

and Spain—and at another that Portugal is to be ceded to Spain for an indemnity in America, and at the next both reports are doubted or denied. It is certain that they are disposed to quarrel; each preferring a long list of grievances. The allied powers have interfered.

ITALY.

Letters from Palermo state, that in consequence of an earthquake, the sea had retired a great distance from the shore, that *Ætna* had opened six new craters and that a village in the environs of Nicolosi had been overwhelmed by the lava.

THE BONAPARTES.

Napoleon remains at St. Helena—"Sulky," as the English say, because he will not kiss the hand that smites him.

Lucien has put all the allied sovereigns in a trepidation, by asking leave to embark for America; which they have refused, in violation of every principle of right and justice.

Joseph is quietly settled down in New-Jersey, and becoming a very good farmer.

Jerome has just purchased a large estate two leagues from Vienna.

Eugene has obtained the principality of Eichstaedt, and will reside thereon.

Bonaparte.—The fact of *Bonaparte* being employed in writing "*Memoirs of his own Life and Times*," is positively asserted by M. Santini, who says, that when he left St. Helena, "it was finished down to the end of the Egyptian expedition."

On this information, Sir *Richard Phillips*, an extensive publisher in London, opened a correspondence with the colonial department for permission to communicate with the author through this department, which was refused. A very strong omen, we think, that this work of *Bonaparte* will never see the light.

From the Cincinnati Gazette.

We cannot pass in silence the advertisement of William Green, which will be found in this day's paper. Strangers will scarcely believe the fact, that a "*Bell, Brass and Iron Foundry, and Steam Engine Manufactory*," on the extensive scale of Mr. Green's, could have been commenced and put into operation in the short space of two months from the laying of the foundation stone. It is, however true, that this foundry which comprises one of the best constructed Air Furnaces in the United States, two very staunch and well finished buildings, one forty by ninety feet, the other forty by twenty, both two stories high, and as adjuncts, three smitheries, one of which is intended to furnish the boilers for steam engines, and all the etceteras which enable Mr. Green to speak so confidently in his advertisement: We say, that in this backwood's City, this foundry was put in blast within two months from the throwing up the first shovel of dirt. But the merits of this establishment do not rest here. Under the auspices of Mr. Green's comprehensive mind, and active

and persevering disposition, it is not surprising that this great enterprise should, in so short a time, give an additional testimony of our rapid growth and an earnest of what we can accomplish: the work executed at this foundry is the test of the intelligence and skill which govern its operations. Much of this work we have seen, Castings of iron and brass, and fearlessly pronounce it equal in all respects to any ever brought into this city; and here we would particularly notice the *Plough Moulds*.

Mr. Green will immediately erect *Boring and Punching* machines; and to the present buildings will shortly add others for the accommodation of all the departments of this extensive business: the whole, when completed, covering a space of at least three hundred feet. No doubt can, therefore remain on the public mind, that Mr. Green will be able to furnish, on short notice, Castings of every description whatever, and in the neatest style of fashion.

"Steam Engines—Fire Engines—Bells of any size, from the largest known in America, down to the smallest in use; and Swivels, Cannon, and other Ordnance.

Need it be said, that we heartily rejoice at the success of Mr. Green, so far? Does not every friend of our city, every friend of the Western Country, also rejoice? It remains then to be seen how far public munificence and liberality will remunerate this gentleman for the labor and expense he has incurred. We venture to express the opinion, that it should be considered the test of a man's patriotism, to procure his Castings here, rather than from abroad.

Nashville, July 15.

CHEROKEE TREATY.

General Jackson and suite reached his seat in this county on Sunday evening, from the Cherokee nation. We have understood he succeeded in the object he had in view, so far as to obtain a relinquishment on the part of the tribes to all claim to Doublehead's and all other reserves in the Alabama territory and this state, and established the principle that in proportion as the tribe removed West of the Mississippi river, the United States should have possession of the country they removed from—and as it was not certain what the proportion now removed was to the whole tribe, the nation relinquished to the United States all the land claimed by it east of the Chatahooche river in Georgia, and west of Walder's ridge, in Tennessee, making about two millions of acres; the treaty also makes provision that the census of the whole tribe shall be taken in June next, by an agent of the United States, and those willing to go to the west of the Mississippi, considered with those already there, and the land as the proportion they bear to those remaining shall revert to the United States. By this agreement there is very little doubt but the laws of the Union will in less than two years be extended over the whole country now claimed by the Cherokee tribe.

Captain *Perry*, it appears, is about to retire from the command of the *Java*—on which the officers of that ship presented to him a most flattering address. It was signed by all the officers except the purser and surgeon, who were absent at the time it was drawn up.

TOASTS AT PHILADELPHIA.

The three men whom the Washington Benevolent Society would have sent to the Isle of Elba—*Jefferson, Madison, and Bonaparte*.

AT NEW YORK.

Personal Influence.—He that builds his greatness on *personal influence*, aims a blow at the root of the *Tree of Liberty*. He is no republican, whatever his professions may be.

MELANCHOLY EVENT.

Died, in Licking township, last week, Mr. JONATHAN CLARK, late one of the editors of the *Zanesville Express*. The circumstances attending the sudden decease of Mr. C. are singular and lamentable.

A few months since he married into a respectable family in the township of Licking; he was possessed of handsome property, and his prospects in life were flattering. Some recent disappointments in his calculations had operated to depress his spirits, and on his last visit to this place (the 22d inst.) he discovered strong symptoms of hypochondriacal affection, and his countenance indicated the deepest dejection and gloom—which was particularly remarked by his acquaintance. He departed from town on the morning of Wednesday last. On the succeeding day his horse was found alone near the residence of his friends in Licking township. This circumstance excited alarm, and after much search, he was found in a deserted cabin, near the road, hanging by a small rope attached to the joists! In his pocket book was found a letter addressed to his wife, of which the following is a copy. It exhibits the mental distraction of its unfortunate author.

DEAR WIFE,

My situation is such that I cannot control my circumstances any longer. God in his Providence has seen fit to reduce me to such a state that I cannot get a living in this world. I repent—I sincerely repent for having caused you the pangs which you must feel. O Nancy! forgive me, and God will forgive me. I must die—for I cannot get a living. My way is hemmed up. O miserable creature that I am! What have I done that I must come to this? O Lord God forgive me. Thou wilt surely be merciful to me. Nancy! my head is on fire! O forgive me! O God forgive me. I have always endeavoured to get a living, but God has seen fit to close up my way. What shall I now do? I cannot write, for I can say nothing to the purpose. O forgive me!—and O! will your relations forgive me! Eternally adieu.

J. CLARK.

The fatal instrument of his death (a common plough-line) was pur-

chased at a store in this place previous to his leaving it.—The coroner's inquest, summoned to view the body, returned a verdict of *suicide*.

Mr. CLARK was a native of Worcester county, in Massachusetts, and had resided in this state several years. M. Merriam

GENERAL POST-OFFICE.—The post master general of the United States has recently published a small work, containing *A view of the progress of the GENERAL POST OFFICE DEPARTMENT*. From an extract of this work, published in the *Washington City Gazette*, we gather the following comparative view of the number of post offices, length of the post roads, and the yearly distance of the transportation of the mails, at various periods during the last twenty years. The reader will be surprised to find, that there are now more than 16 times as many post offices in the United States as there were in 1793; and that the mails are now carried over an annual distance more than two hundred times as great as they were at that period.

The several periods referred to	No. of Post offices	Length of post roads.	Yearly transportation of the mails.
Periods.	No.	Miles.	Miles.
1793	209	5,642	243,890
1797	544	16,180	1,799,724
1801	1,025	21,340	3,061,980
1803	1,258	25,315	3,504,809
1807	1,848	33,724	5,499,456
1811	2,463	36,406	5,592,625
1816	3,366	48,876	7,509,324

To these facts, the *Washington City Gazette* adds the following:

"The mail is transported in stages each day in the year, 10,116 miles.

"The mail is transported in sulkies and on horseback, each day in the year, 10,616 miles, making 20,737 miles per day.

"If you divide the post roads of the United States into two distinct post routes the mail will travel each week, in stages, nearly equal to three times around the globe; and divide all the post roads in the United States into equal or distinct post routes, which the mail is carried in stages, sulkies, and on horseback, it will be equal to a travel of six times each week, around the globe, averaging one post office for every fifteen miles of post road.

"The mail is transported, by a direct or corresponding line of stages, from Anson, in the district of Maine, via Washington City, to Nashville, Tennessee, a distance of one thousand four hundred and forty-eight miles, in the south-western direction. The mail is transported, by a direct line of stages, from St. Mary's, Georgia to Highgate in Vermont, via Washington City, a distance of 1,469 miles, in a southern direction.