinton of New-York, from 1805 to 1813. Elbridge Gerry, of Massachusetts, from 1813 to 1817. Daniel D. Tompkins, of New-York, from 1817 to 1825. John C. Calhoun, of S. Carolina, from 1825 to 1830.

Secretaries of State—Thomas Jefferson, of Virginia, September, 1789. Edmund Randolph, of Virginia, January, 1794.—Timothy Pickering, of Pennsylvania, December, 1795. John Marshall of Virginia, May, 1800. James Madison, of Virginia, March, 1801. Robert Smith, of Maryland, March, 1809. James Monroe, of Virginia, November, 1811. James Monroe, (re-commissioned, having acted as Secretary of War,) February, 1815. John Quincy Adams, of Massachusetts, March, 1817. Henry Clay, of Kentucky, March, 1825. Martin Van Buren, of New York, March, 1829.

N. B. John Jay, Esq. acted as Secretary of State until Mr. Jefferson arrived from France; Levi Lincoln, Esq. performed the duties under Mr. Jefferson's Presidency until Mr. Madison reached Washington; and Richard Rush Esq. acted as Secretary for a short time, until Mr. Adams' arrival. Mr. Monroe acted as Secretary of State, by appointment of President Madison, some months prior to the date of his first commission of November, 1811, when his nomination was sanctioned by the Senate. Mr. Pickering occupied the station some time before December, 1793; which is the date of his confirmation by the Senate.

Secretaries of the Treasury—Alexander Hamilton, of New-York, September, 1789. Oliver Wolcott, Jr. of Connecticut, February, 1795. Samuel Dexter of Massachusetts, January, 1801. Albert Gallatin, of Pennsylvania, January 1802.—George W. Campbell, of Tennessee, February, 1814. Alexander J. Dallas, of Pennsylvania, October 1814. William H. Crawford, of Georgia, March, 1817. Richard Rush, of Pennsylvania, March, 1825. Samuel D. Ingham, of Pennsylvania, March, 1829.

Comptrollers of the Treasury—Nicholas Eveleigh, of South-Carolina, September, 1789. Oliver Wolcott, of Connecticut, November, 1791. Jonathan Jackson of Massachusetts, February, 1795. John Davis of Massachusetts, June, 1795.—John Steele, of N. Carolina, December, 1796. Gabriel Duvall, of Maryland, December, 1802. Richard Rush, of Pennsylvania, November, 1811. Ezekiel Bacon, of Massachusetts, February, 1814. Joseph Anderson, of Tennessee, February, 1815.

Second Comptroller—Richard Cutts, of Massachusetts, March, 1817. Isaac Hill, of New-Hampshire, appointed by President Jackson in 1829, but his nomination was rejected by the Senate at its next session & Joseph B. Thornton appointed.

N. B. There have frequently been intervals in the office of Secretary of the Treasury, and in that of the Comptroller, when the duties have been performed temporarily by some other Head of a Department, or by a Chief Clerk.

Treasurers—Samuel Meredith, of Pennsylvania, September, 1789. Thomas Tudor Tucker, of S. Carolina, January, 1802. William Clarke, of Pennsylvania, June, 1828. John Campbell, of Virginia, March, 1829.

Auditors—Oliver Wolcott, Jr. of Connecticut, September, 1789. Richard Harrison, of Virginia, November, 1791.—William Lee, of Massachusetts, January, 1817. Peter Hagner, of the District of Columbia, March, 1817. Constant Freeman, of Delaware, March, 1817. Tobias Watkins, of Maryland, Jan. 1825. William B. Lewis, of Tennessee, March, 1829.—Amos Kendall of Kentucky, March, 1829.

Register—Joseph Nourse, of Virginia, November 1789. Thomas L. Smith, of New-York, March, 1829.

Secretaries of War—Henry Knox, of Massachusetts, September, 1789. Timothy Pickering, of Pennsylvania, January, 1795. James M'Henry, of Maryland, January, 1796. Samuel Dexter, of Massachusetts, May, 1800. Roger Griswold, of Connecticut, February, 1801. Henry Dearborn, of Massachusetts, March, 1801. William Eastis, of Massachusetts, March, 1809. John Armstrong, of New-York, January, 1813. William H. Crawford, of Georgia, August, 1815. Isaac Sheiby, of Kentucky, March, 1817.—John C. Calhoun, of South Carolina, December, 1817. James Barbour, of Va. March, 1825. Peter B. Porter, of New-York, May 1828. John H. Eaton, of Tennessee, March, 1829.

John Branch of North-Carolina, March 1829. Postmasters General—Samuel Osgood, of Massachusetts, September, 1789. Timothy Pickering, of Pennsylvania, November, 1791. Joseph Habersham, of Georgia, February, 1795. Gideon Granger, of Connecticut, January, 1802. Return Jonathan Meigs, of Ohio, March, 1814. John M'Lean, of Ohio, July 1823. William T. Barry, of Kentucky March, 1829.

Chief Justices of the Supreme Court, U. S.—John Jay, of N. York, September, 1789. William Cushing, of Massachusetts, January, 1796. Oliver Ellsworth, of Connecticut, March, 1796. John Jay of N. York, December, 1800. John Marshall, of Virginia, January, 1801.

Associate Justices of the Supreme Court, U. S.—John Rutledge, of South-Carolina, September, 1789. William Cushing, of Massachusetts, September, 1789. Robert H. Harrison of Maryland, September, 1789. James Wilson, of Pennsylvania, September, 1789. John Blair, of Virginia, September, 1789. James Iredell, of North-Carolina, February, 1790. Theophilus Johnson, of Maryland, November, 1794. William Patterson, of New-York, March, 1793. Samuel Chase, of Maryland, January, 1796. Bushrod Washington, of Virginia, December, 1796. William Johnson of South-Carolina, March, 1804. Brockholst Livingston, of New-York, January, 1807. Thomas Todd, of Virginia, March 1807. Levi Lincoln, of Massachusetts, January, 1811. John Quincy Adams of Massachusetts, February, 1811. Gabriel Duvall, of Maryland, November, 1811. Joseph Story of Massachusetts, November, 1818. Smith Thompson, of New-York, December, 1823. Robert Trimble, of Kentucky, March, 1826.—John M'Lean, of Ohio, March, 1829.—Henry Baldwin, of Pennsylvania, 1830.

Attorneys General—Edmund Randolph, of Virginia, September, 1789. William Bradford of Pennsylvania, January, 1794. Charles Lee, of Virginia, December, 1795. Levi Lincoln, of Massachusetts, March, 1801. Robert Smith, of Maryland, March, 1805. John Breckinridge, of Kentucky, January, 1806. Caesar A. Rodney, of Delaware, January 1807. Wm. Pinkney, of Maryland, December, 1811. Richard Rush of Pennsylvania, February 1814.—William Wirt, of Virginia, December, 1817. John McPherson Barrien of Georgia, March, 1829.

### FOREIGN SELECTIONS.

From the Liverpool Mercury of Sept. 17.

### OPENING OF THE LIVERPOOL AND MANCHESTER RAILWAY.

Those who remember the arrival in this country of the tidings of the victory of Trafalgar, accompanied as they were by the melancholy intelligence of the death of Nelson, may form some idea, although but a very faint one, of the excitement and anguish with which we are oppressed at the moment of taking up the pen to give some account of the memorable proceedings of Wednesday. We would rejoice at the completion of a work of art which is unrivalled throughout the world in its nature, its beauty and its utility; we should revel in giving vent to the feelings of national pride, and of personal gratification, of which we had a delicious but grief participation with hundreds of thousands of our countrymen on that day, feelings, indeed, which will exist, because a great and glorious work, the result of skill and enterprise, has been accomplished, adding another to the powerful means by which the arts of peace are extending commerce and intelligence, and uniting the great family of man. But those feelings altho' they are inextinguishable, are overlaid by a weight of sorrow which language cannot describe, and from which the overcharged heart can find no relief but in tears—no solace but in resignation. We must however proceed to perform our editorial duty in the best manner we can, and our readers, we are sure, will pardon our imperfections, because they will sympathize in our distress.

Until the accident took place which has clouded all the other events of Wednesday, pleasure of the highest order seemed to be the portion of the immense population of this and the neighboring districts.

The town itself was never so full of strangers; they poured in during the last and the beginning of the present week from almost all parts of the three kingdoms. All the inns in the town were crowded to overflowing, and the carriages stood in the streets at night, for want of room in the stable yards.

On the morning of Wednesday the population of the town and of the country began very early to assemble near the railway. The weather was favorable, and the Company's attention at the boundary of the town was the rendezvous of the nobility and gentry who intended to form the procession to Manchester. From before nine o'clock until ten the entrance in Crown street was thronged by the splendid equipages from which the Company was awaiting, and the area in which the railway carriages were placed was gradually filling with gay groups eagerly searching for their respective places, as indicated by numbers corresponding with

those on their tickets. The large and elegant car constructed for the nobility, and the accompanying cars for the directors and the musicians, were seen through the lesser tunnel, where persons moving about the far end appeared as diminutive as if viewed through concave glasses. The effect was singular and striking. In a short time those cars were brought along the tunnel into the yard which then contained all the carriages which were to be attached to the eight locomotive engines which were in readiness beyond the tunnel in the excavation of Edge Hill. By this time the area presented a beautiful spectacle, 33 carriages being filled by elegantly dressed persons; each train of carriages being distinguished by silk flags of different colours, the band of the King's own Regiment stationed in the adjoining area, playing military airs; the Duke of Wellington's Harmonic Band, in a Grecian car for the procession, performing many beautiful miscellaneous pieces; and a third band occupying a stage above Mr. Harding's Grand Stand, at William the 4th Hotel, adding to the liveliness of the hour whenever the other bands ceased.

A few minutes before ten, the discharge of a gun and the cheers of the assembly announced the arrival of the Duke of Wellington, who entered the area with the Marquis & Marchioness of Salisbury, and a number of friends, the bands playing. See the conquering Hero come! He returned the congratulations of the company, and in a few moments the grand car, which he and the nobility and the principal gentry occupied, and the cars attached to it, were proceeding to the east.

On arriving at the engine station the cars were attached to the Northampton locomotive engine; and immediately the other trains of carriages started through the tunnel and were attached to their respective engines. The lofty banks of the engine station were crowded with thousands of spectators, whose enthusiastic cheering seemed to rend the air. From this point to Wavertree-station, where the procession was forming the grand car passed and repassed the other train of carriages several times, which gave the assembled thousands the opportunity of seeing distinctly the illustrious strangers, whose presence gave extraordinary interest to the scene.

A few minutes before 11, all was ready for the journey. The signal guns being fired, we started in beautiful style, among the deafening plash of well dressed people who thronged the numerous booths, and all the walls and eminences on both sides of the line. Our speed was gradually increased till, entering the Olive Mount excavation, we rushed into the awful chasm at the rate of 24 miles an hour. The banks, the bridges over our heads, and the rude projecting corners along the sides, were covered with masses of human beings, past whom we glided as if on the wings of the wind. We soon came into the open country of Broad Green, having fine views of Huyton Prescot on the hilly ground of Cheshire on the right. Vehicles of every description stood in the fields on both sides, and thousands of spectators still lined the road, some horses seemed alarmed, but after trotting with their carriages to the farthest edges they stood still, as if their fears had subsided. After passing Whiston, sometimes going slowly, sometimes quickly, we observed that a vista formed by several bridges crossing the road gave a pleasing effect to the view. Under Rainhill bridge, which like all the others, was crowded with spectators, the Duke's car stopped until we passed.

At this place, Mr. Bretherton had a large party of friends in a field, overlooking the road. As we approached the Sutton inclined plane, the Duke's car passed us again at a most rapid rate—it appeared rapidly even to us who were travelling at probably, fifteen miles an hour. We had a fine view of Billinge hill from this neighborhood, and of a thousand various colored fields. A grand stand was here erected, beautifully decorated, and crowded with ladies and gentlemen from St. Heren's and the neighborhood. Entering from Parr Moss we had a good view of Newton Race Course and the stands, and at this time the Duke was far ahead of us; the grand car appeared actually of diminutive dimensions, and in a short time we saw them gliding beautifully over the Sankey Viaduct, from which a scene truly magnificent lay before us. The fields below us were occupied by thousands who cheered us as we passed over the stupendous edifices: carriages filled the narrow lanes, and vessels in the water had been detained in order that their crews might gaze up at the gorgeous pageant passing far above their mast-heads. Here again was a grand stand, and here again enthusiastic plaudits almost deafened us.—Soon after we passed the borough of Newton, crossing a fine bridge over the Warrington road, and reached Park-side, 17 miles from Liverpool, in about four minutes under the hour. At this place the engines were ranged under different watering stations to receive fresh water, the whole extended along nearly half a mile of road. Our train and two others passed the Duke's car, and we in the first

train had our engine supplied with water, and were ready to start some time before we were aware of the melancholy cause of our apparently great delay. We had most of us alighted, and were walking about congratulating each other generally, and the ladies particularly, on the truly delightful treat we were enjoying, all hearts bounding with joyous excitement, and every tongue eloquent in the praise of the gigantic work now completed, and the advantages and pleasure it afforded. A murmur and an agitation at a little distance betokened something alarming, and we too soon learned the nature of that lamentable event which we cannot record without the most agonized feelings.

On inquiring we learnt the dreadful particulars. After three of the engines with their trains had passed the Duke's carriage, although the others had to follow, the company began to alight from the Duke's carriage which had arrived. The Duke of Wellington and Mr. Huskisson had just shaken hands, and Mr. Huskisson, Prince Esterhazy, Mr. Birch, Mr. H. Earle, Mr. William Holmes, M. P. and others were standing in the road, when the other carriages were approaching. An alarm being given, most of the gentlemen sprang into the carriage; but Mr. Huskisson seemed flurried, and from some cause not clearly ascertained, he fell under the engine of the approaching train, the wheel of which shattered his leg in the most dreadful manner. On being raised from the ground by the Earl of Minto, Mr. Holmes, and other gentlemen, his only exclamations were— "Where is Mrs. Huskisson, I have nearly died. God forgive me." Immediately afterwards he swooned. Dr. Brandreth, and Dr. Southey, of London, immediately applied bandages to the limb.

In a short time the engine was detached from the Duke's carriage, and the Duke's car being prepared for the purpose, the Right honorable gentleman was placed in it, accompanied by his alderman, with Dr. Brandreth, Dr. Southey, Earl of Wilton, and Mr. Stephenson, who set off in the direction of Manchester. The whole of the procession remained at least another hour, uncertain what course to adopt. A consultation was held, and the Duke of Wellington was soon surrounded by the Directors, and a mournful group of gentlemen. At first it was thought advisable to return to Liverpool, merely despatching one engine, and a set of carriages, to convey home the Lady Wilton, and others who did not wish to return to Liverpool. The Duke of Wellington and Sir Robert Peel seemed to favor this course, others thought it best to proceed as originally intended, but no decision was made till the Boroughreeve of Manchester stated that if the procession did not reach Manchester, where an unprecedented concourse of people would be assembled, and would wait for it, he should be fearful of the consequences to the peace of the town. This turned the scale, and his Grace then proposed that the whole party should proceed, and should return as soon as possible, all festivity at Manchester being avoided. The Phenix, with its train, was then attached to the North Star and its train, and from the two united a long chain was then affixed to his Grace's car, and although it was on the other line of rail, it was found to draw the whole along exceedingly well. About half past one we resumed our journey; and we should here mention that the Wigan Branch Railway Company had erected near Paradise bridge, a Grand Stand, which they and their friends occupied, and from which they enthusiastically cheered the procession. On reaching the 20th mile post, we had a beautiful view of the Rivington Pike, and Blackstone Edge, and at the 21st the smoke of Manchester, appeared to be directly at the termination of our road view. Groups of people continued to cheer, but we could not reply; our enjoyment was over.—Tyldesley Church, and a vast region of smiling friends here met the eye; as we traversed the flat surface of Chat Moss, in the midst of which a vast crowd was assembled to greet us with their plaudits; and from the 24th mile post we began to find ourselves flanked on both sides by spectators; extending in a continuous and thickening body all the way to Manchester. At the 25th mile post we met Mr. Stephenson returning with the Northampton Engine.

In answer to innumerable and eager inquiries, Mr. Stephenson said he had left Mr. Huskisson at the house of the Rev. Mr. Blackburn, Vicar of Eccles, and had then proceeded to Manchester, whence he brought back medical assistance, and that the surgeons, after seeing Mr. Huskisson, had expressed a hope that there was no danger. Mr. Stephenson's speed had been at the rate of 34 miles an hour during this painful errand. The engine being then again attached to the Duke's car, the procession dashed forward, passing countless thousands of people upon house tops, booths, high grounds, bridges, &c, and our readers must imagine, for we cannot describe, such a movement through an avenue of living beings, and extending six miles in length.

At half past four, the Duke's cars began to move away for Liverpool. They would have been detained a little longer, in order that three of the engines, which had been to Eccles for water, might have dropped into the rear to take their places; but Mr. Lavender represented that the crowd was so thickening in upon all sides and becoming clamorous for admission into the area, that he would not answer for the peace of the town if further delay took place. The three engines were on the same line of rail as the Duke's, and they could not cross the outer line without getting to a turning place, and as the Duke could not be delayed on account of his keeping the crowd together, there was no alternative but to send the engines forward. One of the other engines was then attached to our train, and we followed the Duke rapidly, while the trains behind had only three engines left to bring them back. Of course, we kept pace with the Duke who stopped at Eccles to inquire after Mr. Huskisson.

The answer received was, that there was now no hope of his life being saved, and this intelligence plunged the whole party into still deeper distress. We proceeded without meeting any fresh incident until we had passed Prescot, when we found two of the three engines at the 6 1/2 mile post, where a turning had been effected, but the third had gone to Liverpool; we then detached the one we had borrowed, and three set out to meet the six remaining trains of carriages.

Our carriages were then connected with the grand cars, the engine of which now drew the whole number of the nine carriages, containing nearly 300 persons, at a very smart rate. We were now getting into vast crowds of people, most of them ignorant of the dreadful event which had taken place, and all of them giving us enthusiastic cheers, which we could not return.

At Raby, his Grace and the Childwall party alighted, and proceeded home—our carriages then moved forward to Liverpool, where we arrived at 7 o'clock, and went down the great tunnel under the town, a part of the work which, more than any other, astonished the numerous strangers present.

It is indeed a wonderful work, and makes an impression never to be effaced from the memory. The company's yard, from St. James street to Wapping, was filled with carriages waiting for the returning parties, which separated with feelings of mingled gratification and distress, to which we shall not attempt to give utterance. We afterwards learnt that the parties we left at Manchester placed the three remaining engines, and all the carriages together, so as to form one grand procession, including 24 carriages, and were coming home at a steady pace, when they were met near Newton by the other three engines, which were then attached to the rest, and they arrived at Liverpool about 10 o'clock.

Thus ended a pageant, which, for its importance as to its subject, and grandeur as to its details, as is admitted to have exceeded any thing ever witnessed. We conversed with many gentlemen of great experience in public life, who spoke of the scene as surpassing every thing they had ever beheld, and who computed that not fewer than five hundred thousand persons must have been spectators of this procession.

We must not omit to state that the Directors had issued a printed request that the company would not alight at the watering station. Almost all of us disregarded the request, or no accident would have happened; nor did any happen throughout the day, arising either from the construction of the road, or the mode of travelling upon it.

### NOTICE

To the creditors of James F. Taylor, dec'd.

WHEREAS in a petition filed in the Court of Equity of the County of York for the real estate of the late J. F. Taylor, it was ordered that the Clerk and Master, assemble which of the debts of the said deceased accreted to the legal priority and that he hold the proceeds subject to the satisfaction thereof. This is to notify all persons interested to come forward on or before the 19th of November next and exhibit the evidences of their claims legally authenticated.

H. M. MILLER, C. & M.  
Raleigh, Oct. 16th, 1830. 22-law4w.

### THE SUBSCRIBER

OFFERS for Sale his HOUSE & LOTS in the Town of Oxford, with the LAND adjoining—about 200 acres—of which about 60 acres are Woodland. The House is 52 by 40 feet, four rooms, with well finished throughout, having a passage on each side, distributed into closets and two comfortable bedrooms, and a cellar under the whole divided into several apartments. It is situated in a most beautiful grove of Oaks, attached to it is a large falling Garden filled with fruits selected from the north, an ice-house constructed of rock—a stone Spring-House—Well of excellent water in the yard—an Office the yard suitable for a Lawyer, and every necessary Out-house, all in good repair.

Also, a TANYARD now in operation, which might give employment to 2 or 10 hands, having 10 1/2 acres of land attached to it, and on the premises is a comfortable two-story Dwelling, and every convenience for a family residence, and a better constructed Yard is within less than a mile. This property will be disposed of on reasonable and accommodating terms.

THO. B. LITTLETON  
Oxford, Sept. 11. 1830.

### REMARKS

OF EVERY DESCRIPTION DONE BY