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MAUMEE CITY EXPRESS.

Volume II.--No. 26. MAUMEE CITY, OHIO, SATURDAY, SEPTEMBER 29, 1838. Whole No. 78.

1838.
AMERICAN TRANSPORTATION LINE.

THE Splendid Steamboat MONROE, Capt. S. F. ATWOOD, will make her regular weekly trips between Detroit, Toledo, Maumee City and Buffalo, as follows: Leaves Buffalo for the above and intermediate ports (weather permitting) on Tuesday of each week. On her downward trip leaves Detroit every Friday morning, Maumee City and Toledo on the afternoon of the same day, touching at the intermediate ports as above.

AGENTS
TREAT & CARTER, *Buffalo.*
SCOTT & CARTER, *Cleveland.*
MEAD, KELLOGG, & Co. *Detroit.*
FORSYTH & DANIELS. *Toledo.*
FORSYTH & HAZARD *Maumee City.*

200 Bushels of dried Apples, and 25 bushels dried Peaches, on hand for sale by A. J. HACKLEY.

MORE SHOES!!—2000 pairs Shoes, al kinds and sizes, received and for sale low for cash, by A. CARY.
July 21. 16

NEW FIRM, NEW STORE & NEW GOODS.
THE subscribers would respectfully inform the inhabitants of Maumee City and vicinity, that they have removed to their new store on Erie street, where they are now receiving a large and well selected stock of Goods from Boston and elsewhere, which will be sold as low as they can be purchased in this city, for Cash or country produce.
G. & W. RICHARDSON.
June 20, 1838. 12

CHAMPAIGN wine by
ALLEN & GIBBONS.
July 7, 14tf

A LARGE assortment of Crockery, Glass, and China ware, by
june 20 G. & W. RICHARDSON.

CANE and wood seat rocking chairs, and cane seat chairs, by
june 20 G. & W. RICHARDSON.

PAINTS, Oils and Dye stuffs, a general assortment, by
june 20 G. & W. RICHARDSON.

BROWN and white sugar, loaf do. by the barrel or pound, by
june 20 G & W. RICHARDSON.

TEA and Coffee in any quantity, by
june 20 G. & W. RICHARDSON.

BOOTS and Shoes, a general assortment by
june 20 G. & W. RICHARDSON.

PICKLED Lobsters, Tomato Ketchup, assorted Pickles in Jars, by
June 20 G. & W. RICHARDSON.

CITRON dried Currants and Tapioca, by
june 20 G. & W. RICHARDSON.

CLEVELAND crackers by the barrel.
ALLEN & GIBBONS.
July 7, 14tf

RECTIFIED whiskey by the barrel.
ALLEN & GIBBONS.
July 7. 14tf

CARPENTERS and Joiners Tools, by
june 20 G. & W. RICHARDSON

SHELLED corn by
G. & W. RICHARDSON.
June 30.

JUST received, a large supply of Sperm Oil and Candles, on consignment, at No. Commercial buildings, by
June 23 L. BEEBEE.

100 boxes raisins, a great proportion of them in the bunch, put up in quarter boxes, on consignment, by
june 23 L. BEEBEE.

POSITIVELY THE LAST CALL!!
ALL persons indebted to the late firm of Smith & Crowell, or to me individually, will please take notice, that if their accounts are not settled forthwith, they may look for them at a Justices Office. I hope a word to the wise will be sufficient.
july 21. T. W. CROWELL.

DRY and ground white lead, oil, turpentine, &c., by
June 30. G. & W. RICHARDSON.

BOSTON Crackers, Herring, Raisins, &c. &c., by G. & W. RICHARDSON.
june 20

READY MADE CLOTHING, Satinetts, Broadcloths, &c., by
july 21. T. W. CROWELL.

SPERM Oil and Candles, by
june 20 G. & W. RICHARDSON.

EXTRA Superfine London Cloths.—Blue, black, green; rich silk velvets; sirge, and black twilled camblet for gentlemens summer wear. Just received at No. 1, Commercial buildings. E. FAIRMAN, *Agent.*
July 21. 16

HOTEL TO LET.
TO RENT and immediate possession given, the new and commodious MIAMI HOTEL, situated in the lower ward of Maumee City. This house is at the corner of Detroit street and Michigan avenue, a few rods only from the main steamboat landing, and close by the Ferry, at which the travel between Michigan and the eastern states crosses the Maumee river.

This Hotel is of three stories, with basement rooms, fronting eighty feet on Detroit street, and ninety feet on the avenue, and its position on the bank of the river, gives it a conspicuous and pleasant appearance. Several steamboats from Buffalo, and other lake ports, every day arrive at and depart from this point. For its command of respectable business both in summer and Winter, there is probably no hotel better situated than this.

To a good tenant who would furnish it respectably, it would be let for a term of years at a moderate rent. In the same Building there is a large and well finished store, also to be rented. It is one of the best situations for a large variety Store adapted to country trade in this region.

Also to let for the present season, or term of years, a Warehouse and Wharf, near the *Miami Hotel.* Apply to the subscriber near the premises. J. W. SCOTT.
Maumee City, Aug. 4, 1838. 18.

NEW ESTABLISHMENT.
GROCERIES AND PROVISIONS.—Harrington & Hunter, respectfully announce to the public, that they have recently opened a splendid selection of Groceries and Provisions, corner of Jackson and Wayne sts. Hotel Buildings, where almost every article in their line can be furnished at reduced prices for cash.

N. B. Persons desirous to contract for large, supplies, will find it to their advantage to give us a call. Liberal anvances on Consignments to us.

Refer to *Tufts & Parks,* Cleveland—*J. Smith,* Newark—*McElvain & Hunter,* Columbus. 60
Maumee City, Ohio, May 24th, 1838.

ASTRAL LAMPS.—A new, cheap and beautiful article, for sale by
W. WISWELL & Co.
June 9 Commercial Buildings.

DANIEL F. COOK
Attorney and Counsellor at Law, office over JusticeConant's Detroit street.
Maumee City, Sept. 1. 22tf

JEFFERSON HOUSE.
ERIE STREET, MAUMEE CITY, OHIO.
THE subscriber respectfully informs the public that he has leased this eligible establishment, and put it in complete order for the reception of boarders, travellers and visitors. It is a beautiful situation, in the most pleasant part of said city, and the subscriber flatters himself that his attention to the accommodation and comforts of his guests will ensure to him a liberal share of public patronage.

The furniture of the House is new, and the apartments are in good order. The stable is large and commodious, and will be attended by careful servants.
ROBERT GOWER.
april 21. 55tf

BUTTER.—100 Firkins of good BUTTER for sale by
A. J. HACKLEY.
June 9. 45

WHISKEY—40 Barrels of Whiskey a superior article. Just received by
A. J. HACKLEY.

COCOA and Chocolate, by
june 20 G. & W. RICHARDSON.

MORE NEW GOODS.
BOYNTON & GANNETT are now opening a superior lot of water-proof boots selected expressly for this market.
Also, mens' stout shoes and brogans;
Womens' leather shoes and bootees;
do kid slippers and walking shoes;
Misses do. do do
Leather do do do
Womens' lined & bound India rubber shoes
Boys' and youths' boots;
do shoes and brogans;
Childrens' morocco shoes. Also
An assortment of school books, blank books and stationary.
They have also just received an addition to their stock of Groceries, and a further supply of
Cooking and box Stoves;
Hollow ware;
20,000 lbs assorted Iron;
Cast Steel;
German Steel;
Sweed's Steel, and
5,000 pounds assorted Nails.
The above, with their former stock, makes their assortment as good, or better, than any other in this city; and they feel assured they can sell as low as the lowest, and they intend to do so for prompt pay—such as cash, country produce, &c. &c.
Remember we want 200,000 Pipe Staves.
Maumee City, Dec. 8, 1837. 36tf

N. RATHBUN.
BEGS leave to inform his friends and the public, that he has resumed the Profession of the Law, has opened an office, opposite the brick store of Smith & Crowell, on Wolcott street, in Maumee city, where he intends to practice as an Attorney, Counsellor, and Solicitor, in all the courts of Law and Equity in the state of Ohio.

His Justices Office is kept in the same building, and is open at all proper hours. Acknowledgements of all kind of instruments taken, and all kinds of conveyancing, done here with neatness and despatch.
Oct. 7. 27tf

WANTED.—An apprentice to the Chair making business, also, a quantity of umber, by J. CREED.
Feb. 24. 47tf

BEANS.—A quantity of Beans just received and for sale, at the Warehouse of J. WOLCOTT, & Co.

FOR twenty-five cents you can buy a bottle of *Balsam of Hoarhound,* which has been astertained to have cured more diseases of the lungs than all the other patent medicines now in use. For sale by C. C. Bristol, Buffalo, and O. WILLIAMS & Co. Maumee city.

We are acquainted with the preparation of Sarsaparilla, manufactured by C. C. Bristol, and having made use of it more or less, in our practice, believe it to contain the active principle of Sarsaparilla in a highly concentrated form, and as a preparation, we esteem it as the best we have ever met with.

J. Trowbride, M. D. C. Chapin, M. D.
Charles Winne, M D. Moses Bristol, M D
Josiah Barnes, M D J. E. Marshall, M D
J. E. Hawley, M D A. S. Sprague, M D
A. Miller, M D F. L. Harris, M. D.
Buffalo, Aug. 12.

For sale in Maumee City by
June 9. *O. WILLIAMS & Co.*

MUTUAL INSURANCE.
AN assessment of 1 of one per cent has been declared by the directors of the Portage Co. Mutual Insurance company on all premium notes dated prior to April 10, 1838, is on Nos. 1 to 1834 inclusive. Payments of the same to be made on or *before* the 1st day of Sept. next at the office or to any agents of the company. E. N. SILL, *Sec'y.*
WM. KINGSBURY, *Ag't Maumee City.* 14–tf

READY MADE CLOTHING.—Large and general assortment, superfine fine and common for summer, fall and winter wear, Commercial buildings. E. FAIRMAN.
ug 4, 1838. 18

PILES &C.
HAEMORRHOIDS. No cure no pay!! Price $1. Hay's Liniment. No fiction. This extraordinary chemical composition, the result of science and the invention of a celebrated medical man, the introduction of which to the public was invested with the solemnity of a death-bed bequest, has since gained a reputation unparalleled, fully sustaining the correctness of the lamented Dr. Gridley's last confession, that "he dared not die without giving to posterity the benefit of his knowledge on this subject," and he therefore bequeathed to his friend and attendant, Solomon Hays, the secret of his discovery.

It is now used in the principal hospitals, and the private practice in our country, first and most certainly for the cure of the *Piles,* and lso so extensively and effectually as to baffle aredulity, unless where its effects are witnessed. *Externally* in the following complaints:

For Dropsy—Creating extraordinary absorption at once.

All Swellings—Reducing them in a few hours.

Rheumatism—Acute or Chronic, giving quick ease.

Sore Throat—By cancers, ulcers or colds.

Croup, and Whooping Cough—Externally, and over the chest.

All Bruises, Sprains and Burns—Curing in a few hours.

Sores and Ulcers—Whether fresh or long standing, and fever sores.

Its operations upon adults and children in reducing rheumatic swellings, and loosening coughs and tightness of the chest by relaxation of the parts, has been surprising beyond conception.—The common remark of those who have used it in the *Piles,* is "It acts like a charm."

THE PILES.—The price $1 is refunded to any person who will use a bottle of Hay's Liniment for the Piles, and return the empty bottle without being cured. These are the positive orders of the proprietor to the Agents; and out of many thousands sold, not one has been unsuccessful.

We might insert certificates to any length, but prefer that those who sell the article, should exhibit the original to purchasers.

CAUTION.—None can be genine without a splendid engraved wrapper, on which is my name, and also *that of the Agents.*
SOLOMON HAYS.

TO EDITORS, &c.—All country papers who will insert the above 6 months, and send one number to the agents shall be entitled to one dozen of the Liniment.

Sold wholesale and retail by COMSTOCK & Co., Sole Agents, 2 Fletcher street, near Maiden Lane, one door below Pearl st. New York, and by one druggist in every town in the Union. For sale at every Druggist store in this city. sept. 7. 23y1

BALDNESS.
A BEAUTIFUL head of Hair is the grandest ornament belonging to the human frame. How strangely the loss of it changes the countenance, and prematurely brings on the appearance of old age, which causes many to recoil at being uncovered, and sometimes even shun society to avoid the jests and sneers of their acquaintance; the remainder of their lives is consequently spent in retirement. In short, not even the loss of property fills the generous thinking youth with that heavy sinking gloom as does the loss of his hair. To avert all these unpleasant circumstances, OLDRIGE'S BALM OF COLUMBIA stops the hair from falling off on the first application, and a few bottles restores it again. It likewise produces eyebrows and whiskers; prevents the hair from turning grav, makes it curl beautifully, and frees it from scurf. Numerous certificates of the first respectability in support of the virtues of Oldrige's Balm are shown by the proprietors.

☞ Read the following.

ROBERT WHARTON, Esq., late Mayor of Philadelphia, has certified, as may be seen below, to the high character of the following gentlemen:

The undersigned does hereby certify that we have used the Balm of Columbia discovered by J. Oldridge, and have found it highly serviceable, not only as a preventive against the falling off of hair, but also a certain restorative.

WM. THATCHER, Sen.,
Methodist Minister, in St. George charge,
JOHN P. INGLIS, 531 Arch st.
JOHN D. THOMAS, M. D. 163 Race st.
JOHN S. FUREY, 101 Spruce st.
HUGH McCURDY, 243 South 7th st.
JOHN GARD, Jr. 123 Arch st.

It will certainly raise its virtues in the estimation of the public, when it is known that three of the above signers are more than 50 years of age, and the others not less than 30.

[From the Mayor.]

Commonwealth of Pennsylvania, }
City of Philadelphia, }

I, ROBERT WHARTON, Mayor of said city of Philadelphia, do hereby certify that I am well acquainted with J. P. Inglis, John S. Furey, and Hugh McCurdy, whose names are signed to the above certificate, and they are gentlemen of character and respectability, and as such full credit should be given to the said certificate.

In witness whereof, I have hereunto set my hand, and caused the seal of the city to [L. S.] be affixed this sixth day of December, &c.

ROBERT WHARTON, Mayor.

CAUTION.—Observe that each bottle of the genuine Balm has a splendid engraved wrapper, on which is represented the Falls of Ningara, the agent's name, &c.

To Editors, &c.—All country papers who will insert the above once a week 6 months, and send one number to the agents, shall be entitled to one dozen of Balm.

Sold wholesale and retail by COMSTOCK & Co., Sole agents for America, 2 Fletcher st., near Maiden Lane, one door below Pearl st. New York; and by one or more druggists in nearly every town in the Union. For sale at every Druggist store in this city. 23y1

ONE CENT REWARD.
RAN away from the subscriber on the 9th inst., his son, named Emire Willson, 19 years of age. All persons are forbid harboring or trusting him on my account, as I will pay no debts of his contracting. Any person returning said boy, shall receive the above reward. NATHAN WILLSON.
Royalton, Sept. 13, 1838. 24t3*

POETRY.

For the Maumee City Express.

THE GRAVE YARD.

What solemn feelings fill our breasts,
When we the last and final rest,
Of all our race behold!
What mind but fills with awe and dread,
To walk among the silent dead
That lies forgot and cold.

The window ranges through the bowers,
And plucks the sweetest choicest flowers,
And strews them o'er the graves.
Then kneeling o'er the hallowed place,
Implores of God his saving grace,
Or mourning madly raves.

The rich, the poor, the bond, the free,
The high as well as low degree,
This narrow house have found.
The grass is o'er their bodies grown,
No rank or titles here are known,
For death their limbs has bound.

The sun sheds down it's golden light,
And shines as glorious and as bright,
On the begger as the miser.
O, may we here a lesson learn,
That through our lives a lamp shall burn,
And serve to make us wiser.

The noble, generous, and the brave,
Lie down together with the slave,
And mingle with the dust.
O, may we then our souls prepare,
To meet the saviour in the air,
And own the sentence just.

Columbus, Sept. 5, 1838. E. T. R.

MISCELLANEOUS.

From the New York Courier & Enquirer.

ATLANTIC STEAM NAVIGATION.—The announciation that English capitalists have not embarked in the construction of steamers for the navigation of the Atlantic with the readiness which was anticipated by many, appears to raise a doubt in the minds of some, whether the experiment has as yet been fairly tested; and consequently, whether the period has in fact arrived when the navigation of the Atlantic by steam is to be continued and prove both secure and profitable.

As we have experienced the advantages of a passage by steam to and from Europe,—and feeling a deep interest in the subject took every opportunity of informing ourselves in relation to the practical operation of this grand "experiment" as it was then considered—we propose briefly to say a few words on the subject. We are aware that there exist a few among the Packet Captains, who consider every attempt to facilitate the introduction of steam in the navigation of the Atlantic as a direct assault upon their *interests;* but we are proud to add, that these are but exceptions to the general rule, and that generally speaking, the Packet owners and captains, (and all the captains are owners,) not only look with favor upon the success which has thus far attended the experiment, but are anxious to render every aid in their power to insure its success. True, most of them believe, and we think truly, that there will be business enough in the way of freights, for both Steamers and Packets; but if this were not the case, such is the spirit of liberality and love of enterprize which characterize this class of our fellow citizens, that they are willing to loose sight of all personal considerations in their desire to advance the cause of science, and improve means of intercourse between the old and the new world. To the liberality and enterprise of our Packet owners; the energy, perseverance, science and skill of our Packet Captains; and to the unequalled character of our Packets—their comfort, safety and regularity, added to the luxuries which they have afforded to all who have travelled in them—is the city of New York and the country at large indebted to an extent which is almost inappreciable. And although the introduction of Steam will beyond all doubt, materially injure their usefulness in the conveyance of passengers and the carrying of news between the Old and New world, yet all who are guided by correct feelings will forever be mindful of what we owe to *Liners,* and hold in grateful remembrance those who sailed and controlled them. This is the age of improvement, and what was invaluable but yesterday, is too often rendered useless in a few hours by the developments of science and practical application to the every day occurrences of life. If therefore, the march of improvement should thrust aside our splendid *Liners,* even those most interested in them are prepared to submit with grace, and will convert a portion at least, of their magnificent cabins into *hold*—and thus change the *character* instead of diminish the *amount* of their business.

In considering the feasibility of navigating the Atlantic by steam, the public have doubted the practicability of carrying sufficient fuel—the comparative safety of steamboats—and finally, whether, these difficulties being overcome, they could be rendered *profitable.* For ourselves we never entertained any doubt except with regard to the question of *profit,* and even on this point, there is no longer a question in our mind.

The capital, enterprize, and public spirit of the enlightened Directors, of "The Great Western Steam Ship Company" were never more usefully employed than in demonstrating through the medium of their noble steamer, the advantages of steam in navigating the Atlantic; and richly do they merit the approbation and gratitude of every liberal minded man both in England and America, for their public spirit and fearless perseverance.

Of the Great Western, we can with truth say, that in our opinion, she is unrivalled as a sea-boat; and we are warranted in adding that every sailor who has made a passage in her, considers her safe and more comfortable than any sail vessel possibly can be. In the first place, she is sufficient power to make head way directly in the teeth of any gale of wind that she may meet with, and we think would be perfectly safe, even when caught upon a lee shore in the worst of the weather; secondly, her great size necessarily renders her less sensible of the motion of the winds and waves; and thirdly, the absence of sails, rigging, &c. aloft in a gale of wind, the width of her paddle wheels constantly in motion, and the counteracting, self-operation power of steam within herself, not only destroys the greater part of the usual rolling motion, but renders the rolling which is inevitable, so entirely different from the rolling of a sail vessel, that it almost ceases to be an inconvenience. All who are familiar with the Ocean, are well aware, that when a sail vessel rolls, she brings up with a jerk which generally sends dishes, glasses, tables, and everything that is moveable, from one side of the cabin to another *sans ceremonie.* But not so with the Great Western, or any large steamboat. From the causes just enumerated, or some other, when rolling with the heaviest sea directly abeam, she rolled so easy that it was impossible to determine when she ceased her roll to one side and commenced her roll back again. The consequence of this peculiarity was, that in the heaviest weather we were quietly seated at table without the slighest protection to dishes or wine glasses, and rarely if ever did it happen that a wine glass well filled with wine, was in danger of being upset. On our passage to England we had three officers of the navy and several masters of vessels passengers with us, and on our return one officer of the navy and two masters of vessels, and we are authorized to say, that each of these repeatedly declared, that the Great Western was the easiest sea boat they had ever been on board of, and in their estimation, as safe as any vessel in the world. We will take this occasion to add, that her captain is as gentlemanly a commander as could possibly be desired, and well qualified for the important station he holds.

But our object is not to write and article in favor of either the Great Western or her Commander. We commenced these remarks under a conviction that our fellow-citizens have exhibited a lukewarmness in regard to this question of Atlantic steam navigation, which does not become the commercial emporium of the Union; and having had more than usual experience in the matter, we deem it our duty frankly to report the result of those observations, in the hope of arousing our merchants to the necessity of making some prompt and efficient efforts to retain in their hands the carrying and passage trade between Euland and America. What we have said therefore, in regard to the good qualities of the Great Western, we deem still more applicable to steam vessels of a larger class. She is of the burthen of 1340 tons, we believe; and the result of our observations and reflection is, that she is of the smallest tonnage that can ever prove *profitable,* and that all well built boats, will be *secure, comfortable,* and *profitable,* just in the ratio of their tonnage,—taking three thousand tons as a maximum. We are of opinion, that it would not cost more than fifty per cent additional to navigate a steamer of three thousand tons than it does the Great Western, while she would be able to accommodate with perfect comfort, 250 instead of 75 or 80 passengers, and instead of being able to carry 159 tons of merchandize, would, without inconvenience to her passengers, very easily carry seven or eight hundred tons—possibly more. The great size of such a vessel would very greatly increase her safety, as it is well known that when clear of land and rocks, the safety of a vessel from the action of the winds and the waves, is in proportion to her size. And with regard to steam power, two engines of three hundred horse power each would propel a ship of three thousand tons quite as rapidly as two of 225 horse power would propel one of 1340 tons. Thus the *British Queen,* although five hundred tons larger than "the Great Western" has two engines of only 250 horse power each, and she being of 1800 tons burthen and upwards, probably engines of less than 300horse power each, would be sufficient for a steamer of 3000 tons. But we take that power as a maximum, and argue that under no circumstances would the expenses of running a boat of 3000 tons be fifty per cent greater than are the present expenses of the Great Western.

If then, we admit the *security* of the Great Western, and of this there can be no doubt, and also her ability to carry sufficient coal to make the voyage across the Atlantic and back —*which we know to be the fact*—and if, notwithstanding her comparatively small size and inability to accommodate as many passengers as offer, or to carry more than 150 tons of freight,—if we say, under all these disadvantages, she is still doing a more profitable business than any vessel ever did before, can there be a doubt of the far greater security and far greater profit in a vessel of three thousand tons or more, at but a slight increase of expense?

One of the great objections on the part of many to steam boats and steam ships, is the apprehensions of the constant jarring motion which all have experienced on our River boats. But nothing of the kind has ever been felt on board the Great Western, or ever will be on any steamer probably built for navigating the Atlantic. The reason is obvious. Instead of being slightly constructed for River navigation and speed, as are all our boats, the Great Western is built as strong as wood and iron can make her. One half of her entire length in the centre, is a solid mass of sixten inch timber corked, braced and stayed with wood and iron in every way that ingenuity can devise; and this effectually prevents the usual tremulous motion of our steam boats. Then her engine works perfectly easy as good engines should, and the engines and boilers being in an iron-cased room to guard against *fire,* neither noise nor any disagreeable odour is experienced in the cabins from this source. In short, it was very justly said by her passengers on one of her trips, that it is impossible to determine when sitting in the saloon, whether her engines are or are not in motion.

But, say some of our capitalists, if the navigation of the Atlantic by steam is as profitable as is generally reputed, how is it that English capitalists evince an unwillingness to embark in the enterprise? The answer is at hand, and we know from capitalists themselves that it is the true one: They are laboring under the full conviction that whenever we commence building steamers on this side of the Atlantic, they will be faster, better regulated, and better navigated; and consequently, that we shall monopolize the business as we did the packet business, and English boats will become unprofitable. This is certainly a high compliment to American enterprise; but it is richly merited, and we repeat that we *know* this was the only reason why the organization of a company in Liverpool failed, and why the Great Western Company have not commenced the two additional steamers some months since determined upon. If the capitalists of England had nothing to apprehend from our enterprise, the keels of a dozen steamers of not less than twenty-five hundred tons, would be laid within as many weeks.

What then is to be done on this side of the water? Where is the first steamer to be built? Is the Commercial Emporium—the City of all others most interested in this great movement—to be first in the field, or is she to sink into a place of secondary consideration and give way to the superior enterprize of the sister of Brotherly Love? For the honor and the interests of New York we hope not,—nay, when we know that the principle Packet House in the City has come forward with a degree of liberality which is only in keeping with its general character, and offered to take one hundred thousand dollars of stock of a boat of three thousand tons, we cannot doubt but other houses will promptly respond to their offer, and the keel of a vessel shortly be laid, which shall be unrivalled in size, strength and beauty. That we can build a more perfect hull in this city, both for strength and beauty, than in any other port in the world, we believe there is no earthly question; it is equally certain that with the great experience of our packet owners and builders, we can arrange the accommodations of such a steamer as we refer to, more judiciously; and lastly, we do not hesitate to say, that whenever the proper order is given for engines in which strength, beauty, and perfection of machinery is to be consulted, and not the *cost,* we can construct quite as good engines as the world can produce. We have all the materials—the very best of foreign and native mechanics—abundance of science—and even *more* experience in the building of engines than they have abroad. We are aware that at present we have no works at which *shafts* of the size of those in the *Queen* and the *Western* can be made of wrought iron, but this difficulty is now in progress of being obviated by the construction of a *trip-hammer* by Mr. KEMBLE at his West Point Works, which will be the heaviest on either side of the water.

These remarks have already become extended far beyond what we proposed when we commenced them; and we shall therefore conclude by an earnest appeal to the merchants of this city to move immediately in this all-important business. We are satisfied from our own observations, that any merchant of fair standing who will take the trouble of devoting one day to the subject, can raise more than sufficient funds for this great enterprise. But what is every body's business is nobody's, and thus an enterprize of such incalculable importance, of which every body is in favor, and which every body advocates, continues to be *talked of* only, from week to week, without any thing being done to secure its accomplishment. This should not be; New-York owes it to herself: her merchants owe it to themselves: to cease *talking* and commence *acting.* We should no longer be subject to the reproach of being wanting in a proper spirit of enterprize; but we should take prompt measures to demonstrate that notwithstanding the crusade which has been carried on against our merchants, they are still as fearless, as liberal, and as enterprising as they ever were. Let the Great Western then, when next she returns to England, take with her the information that New York has commenced the great work;—and the consequence will be, that we shall hear of no other keels being laid on the other side of the water. But delay acting, and Boats will be built in England, which subsequently must come in competition with us, and more or less interfere with our profits. Our true policy is, to evince a determination at once to secure to ourselves this trade, and thereby discourage every attempt to increase the number of boats on the other side of the water. Let there be action—and let the first news conveyed to the Great Western on her arrival here on *Sunday morning, the 22d inst.* be the intelligence of our having determined to build a steamer of *three thousand tons,* which shall in every respect, be worthy of continuing and securing to the world, the benefits of an enterprise which she has so nobly demonstrated to be expeditious, safe, comfortable and lucrative.

WHIRLWIND FREAKES.—The Providence Journal relates the following exploits of the late whirlwind in that neighborhood:

'One of the most amusing incidents occured in Cranston. An old woman who has long earned an *honest* penny by telling fortunes and promising rich husbands and handsome wives to the inquiring damsels and swains, stood in her door, broom in hand, when the tornado passed in its fury; she was born aloft by the whirlwind, amidst trees torn up by the roots, the ruins of houses, and whatever else had lain in the path of the tempest; but true to her character, she rode out the storm and descended uninjured. The suspicion long entertained that the old woman holds converse with spirits of another world, has thus become certainty. In passing through Cranston, the whirlwind drew all the water and the fish from Tongue Pond. It also drew all the water from a pond of several acres in extent on the farm of Mr John Burr. A powder house on the top of Fenner's Ledge, in Cranston, containing ten casks of powder was carried away, and no traces of either the building or the powder have been found, altho' diligent search has been made.

A DUTCH ADVERTISEMENT.—In Holland, it seems that it is the custom for persons to advertise the births, deaths and marriages that occur among their friends, instead of having them inserted among the articles of news, as with us. The following is a specimen:

NOTICE.—After a sickness of a few days my beloved husband died to-day. Deeply afflicted with my sick children, I repose in the hope of his resurection; and I beg to commend myself for the sale of coffee, tea, and such matters, to the general satisfaction.

KATRINA VAN SCHILOFFENSCHWEISSEL.—*Cincinnatian.*

TRANSPORTATION.—An old covie ordered his son to turn out the saddle and hang up the mare. Said he to a neighbor, 'when I came home yesterday, I found my wife wide open and the doors sick abed; the gate had left the boys open, and the field was in the hogs; so I caught up a hog and broke it over every rail's back in the field, and every pumpkin took a hog and run!'—*Cincinnatian.*

GREAT BRITAIN AND TEXAS.—The Texas National Banner contains the official annunciation of the conclusion of a commercial arrangement between Texas and Great Britain, from which it appears that vessels and goods under the Texian flag, and with Texian papers, are to be admitted into the ports of the former in the same manner as the vessels and goods of Mexico, under the scope and stipulations of the Treaty with the government; and the vessels and goods of Great Britain to be admitted into ports of Texas upon the basis of the same treaty.—*Cincinnatian.*

ACCIDENT.—The steamboat Lexington broke her walking beam, and in consequence, her cylinder, cylinder head, cylinder bottom and condenser; indeed her whole engine, on Saturday morning, about eighteen miles this side of Buffalo. This accident will probably lay her up the remainder of the season.—*Cleve. Her.*