

Hodiaria Palladium.

EQUALITY OF RIGHTS IS NATURE'S PLAN—AND FOLLOWING NATURE IS THE MARCH OF MAN.—BARLOW.

Volume IV.]

LAWRENCEBURGH, INDIANA; SATURDAY, NOVEMBER 15, 1828.

[Number 45.]

FROM THE WESTERN TILLER.

EMANUEL SWEDENBORG.

Sir:—On perusing a late number of the New Jerusalem Magazine, published in Boston, I found the following circumstances relating to that truly extraordinary character, Swedenborg. You will oblige a friend by giving them a place in your paper.

This extraordinary correspondence induced Mr. Smith to examine the writings of Swedenborg; and the result was, a firm conviction of the rationality and truth of the heavenly doctrines promulgated in those invaluable writings, which doctrines he zealously labored to disseminate during the remainder of his natural life.

It is generally known that Swedenborg foretold the day of his departure from the natural to the spiritual world. We shall presently introduce the affidavit of the persons with whom he boarded immediately previous to the termination of his natural life, in which it is declared that he told one of them on what day he should die, a month before it happened. But we here introduce a document showing that Swedenborg also foretold the time of his death to the celebrated Methodist minister, John Wesley.

Mr. Wesley was, at one time, very much inclined to embrace the doctrines of the New Church; and it is very remarkable that, after his understanding was convinced of Swedenborg's supernatural knowledge, he should appear in the ranks of his persecutors. Mr. Noble in his appeal, after giving an account of Wesley's favorable opinion, at one time, of Swedenborg's writings, and of his subsequently rejecting them and joining Methodists, (a Swedish clergyman in London) in representing Swedenborg as a madman, says:

"But I am providentially enabled, by some documents which have recently come into my hands, to trace the progress of Mr. Wesley's mind in regard to Swedenborg, in such a manner, as completely to neutralize his authority in the unfavorable conclusion which he at last adopted: for, I am enabled to shew, that, in that conclusion, Mr. Wesley stands in direct opposition to Mr. Wesley himself; and that his first judgment was formed upon far better evidence than his last. It appears certain, that Mr. Wesley was at one time inclined to receive Swedenborg's testimony in the fullest manner; and this because he had indubitable evidence of his supernatural knowledge."

"Among Mr. Wesley's preachers, in the year 1772, was the late Mr. Smith, a man of great piety and integrity, who afterwards became one of the first ministers in our church. Having heard a curious anecdote, said to rest on his authority, I wrote to Mr. J. L. Hawkins, the well known engineer, who had been intimately acquainted with Mr. Smith, to request an exact account of it. The following (a little abbreviated) is his answer: it is dated February 6th, 1826.

"Dear Sir:—In answer to your inquiries, I am able to state, that I have a clear recollection of having repeatedly heard the Rev. Samuel Smith say, about the year 1787 or 1788, that in the latter end of February, 1772, he, with some other preachers, was in attendance upon the Rev. John Wesley, taking instructions and assisting him in the preparations for his great circuit, which Mr. Wesley was about to commence: that while thus in attendance, a letter came to Mr. Wesley which he perused with evident astonishment: that, after a pause, he read the letter to the company, and that it was couched in nearly the following words: [the letter was most probably in Latin; but Mr. Wesley, no doubt, would read it in English:]

"Great Bath Street, Cold Bath Fields, Feb. 6, 1772. Sir:—I have been informed in the world of spirits that you have a strong desire to converse with me; I shall be happy to see you if you will favor me with a visit. I am, sir, your humble servant,

EMANUEL SWEDENBORG.

"Mr. Wesley frankly acknowledged to the company, that he had been very strongly impressed with a desire to see and converse with Swedenborg, and that he had never mentioned that desire to any one.

"Mr. Wesley wrote for answer, that he was then closely occupied in preparing for a six month's journey, but would do himself the pleasure of waiting upon Mr. Swedenborg soon after his return to London.

"Mr. Smith further informed me, that he afterwards learned from very good authority, that Swedenborg wrote in reply, that the visit proposed by Mr. Wesley would be too late, as he, Swedenborg, should go into the world of spirits on the 29th day of the next month, never more to return.

"Mr. Wesley went the circuit, and on his return to London, [if not, as is most probable, before,] was informed of the fact, that Swedenborg had departed this life on the 29th of March preceding.

RICHARD SHEARSMITH.
ELIZABETH SHEARSMITH.
Sworn 24th N. w. 1785, before me,
THOMAS WRIGHT, Mayor."

FROST, MUSQUETOES AND FLIES! The Southern Advocate (published at Huntsville, Alabama) of the 10th ult. has the following as a letter from Jackson county, dated Oct. 1.

Messrs. Editors—As this is an obscure part of the government, we had thought that we would have escaped the ravages of that monster, the tariff. But we have already seen and felt its effects, in a variety of shapes. In the first place, late last spring, about the time of its struggle for existence, we had an uncommon hard frost, which checked vegetation for at least one month, and that was succeeded in the summer by a drought, which cut short our crops to such a degree, that we are compelled to use more economy than heretofore. We have also been infested for the last two months, with swarms of mosquitoes (a circumstance unknown before at this season of the year): our cabins have the appearance of so many meat-houses from the necessity we have been under to smoke this troublesome insect out. But this is not all; the tariff itself, has made its appearance in our county, and is dealing death and destruction among the cattle, hogs and dogs; its size and manner of attack is the same as that of the blow-fly, described in a late number of the Tuscaloosa Chronicle; it has not yet attacked any person in this neighborhood, although one of my neighbors, in walking through a corn-field some time ago was stung by one, as he supposed, but from the swelling and great pain which immediately ensued, he was soon convinced, to his great joy, that it must have been a snake. Now, *Messrs. Editors*, we (that is, myself and neighbors) believe that that is a great cause to complain of the effects of the tariff, as any other people, not even excepting Colleton District, S. C.—and we have therefore, come to a resolution not to buy any of the tariffed articles, for which we have one of the very best reasons, and that is so plain I will not name it.

A CITIZEN OF JACKSON COUNTY.

VORACITY OF THE SHARK. By the arrival of the ship Thomas Gelston, of this port, from Africa, we learn the following particulars of a singular escape of one of the crew of that vessel. The Thomas Gelston, capt. Martin, was taking in African oak, at the island of Tombo, in the Sierra Leone river, in the month of June last; and capt. Martin perceiving the river crowded with sharks cautioned his men not to bathe. To facilitate the operations of loading, the ship had a stage rigged from her aft port nearly level with the water's edge. Disregarding the caution of the captain, one of the crew, named William Davis, resolved to bathe in the river, and he took with him a boy for the same purpose, with whom he was swimming on his back, when his foot was seized by a shark. The boy was flung from the back of the sailor, and succeeded in gaining the stage; but the sailor himself was instantly pulled under water. In a moment, however, the unfortunate man rose again, having escaped from the jaws of the fish, and with all his energy he endeavored to reach the stage on which stood the carpenter of the ship and the boy. In this endeavor he was sufficiently successful as to seize it with his hands. The carpenter stooped and seized him by the arms, and when in the act of helping him out of the water, the wretched sailor was again seized by the leg by the shark. In this horrible situation, the shark striving to pull him into the water, and the carpenter to pull him out of it, poor William Davis remained until the shark succeeded in tearing away his leg. He was then brought on board and captain Martin having bound up the stump as well as he was able, sent a boat to Sierra Leone with him. On his arrival in the colony, the stump was skilfully amputated, and he is now in this port and is doing well. The name of the carpenter by whom he was rescued, is John Bully.—*Liverpool Chronicle*.

FLORIDA. St. Augustine, Oct. 8. It gives us pleasure to state, that the Indians on the Appalachicola have decided to send a deputation over the Mississippi, preparatory to a removal there; and it is probable that the East Florida Indians will join them.

We regret that we have so long omitted to state that John Lee Williams, esq. has lately returned from a tour, in which he has been engaged about three months exploring the southern coast of the territory. He states that the southern extremity of the peninsula is very rocky, and that scarcely a tree or shrub is found for a hundred miles from Cape Sable, which is common to this country. That

mastic, lignum vitae, gum elemi, yew,

the detention to the trade in both directions, is very great. They use both horses and locomotive steam engines upon this road, and have had a fair opportunity of testing their relative utility. The result has been much in favor of locomotives, as a reference with which I was favored to the accounts of the company, fully testifies. The locomotives on this road are used only in the coal trade, and run a distance of 20 miles from Stockton—the greater part of this distance descends toward Stockton, varying from 1-16th to 1-2 inch per yard; no part ascends in that direction, and only about two miles is level. They use four locomotive engines on this road, which lead from 20 to 35 cars in their train, weighing each 53 cwt. independent of the car itself, and travel at a speed of 4 to 7 miles per hour. Three of these engines are of Losh and Stephenson's construction, as they are generally called here, and one of them of Hackworth's. I rode up and down the road on these different engines, a distance of 30 to 40 miles. Losh and Stephenson's engines usually carry 20 cars—Hackworth's 24, and sometimes 28, with which it is capable of travelling 6 to 7 miles per hour. The others travel 5 to 6 which is as great a rate of speed as they think prudent to move at, when loaded. Hackworth's engine is capable of 10 to 12 miles per hour, when light. In returning with the empty cars I found that the greatest ascents, required the whole power of the engines, and reduced their speed nearly one half. This road is of wrought iron rails, in lengths of 15 feet, which weigh 28 lbs. to the yard. From this Rail-Road I proceeded to Newcastle-upon-Tyne. This place, with its neighboring Coal Mines upon the Tyne, is the birth place and cradle of Rail-Roads and locomotive steam engines. It was in this vicinity that Rail-Roads were first introduced, and it was at Killingworth, about 4 miles from Newcastle, the locomotive was first used to advantage.

Gen. Guerrero, the Yorkino candidate, is a patriot who declared himself in favor of independence in its infancy, and who stood in its defence during all its reverses. He is a generous good hearted chieftain, as the word goes with you, well disposed towards strangers of all nations. So far so good. On the other hand he is good at cock fighting, and the gaming table, and if an intrigue is carried on by one with a pretty woman, he is very lenient towards them; with these flaws in his character, he has no knowledge of diplomacy, and not one requisite talent for a President. Pedraza, the Escoses candidate, is a man totally different from his competitor. He was in office under the Spanish Government, and continued so during the revolution, until the declaration of independence. He is a man of talents and firmness, not to be shaken by pretty women or doublets; a law once passed is sure to be enforced by him. He is not friendly to strangers, but disposed to suffer their residence, that they may improve the country. A man of his firm character is calculated to make himself dreaded by that class of people who form the mass of Guerrero's party.

Yorkino and Escoses are the names of two Masonic sects in Mexico.

The election took place Sept. 1st and was conducted with great heat and violence. In Oaxaca, parties were so exaggerated that they came to blows: the military were called in, and several persons were killed and wounded.—*Boston Patriot*.

NORTH CAROLINA. Vigorous measures are taking for the commencement of the works at the "Swash." It is a project of great magnitude and importance to the state, and its completion will produce innumerable benefits. The Newbern Spectator, from which we derive the above fact, also makes favorable mention of a fly shuttle loom recently erected in that town, and notices the launch of a vessel of 120 tons burden from a newly invented marine rail way built in one of the docks. North Carolina manufactures are common in that state, which has resolved to lay aside the old man and his deeds; and march forward to wealth and independence.

RAIL ROADS IN ENGLAND.—The following extract of a letter, published in the Charles Courier of the 4th instant, will be read with deep interest by the friends of internal improvements in this country. It discloses several highly important facts of which we were not heretofore fully apprised, particularly in regard to the severity at which it is now ascertained a Locomotive Engine will work to advantage; and also as respects the valuable improvements which have recently been made by the introduction of Hackworth's newly constructed Engine upon the Stockton and Darlington Railway.—*Balt. Am.*

Extract of a letter from a Gentleman of this city, now travelling in Europe, addressed to the President of the South Carolina Rail-Road Company, dated

"LIVERPOOL, 8th August 1828.

"The next Rail Road of much importance that I visited, was the Darlington and Stockton. This was the first experiment to apply Rail Roads to the purpose of promiscuous traffic, and was opened to the public about two years since. The whole extent of this road including some branches, is about thirty miles; and although its general object was to open a communication from the navigation at Stockton, with an extensive coal region, it was also designed for the general trade of the interior.

This road is a single track, and although the passings are from two to three in the mile,

The following proceedings took place recently at the Rouen Court of Assize, France, on the trial of a young woman for poisoning a child:

"The prisoner on hearing a part of the evidence, manifested considerable emotion, then fainted, and fell to the ground; when she had recovered, the President resumed the proceedings, but was interrupted by a noise on the bench where the gens d'armes were sitting. It appears that a respectable old gentleman had wished to seat himself in one corner, when a gens d'arme, with great rudeness and brutality, took him by the arm, and desired him to withdraw. On the old gentleman's remonstrating, the gens d'arme became more violent, turned him around forcibly, and exclaimed, 'I arrest you.' The President here interfered and said, 'Gens d'armes, take out that person.'

One of the advocates then rose from the bar, and said, 'The gentleman has committed no crime by sitting on the bench with the gens d'armes. I have the honor to know him. He was formerly an advocate in the Parliament of Paris, he is eighty years of age, and his grey hairs are entitled to reverence.'

The President: He is not in the costume of his profession, and is in one of the reserved places; therefore, gens d'armes turn him out.

The old gentleman then said, 'I have one of your own cards authorising me to sit in one of the reserved places; I have been fifty-six years an advocate, and never yet failed in respect to the bench.' Notwithstanding this appeal the President insisted on his being turned out. On the old gentleman moving to obey the order, the entire Bar, with the exception of the prisoner's counsel, rose, and quitted the court.