Having progressed thus far in the inquiry, and produced the above results, the writer has been induced to pause, to doubt the evidence of his senses, and the trath of figures. - He has carefully re examined his calculations, and can find no error; and, if there he an error; it must be faithe estimated quantity offuel consumed in the district; In ascertaining this fact, he solicits the ald of his fellow, citizens. His object is to come at the trath, and for this purpose he has ventured to set on foot this inquiry.

But, let it never beforgotten, that the data on which the foregoing calculations are predicated, is the present noulistion of the

predicated, is the present population of the District of Columbia, about 33 170, and that it is confined to the article of fuel a lone. If the estimated quantity should be found too high at present, will it not be as much too low, when this navigation is completed and when the street articles are the street and when the street are the street and when the street are the street are the street and when the street are the much too low, when tois navigation is completed, and when the city assumes the character for business that its situation de serves, and which it will command as soon as this improvement is completed?

But, will the usefulness of this navigation

to confined to the transportation of coaling the Surely not This will form but a solitary, perhaps a subordinate, item in the scale of its usefulness. There will be scarcely an article found in the markets of the district but will be reduced in the same proportion Flour, wheat, corn, iye, oats, barley, whis-key, and in short, all the agricultural pro ducts of the fertile upper country, will be brough to the dist ic., and sold at prices reduced in proportion to the fac lities at forded in reaching market. In other words, the farmer at Cumberland will find himself, when using the canal for the trans portation of his produce, and, on the score of expense, on an equal fooding with the farmer within four miles of the city of Washington, and who has to use a wazon and horses for the same purpose. This disparity between land and water carriage is on a slight single same as the same purpose. , on a slight view, scarcely to be credited. but every man may easily satisfy himself of the fact. Let but the strength of a finger be applied to a boat loaded with many tons in still water, and it will move; and, when once put in motion, the strength of a sew-ing thread will keep it under way. Fur ther to illustrate this subject, and remove all doubts, let us suppose a boat loaded with forty tons at Cumberland, say distant from Washington 200 miles; this boat is moved, at the rate of 20 miles per day, by a single torse, and arrives at Washington in 10 days; a man and boy are the necessa attendants. Let us estimate the services the man, boy, and horse, at \$2 50 per ry attendants. Let us estimate the estate of the man, boy, and horse, at \$2.50 per das, the transportation of 40 tons will cost, at the rate, 15 dollars. On the other hand let us examine the expense of transportation by land, of the same weight, the same distance, and suppose also the journey to be performed in the same time; 40 tons will employ 20 wagons, with six horses to each. and each team hanling something more than a ton and a half. Paking each team at an expense of five dollars per day, the whole teams employed, for ten days, would cost 1300 dollars. Thus, we say, as 1300 dollars is to 2 1, so is 200 miles to 4; the distance being thus diminished, as to the expense. pense. But this falls far short of the savings produced by the use of canals. For instance: to transport the 40 tons proposedy 156 horses, each worth 100 dollars must be used, this employs a capital of 15,600 dol-lars, vested in perishable property. Thus, the fact is established, that the Ci-

Thus, the fact is established, that the City of Washington, it the canal was complete; would, instead of drawing her support from the unproductive neighbourhood around her, bring to the distance of that neighbourhood the whole fertility of the upper country for 200 miles, and placing her commercial capital and resources within 76 miles land carriage of Brownsville, on the Monongahela river. This is no delusion, but suber matter of fact. Brownsville, by the national turppike, is 72 miles from Cumberland, and it has been demonstrated that the distance from this eity to Cumberthat the distance from this city to Cumber land, by the canal, is but equal to four miles of land carriage. Thus, by an expenditure of two millions and a half of dollars at most, we have approximated the seat of the general government, and the tides of the ocean, within 76 miles of the navigation of the Ohio, one of the noblest rights and even this distance vers in the world; and even this distance may be reduced to 43 miles by a lock navigation on the Youghagany river, which empties itself into the Monongahela river 13 miles above the city of Pittsburgh, and 48 below Brownsville This river is cross-48 below Brownsville This river is a cose ed by the national turnpike 39 miles from Cumberland, and a survey of it has been made for 37 1-2 miles below this point to Cumberland, and a survey of it has been made for 37 1-2 miles helow this point to the town of Connelsville, where its waters are genile, and it is believed it can be improved by a lock and canal navigation for little more than helf little more than half a million of dollars.— This done, the whole distance from the City of Washington to Pritsburgh would not be equal to fifty miles land carriage And here let me observe, that if the imp ment of the Potomac be completed, and the distance to Brownsville from this place reduced to Brownsville from this place re-duced to 76 miles of land carriage, the whole surplus productions of West Penn-sylvania and Virginia, with much of the state of Ohio, will find their market at the City of Washington.

By the returns of the marshels in 1810. it will be found that, in the western counties of Pennsylvania, and that would use ties of Fennsylvania, and that would use this navigation, there were manufactured 371,436 barrels of flour, and 28,722 barrels of whiskey. By this statement, the public will be enabled to judge of the vast impor-tance of this navigation, more especially when they compare the products of a few wettern counties in Pennsylvania with the western countier in Pennsylvania with vast fertile country east and west of the mountains, to be accommodated. To satisly ourselves that the produce of the western country would find a market here, it is only necessary to attend to a few facts. The price of freight on a barrel of flowe ta ken to New-Orleans from any point on the Ohio, within 20 umiles of Pittsburg, is \$1 25 cents, and this at the risk of thoowner. De side this, the distant trader finds an uneertain market after having travelled 2000 miles tain market after having travelled 2000 miles to reach it; for, his more fortunate countrymen below in Kentucky, Pennessee, Indiana, &o. &c. get a thousand miles, perhaps, the start of him, and he finds a glutted market when he arrives. His flour, by the heat of the climate, is spoiling on his hands, and pestilence and disease staring him in the tace. Thus embarrassed and alarmed, he sells his flour for what he can get, and makes the best of his way home. Under these circumstances, is there any doubt of these efreumstances, is there any doubt of meetern waters? The barrel of flour will be brought to Washington from Brownsville

formed without having seen this statement, is, that the article of coal alone will pay a good interest on the whole cost of the capal. for about a dollar, or at most \$1 121 2 cents a barrel on the former estimate of 76 miles fand carriage, and tocloding 6 f.4 cents foll on the canal. If further confirmation be wanted of the preference that must be given to this market, it is furnished by the fact that, since the improvement of the Penn-aylvania and Maryland roads, thousands of barrels of flour have been teken to Philadel-phia and Bakimore from Pittshurg, and that upon roads far inferior to the National Turn-pike for near 3 0 miles, and for every mile of which a heavy toll was demanded. But, the farther we pursue this subject, the more we shall become interested in the

the more we shall become interested in its magnitude and importance. The limits of a newspaper publication can do it but little justice, and I only add to the list of articles already mentioned, that of lumber, the de mand for which will occease as the city im proves, and may be supplied, by the canal, from the forests et white and yellow pine in the Allegany mountains; and near Cumber land. The average price of first rate inch vine plank in Pittsburg and on the Ohio river is five dollars per thousand, and it has often been sold for a much less sum; this plant is floated some hundred miler by the piana is troated some hundred miles by the waters of the Allegany-silver. In the District of Columbia, plank of the same quahity could not be had for less than four times that sum; and, although it is not contended that lumber can be transported on a canal with equal facility and cheapures and on a five like the Allegang week they can be like. or like the Allegany, yet there can he little doubt that the price of this article might be reduced one half in the district by using the canal, and the same rediction in the 'price

of lime, and many other articles.

Let it now he recollected that the foregoing calculations of profits and advantages to be derived from this canal navigation is founded on the supposition that, when the boat discharges its load at the city, it is to return empty. But, will this be the fact? By no means. The return loads, if not of equal weight, will be of greater value. Let this improvement be once completed, and the merchandize to sniply the western coun-try will be purchased in the district. Mercantile capital has found its way into ever corner of the habitable globe, and selected the spots where is employment was found most profitable; and what repulsive quality can be found at the seat of the general government to lorbid the approach of mercantile capitalists? On the contrary, will not such characters be invited thither, where such characters ne invited initially reside, and where, in the members of Congress, the wisdom and intelligence of the nation is concentrated, the settled residence of foreign ministers, and the resort of travellers oldistinction from all parts of the world? Where could the merchant find a spot so well suited to his views? Or where expect to obtain, with equal facility, the commercial and political information necessary in mercantile turnsnite? But, articles of more merchandisc are not

the only ones necessary for the western trade. The list of other articles is an extensive one, but we shall only notice those of fish and plaster of paris. The demand for these articles is, at present, great, and will constantly increase with the improvement of our country. The supply of fish within reach of the city is inexhaustible. Besides the fisheries of the Potomac, its bays, and inlets, the earth cannot furnish a fish pond like the Chesapeake. Here, a supply equal to the demand can be obtained. 2 barrel of saled fish will be delivered at Brownsville, using the canal, for one dollar and twelve and a half cents freight, which added to the prime cost. added to the prime cost, willreduce the pre sent price at that place more than one half; and, as all the waters of the Ohio river fur and, as all the waters of the Onio fiver fur-nish a scanty supply of fish, and those caught are always used while fresh, the quantity necessary to supply the demand of the western country would be immense. Let us stop here and review the ground

The entire cost of this lock navigation The entire cost of this lock navigation has been stated at two and a half million of dollars. The saving to this district on the article of fuel alone, would discharge the debt in less than ten years. Other articles the hard have been actived on dectiniess than ten years. Other articles of consumption have been noticed, on which a like saving would be had, and that If it were possible to ascertain their exact amount, would, in a single year, be equal to bell the account. amount, would, in a single year, be equal to half the expense of the canal, and in these calculations no notice is taken of the profits secured by the sale of merchandise. fish, plaster, &c. which would be purchase here, and sent by means of the canal to the West.

tion was completed. And, should any consider the foregoing calculations too high, let them he reduced, and profits thrown way with ho'h hands, still enough will remain, by the most unfavourable estimate to convince the most incredulous sceptic of the practicability and usefulness of deitaking. A CITIZEN.



The task of working improvement on the earth, is much more delightful to an un debauched mind, than all the vain glory which can be acquired from ravaging the most uninterrupted career of con-quests.—Washington EARLY POTATOES.

The best time to plant potatoes for Win-ter's use, feeding stock, &c. B said to be about the latter part of May, or the first of June; hut it would be economy generally speaking, to plant an early sort on early ground, to feed your hogs, before your Inground, to feed your hogs, before your In-dian corns ripe You may thus, perhaps, get the start of your neighbours, and bring your pigs to a better, because earlier mar-ket Plant the earliest sort for 'his parpose; some say, the English Whites (as they are called) are best, and will do to dig in-July From an experiment made by a farmer, in the employ of the Mon. Jusiah Oginey in the employ of the Hon. Josiah Quincy, it appears that the product of certain rows, planted with whole potatoes, exceeded, an

panted wan whose possesses, exceeded, e-equal extent et adjoining rows planted, with-cut potatoes, more than one third. The Farmer's Assistant says, that wetting seed potatoes, and then rolling them in Plaster Paris, immediately before planting, greatly assists the crop. Coarse manure, answers best for pota

coarse manure, answers best for pota-toes. Fallen leaves, taken from the woods are recommended. This kind of manure causes potatoes to be much more mealy, and of a finer flavour, than when they are produced by the application of ashes or dung. Dry straw, damaged hay, &c. are said to be fully equal for potatoes, to the best rotted dung.

From the Belle Air, Bond of Union, May 8 SEVERE PROSTS.

Par the last three or four nights, th frosts have been so severe with us, asto des troy almost all the fruit of every description. We have heard some of our farmers assert, that there would not be 20 bushels of peach-'es in all Harford the present setson.—On Tuesday morning the ground was frozen quite hard; and vegetation generally ap-pears to be blighted or at a stand, except that of the winter grain, which we are hap py to perceive, looks more promising than it did last year.

Extract of a letter from Albany.

A CAUCUS
Of a portion of the members of the Legislature, about 115 of both houses, was held here on Monday evening. The object appears to have been the expression of some thing like a censure upon the state legisla tures, which have either directly or rectly nominated Mr Clay, or Mr. Adams, and to recommend a nomination for the Presidency by a Congressional caucus. Mr Clay's frignds, the Speaker, Mr. Lynch, and some others did not attend. An intelligent and independent member states, that of the number present. that of the number present, one third of the members at least are favourable to Mr. Adams. N. Y. paper

BALTIMORE SUSQUEHANNA CA-

NAL. Judge Bland, George Winchester, esq and John Patterson, esq. have been ap pointed by the Governor and Council of this state, commissioners to survey the route of a canal from Susquehanna river to Baltimore

BAITIMORE & POTOMAC CANAL.
Dr. Wm. Howard. Col A Fenwick and
William Price, esq. have been appointed by
the same authority, commissioners to survey the route of a canal from the Potomac river to Baltimore

From the New York American.

BANK OF THE UNITED STATES. We do not recollect to have seen in our city papers any notice, other than a very brief one in the reports of the legislative roceedings, of a resolution on the subject of the National Bank which passed both Houses of the Legislature during their late session, and which will probably attract much attention in other states, and will have no small weight in completely putting

at rest a great question of public policy.

At an early period of the late session, a
resolution o the legislature of Pennsylvania passed some time ago, proposing an amend-ment to the Constitution of the U States, limiting the power of congress in incorporating banks hereafter to the District of Columbia, and prohibiting all branches in the several states, was received and referred o the standing committee of the assembly on amendments to the constitution of this state and the United States. Mr Martin Leg, of Washington county

the chairman of that committee, in a very candid and able, though brief report, after summing up the chief objections which have been raised against the National Bank and allowing its full weight to the consideration the advantages which such an ration ratio institution tablished under the laws of the Union within the several states, but be, youd the reach of their controul, may en joy, to the injury of the state banks," proceeded to state the strong grounds of publie convenience and even necessity for its establishment, and concluded by ing the unanimous opinion of the commit ing the unanimous opinion of the commit tee "that they could not resist the conclu-sion that the dignity, the welfare, and the permanency of the government torbade the adoption of the proposed amendment," and submitting a resolution non-concurring with the state of Pennsylvania in her position. This resolution passed both hous rosition. This resolution passed both houses with very great unanimity.

The Pennsylvania amendment, and some

resolutions of an analogous character from Ohio, have been submitted to the legisla-tures of most of the states which have been in session during the last year. None of them concurred—and, as so many states them concurred—and, as so many states have thus, by not acting at all on the question submitted to them. in fact refused to concur, and as New York, Massachusetts, Georgia and North-Carolina have decided ly rejected the proposition, we may reasonably presume that the questions of the constitutionality and utility of a national bank are now finally put at rest, and that the existence of the United States' Bank, in some shape or other, is completely & necessarily identified with the permanent public policy of our nation, under all administrations and forms of party.

From a late London paper.

EARTHQUAKE.

Letters from Naples of the 11th March, state that a severe shock of earthquake was felt on the 6th at Palermo, by which a m.m ber of houses and churches were destroyed, 21 persons killed, and 125 wounded amage done to the city alone was estimated at £50,000. It was not ascertained that any other part of Sicily had suffered.

EXPERIMENT.

Two of the Lords of the Admiralty, at Two of the Lords of the Admiralty, attended by the Comptroller of the Navy, and Sir H Davy, Dr Woollaston, &e attended at the Navy Office to witness an experiment by Mr Harris of Plymouth. A small long bost, fitted with a mast, was moored off Somerset House, and a small boat stationed at some distance with a loaded howith zer. The object of the experiment was to prove, that electric fluid discharged from an electrifying battery, and conducted by an electrifying battery, and conducted by a wired rope affixed to the top of the mast, would pass down the mast through the magazine, and into the water, without doing any injury in its passage either to the magazine or mast. The electric finid, it was then expected, would discharge the howitthen expected, would unconsidered, with-zer, the water acting as a conductor, with-out there being any communication between the vessel and the boat, and the communi cation being then continued on the nega tive side, along another wired rope, would return to a window in the roomfrom which it had started, and fire a small quantity of powder. The result was highly gratifying, it being conclusive as to its infallibility, and the ingenious Inventor, no doubt, received much pleasure from the company of the control of the nuch pleasure from the experiment. The object of the inventor is to preserve ships from being struck by lightning at sea, many of which, it is supposed, have gone to the bottom in cansequence' of such accident.

Ibid. dent.

NEW-JERSEY NORTHERN CA-

The Morristown Palladium states, that The Morristown Palladium states, that the Commissioners appointed to survey the most eligible route for a eanal, to conoce, the waters of the Delaware and Hudson, will make the contemplated survey in the months of June and July next. They are to be assisted by the chief engineer, Benjamin Wright; of the New York Grand Canal. The New York Grand Canal. nal. The New-York Legislature at the late session, by resolution which passed both houses, have authorised their commissioners of the Northern Canal, to grant the aid and assistance of one of their prin-cipal engineers for this purpose-deeming the enterprise beneficial; as well to New York as to New-Jersey.

FROM PERNAMBUCO.
By the brig Morning Star, Captain Wel den, from Pernambuco, whence she sailed on the 28th of March, we have papers of 15th March, in which we find little of interest, beyond the details of the internal divisions of the province.

BRAZILIAN PRIVATEERS,

We have translated the following pream ble of a proclamation published at Rio Janeiro, January 2, 1823 - N. Y. Amer.

petual Defender of the Empire of Brazil, make known to all to whom these presents may come, that having considered that it is Just and convenient to repel in every man-ner the attacks which the Portuguese government, instigated by a Congress of de-magegues, continues in the most perfidious manner to make against public rights, and particularly the rights of this province, I have resolved, after consulting my council of state on so important a subject, to grant to all my subjects, and foreigners, the pow er to arm privateers, (corsorios.) which, during the present contest with that king dom, shall make prizes of her property; regarding, however, and religiously observing what is contained in the five sections and respective articles written below."

These art cles we have not time to trans

Captain Welden in orms us that, according to accounts from Bahia, received a Pernambuco every few days, every thing was favourable to the Brazilian cause— Skirmishes, often took place at Bahia, in which the Brazilians had the advantage. A few weeks before the M.S. left: ernambu co, the Europeans at Bahia made an attack on the island of Tomparica, (in possession of the Brazilians) but were repulsed with considerable loss, and had several of their boats sunk. It is the prevailing opinion at Pernambuco, gathered from the best infornation, that the Europeans cannot hold the place much longer; the Brazilians having entire possession of the surrounding coun-try. Some of the fortifications having their try Some of the fortifications having their supplies of fresh provisions entirely cut off, and the troops getting sickly. The Emperor has four many if war arrived at Allagous, waiting for addily expected from Rio When she arrives they will doubtless blockade Bihia, as their force will then be fully equal to the Europeans. The Emperor's squadron is under the command of a Lieutenant who left Commodore Hardy sometime since.

sometime since.
On the 26th Feb. Pedroso (who had previously declared himself a mulatto) took command of the place. The civil authorities made their escape into the country, except one, who was made prisoner. All business was stopped; the Custom house and siness was stopped; the Custom house and most of the stores were closed, and a general state of confusion provailed. On the 28th, the civil authorities, having collected a considerable force in the country, and several sea ports adjacent, a part of the troops in town (untavourable to the measures adopted by Pedroso) having marched out and found them, returned to town with their forces. A skirmish sued, several lives were lost on both sides. Pedroso was taken, and in 4 or 5 days after, order was taken, and in 4 or 5 days after, order was in a degree restored, but bus ness was very languid. On the 8th March Pedroso and a number of other officers (mostly negrols) belonging to his party, left Pernambuco prisoners, in a government brig for Rio, to receive their trial.

CARICATURE.

The caricature shops in London display several works of fancy suggested by the threatened invasion of Spain. One repreof Angouleme to release him. The latter, represented as a Jack Ass, is seen capering over the Pyrences, and answering the call hy braying. In another, Louis is striving to draw on the boots of Napoleon, and invoking the God of St Louis to help him As his body is bent back in the exertion, the crown is seen falling off his head while young Napolcon ctands behind ready to catch it.

Among the group exhibited in the streets of Madrid during the Carnival in February last, was the following One of five masks, one of whom was seated on an ass, his face being turned towards the animal's tail By an inscription attached to his hat, it appear ed that he was intended to represent a Diplomatist of Verona He held in his hand some sheets of blank paper, and he observed a most important silence. On his right hand, he was attended by a mask, the re presentative of the Regency of Urgel; and on his left the Russian and Brussian ambasad at the tail of the Ass They were ceived with shouts of laughter whereer London papers. sadors.—The King of France was stationed at the tail of the Ass They were re

GREAT PERFORMANCE. The match to ride one borse 125 miles in 24 hours, was completed at 20 minutes he fore one o'clock yesterday morning. Our report of yesterday left Mr. Abel Smith at a quarter past eleven, when he had performed the distance in ten hours and a quarter. He baited the horse or galloway, refreshed He baited the horse or galloway, refreshed himself, and started again attwelve o'clock, having the other half to perform at the rate of more than four miles and three quarters an hour He did the first of the ten miles in an hour and a half, washed the mouth of the horse, and performed the nextten miles in rather less time. The government of the horse in rather less time. the horse, and performed the nextten miles in rather less time. The equestrian hecame fatigued, and he went to bed for an hour and a half, and started again at five o'clock to do the remaining forty two miles and a half. He did the twenty miles in three hours, halfed an hour, and started at nine o'clock, much fatigued, but the horse was fresh, and performed the remaining twenty two miles and a half at forty minutes past twelve, winning the match by twenty minutes. London paner.

Baryland Gazette.

Annapolis, Thursday, May 15, 1823.

In this day's Gazette is commenced the In this day's Gazette is commenced the publication of a series of letters signed and Citizen," but written by Mr. Lacock of Permsylvania, on the subject of opening a canal from tide water in the Potomes, to Cumberland in Allegany county. It will be found that the arguments they contain show the feasibility of the project, and are plausible so far as they apply to the project. show the leasibility of the project, and are plausible so far as they apply to the extensive benefits which would accrue from its accomplishment. At this time, it is believed, those letters will be particularly acceptable to that portion of our readers who have not heretotore perused them. The question a gitated in the last legislature, whether this state would lend her credit to assist in taking a fund adequate to the achievement of this great object, will, it is thought, beaging ing a fund adequate to the achievement of this great object, will, it is thought, beagin revived. It is therefore necessary previous to its seviral, that every Marylander should know what this state is to gain by such a canal, that he may be competent to decide, whether the pledge which the state has been called on to make, ought to be granted. Should doubts of the utility of the scheme present themselves to some minds, let those doubts be fairly contrasted with the abla arguments advanced by Mr. Lacock in its arguments advanced by Mr. Lacock in its uehalf. Aftersuch comparison, should Mr. Lacock's reasoning remain unshaken, it is trusted, that those who were doubtful, will have the candour to acknowledge their

STRAWBERRY HILL FARM, On which stands the Alms flousefor many years in the use of this county, was last week sold by the trustees of the poor for the sum of 6,000 dollars. A gentleman of this city is the purchaser

We understand the trusteas have pur-chased a lot of ten acres and the commodious brick building occupied by Mr. Lari-more on the south side of South river, for the future accommodation of the paupers This property was bought for two thousand

Anne Arundel County Court closed its pring term on Saturday last An adjourned court will be held in June next,

It is stated that the Dutches of Angouand was to leave Paris for the South on the 2d of April accompanied by the Dutchess de Damas and another dame de honneur! It is not the place for women, and Hotspur

would say,
—"no time to lik with lips;
"We must have bloody noses and cracked erowns—

"And pass them current too."
N. Y. Statesman.

PROVINCE OF GUATAMALA.
From the Providence (R. I.) Journal of the 25th ult. Captain Carpenter, who came passenger in the Experiment, from the Bay of Honduras, states, that eight days previous to his sailing, eight Commissioners from the Province of St. Salvador de Guatamala, sailed for Boston in the schr Planet, on a mission to this country, for the purpose of uniting that Province with the government of the United States.

OLIVER HOLMES. OLIVER HOLMES.
Sailed from Boston, with eapt. Kendrick in 1794, or thereabours, and on the arrival of the ship at the Sandwich Islands, was afflicted with the acurry, and there concluded to remain. He was born in this town, and was at the time he sailed 22 years old, and has lived there ever since. His friends have always understood that he married the daughter of king Tamasanash. married the daughter of king Tamaamaah. No letter has ever reached his friends from him until last March, when one of his brothers received the following.

[Plymouth Memorial.

Woahoo, Jan. 3 d. 1827.

Dear Brother. I received your letter dated July, 1820, by the brig Rob Roy, and you may be well assured I was much pleased at hearing

so particularly from horge.

It is now fourteen years since I have heard any thing from my friends in America, and as I had wrote you see real times and received no answer, I was led to image and received no answer, I was led to imagine that you were no longer in the land of the living. I still reside on the usland of Woahoo, and am in good health. I have a son grown up, five daughters and four grand children. My childred all go to school to the missionaries who lately came out here, and can all of them read and write very wall. and can all of them read and write very well. The natives here have destroyed all their wooden Gods, and will soon, without

doubt, all worship the true God.
Since the old king, Tamasmanh, died, since the old king, Tamaamaah, died, my affairs have not been so prosperous as they were helore; but still I hope I shall be able to bring up my family like christians.

I have sent by Mr. Roberts sfifty dollars, of which forty are for you, and ten for my sister.

You must write me every opportunity; and believe me, I remain you OLIVER HOLMES. brother,

From a London Paper of April 3.
DISCOVERY.
Accounts, it is said have been received

from Admiral Krensaastern, that a Russian officer had accomplished the extraordinary journey of 50 days on the Polerice, and had arrived at an entirely ppen polar sea.

From the Charleston Courier of May 2.

By the sloop Provioence, we have files of Jamaica papers to he 13th ult.

Between forty and sity Pirates, captured hy the boats of the Tyne and Thracian, and the cutter Greeias, were on board the prison shigs at Kingston. The commander of one-of-lee Piratics, vessels taken, the schooner Zaragozana and boasted that he was the min who killed Lieutenant Atten, of the United States schooner Alligator, on the Coast of Cuba.

Commodore Sir Edward Owent musdron had arrived at Kingston from Barbardos; and remained there at the shove date—oil course the report of their has my preceded against Porto Rico, of Ha has, was unfounded.

A detachment of Commodore Porter's squadron touched at Luce Jamaics, about the 1st ult. and offered to take under convoy any which bound through the Gulf.

DISTURBANCE AT HARVARD COL.
We understand that a very serious rebel lion has broken out among the students at Harvard College, and that almost the whole senior class have left college. This after young liths usually grafficelected is stated to be so serious as to preclude the possibility of a commencement the next season. We have not learned the immediate cause of of these occurrences.

Boston Statesman, !! On the authority of a letter received in this city, we learn that the rebellion arose from the dissatisfaction at the appointments for the commencement exercise; and that all the students of the senior class, with the exception of ten or fifteen, have bound themselves by an oath to take no part in the commencement. - N. Y. Statesman.

GEN. JACKSON.

Extract of a letter from General Andrew
Jackson to a gentleman in Mississippi,
dated March 23.

From the present revolutionary state of

Mexico, the appearance of an American en voy with credentials to the tyrant Iturbide, might add to his strength, and thereby aid him in rivetting the chains of despotism uphim in rivetting the chains of despotism upon his country, which of right ought to be
free. To be the instrument to a tyranny,
however innocent on my part, I could not
reconcile to my feelings. With these views
and other reasons, which I have communicated to Mr. Monroe, I have declined ac
cepting the mation to Mexico."

Philadelphia, May 10.
Capt. Meldrum, arrived last evening from
St Jago, halorms that he was boarded off
Cape Maize, by an officer from the British
sloop of war Thracian, bound to Jamaica,
with a large piratical schooner in company.
The officer reported her to have 80 men on The officer reported her to have 80 men or board, and that the boats of the sloop war captured her after a very hard fight of two hours.

Captain Smith, of the schr Amity, arrived at this port from Angostura, has brought a dried Snake Skin, nearly 100 feet in length.

GREEN PEAS. From Norfolk, arrived on Thursday last, at New-York, in 27 hours.

THE PAST WINTER

In the Arkansas Territory the winters are generally so mild, that the farmers turn their cattle into the river bottoms, where they usually keep in good order during the winter. Vast numbers however, died in the extreme cold weather of the last winter. Nearly all the farmers lost a part, and some the greater part of their stock. The Little Rock Gazette of the 25th February says... A person who came down the Arkansas few days ago, informs us, that the river bottoms are literally strewed with the car cases of cattle. One person in Crawford county, had only fifteen or 20 cattle remaining out of a stock of about eighty hundred

THE UNITED STATES RUSSIA.
All the papers have spoken of the conduct of the Emperor Alexander, in attempt

ing to enforce his decree respecting the North West Coast in terms of the most un-qualified condemnation. It will be recol-lected, that this decree has been the subject of a smart correspondence between the subject of a smart correspondence between the Secretary of State and the late Russian Minister; and has been the subject of much newspaper and other remarks. The most able of these was written by of these was written by a merchant of this esty, acquainted with the coast, and inserted in a late number of the North Ameri-

can Review. The following facts were tablished in this article:

First. The only Russian navigator who ever saw the American coast eastward of Behring's Strait, prior to the year 1700, when it was visited by vessels from the United States was Tablicing who is the prior to the year 1700, when it was visited by vessels from the United States was Tablicing who is the prior to the year 1700, when it was visited by vessels from the United States was Tablicing who is the prior to the year. mited States, was Tehiricoff, who in the year 1741 discovered land in latitude 55 20 He atterwards discovered land in latitude 51-but this, instead of being the North West Coast of America, as is now contended by Russia, was clearly one of the Fox islands. So much for title he discore ry!—But even admitting that Tehiricoff discovered the continent in latitude 51, it appears that 159 years before the date of his voyage, land was discovered by Francisco Gali, a Spaniard, in latitude 5: 30. As the United States possess the whole title of Spain, if the discovery of land can give a title, it belongs to the United States and

not to Russia.

"Secondly. Though the Russians, at an early period, had establishments on the Action tian islands, and the neighbouring coast lentian islands, and the neighbouring coast of the continent, they had no settlement castward of Behring's bay, till the year 1799, when they formed one at Norfolk Sound. M Baranoff, commander in chief of all the Russian settlements in that part of the world, who projected the establishment at Nor.olk Sound, expressly declared at the time, that this was the first attempt of the Russians to establish a colony so far to the authorise and part of the southern the stable of the southern the south the southern the southern the southern the southern the southe the southward and eastward. This set

to the southward and eastward. This set it element was itself destroyed by the natives in 802. It is asserted by flumboldt, and upon the best authorities, that "no European nation has yet formed any solid establishment on the immense extent of coast, from latitude 42 to latitude 59; beyond this limit, the Russian factories commerce."

"The truth is, the whole of this coast is still in possession of the natives—a rice of intelligent and warlike men, devery to their country and their rude institutions, and preferring death to slavery. With these people, the adventurous navigators of the United States have, for upwards of thirty five years, carried on a very profitable trade; and Russia has precisely the same right to interdict to ut the coast of China, on the ground of prity discovery or peaceable possession, as able has to interrupt our commerce to the North West Coast."

•We understand the author of the artiele here spoken of it Captain Sturgis, of the house of Bryan & Sturgis of Boston. —E. Mor Statesman.

一 Has been received at Boston, which is intended to be radibited for the benefit of the Dispersary aid. General Hospital of that Dispersary and General Hospital or that city. It is in high preservation, and was transmitted by Messrs. Jacob Van Lennep & Co. of Smyrna, for the investigation of the learned, and to gratify public coriosity.

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