



POETICAL ASYLUM,

AN OLD BACHELOR'S REFLECTION ON MATRIMONY.

Down to the vale of life I tend,
When hoary age creeps slowly on,
And with the burd'ning thought I send
That youth and all its joys are gone.

Successive years have roll'd away,
In fancied views of future bliss,
Then were the fancies of a day,
And all that's future dies in this.

Now with a retrospective eye
I look far back to early life,
When Hymen promised to supply,
My highest wishes with a wife.

I waited, hop'd and trusted still
That time would bring the expected day
But never haply to my will,
Did fortune throw it in my way.

Too nice, too wise, too proud was I
To wed as taught by nature's rule,
The world was still to choose for me
And I the condescending fool,

Hence are my days a barren round,
Of trifling hopes and idle fears,
For life true life is only found
In social joys and social tears.

Let moping monks and rambling rakes
The joys of wedded love deride,
Their manners rise from gross mistakes,
Unbridled lusts or gloomy pride.

Thy sacred sweets connubial love,
Flow from affections more refin'd,
Affections sacred to the Dove,
Heroic, constant, warm and kind.

Hail holy flame! hail sacred tie!
That binds two gentle souls in one,
On equal wings their troubles fly,
In equal streams their pleasures run.

Their duties still their pleasures bring,
Hence joys in quick succession come,
A queen is she, and he's a king,
And their dominion is their home.

Happy's the youth who finds a bride,
In sprightly days of health and ease,
Whose temper to his own allied,
No knowledge seeks but how to please.

A thousand sweets their days attend,
A thousand comforts rise around,
Here husband, parent, wife and friend,
In every dearest sense is found.

Yet think not man midst scenes so gay,
That clouds and storms will never rise,
A cloud may dim the brightest day,
And storms disturb the calmest skies.

But still their bliss shall stand its ground,
Nor shall their comforts hence remove,
Bitter are oft fulbrious found,
And lovers quarrel's highten love.

The lights and shades and goods and ills,
Thus finely blended in their fate,
To sweet submission bow their wills,
And make them happy in their state.

ANECDOTES.

A performer having made his first appearance on the stage, as the Ghost in Hamlet,

but little to the satisfaction of the audience, advanced to the front of the stage, and addressed them—“ Ladies and gentlemen, I am sorry to perceive that my exertions are displeasing to you; I shall therefore, with your leave, give up the Ghost.”

People are plundered now a days, even with all their eyes about them; for an elderly gentleman was robbed the other day of his spectacles from off his nose.

From the National Intelligencer.

REFLECTIONS

Arising out of the present condition of American politics and business, respectfully submitted to the general and several governments of the United States, Legislative and Executive.

(Continued from our last.)

The manufactures of cider, beer ale and porter have occupied the American market, and ship more than we import. Apples, malt, hops and casks, are all drawn from the landed interest. The same observations apply in a considerable degree to the city and country distillery, and rectifying of spirits.—The invention and improvement of Alison is working a revolution in this business. The support of the prices of grain & fruit, but for the distilleries, breweries, and other manufactures, and the turning so many hands to the production of cotton, flax, hemp, wool & iron, would have been impossible. The importation of spirits (exclusively) in foreign ships surely ought not to be allowed, without an increased duty. Nor should the ships of one nation be allowed to bring the spirits, wines & molasses, materials for liquors from the dominions of other nations, to rival our breweries and distilleries, which make liquors of our own produce. At least they should pay a higher duty. The manufacture of ships, a proud feather in the cap of Columbia, ought to be cherished.—It is no petty local interest, but pervades the union. We should not encourage the manufacture of foreign ships, and discourage that of our own by allowing foreign ships to take from us the importation of goods from other foreign countries. Holland should not bring British goods in her ships & Britain should not bring Dutch goods in her ships.—At least there should be a higher duty on such foreign importations to encourage our ship building. This manufacture is a glory to the human mind, and no country has pursued it with more honor to her intellect than the U. S. It is respectfully conceived, that the national legislature ought to take up the consideration of all the ways and means by which foreign nations encourage the building, owning and navigating vessels—or in other words, the effectual encouragement of the manufacture of ships.

It is universally agreed in America, that our country cannot prosper without a flourishing agriculture. It is obvious that the commercial & manufacturing citizens both contribute to this good state of agriculture. In the years 1784,

5 and 6, the whole value of the manufactures of G. Britain is stated at four times the value of the exports. The manufactures were by so much the more beneficial to the country than the merchants, who were protected by a navy, half of which cost directly and indirectly, far more than all the profits of foreign trade and navigation. Let us take a lesson in favor of manufactures from such great and undisputed historical truths.

In the U. States the value of our manufactures, on an average of the last four years, exceeds the medium value of all the productions of our country, and of our fisheries, which were exported in the same years. Manufactures then give as much benefit to the landed interest and the fisheries, as foreign trade affords them. Incredible as this may seem, it is a reflected opinion, often tested by cautious estimates.

Many of our exported goods too, are of American manufacture.—We manufacture all our wool, flax, hemp, metals & skins, and import of these raw materials very considerable quantities. We manufacture cotton so extensively, that the city and country stores in the states which do not produce cotton, have that raw material for constant sale. It is in those states which do not produce cotton, that the manufacturers of cotton are introduced and extending. It is ascertained, that the cotton blanket can be well and profitably made here, & the weight of blankets in daily use in this country can differ little from a full third of a good general crop of cotton in the U. States. The annual consumption of thirting for men, women and children in this country is worth ten millions of dollars. Much is, and more will be made of cotton. The southern home-spun of cotton and flax, wool and cotton is great and various. The interior and western counties of Pennsylvania remit household linens, made as in Ireland, Scotland and Germany, to pay for imported goods in Philadelphia & Baltimore.—They can and will do the same clothes made of the Mississippi cotton and of the southern states.—With such preparation, universally diffused, the immense redundancy of the raw material will rapidly promote and very soon establish the cotton manufacture.

The Greeks and Romans made statues, because the presence of the raw materials, their fine marble, provoked them to it, so the universal spread of cotton wool in the U. States, will most assuredly and very soon provoke the people of this country into a wonderfully easy and fit cotton manufacture. It will keep down the prices of all foreign goods, and will enable us to avoid those which are too dear, by cotton substitutes. The old, the infirm women, and children, the poor negroes, slaves and Indians, will all be supported and employed the better, for the manufacturing system, while the more of the able & the firm will be left for the pursuits of agriculture and the ocean.

Foreign trade carries us incessantly into the field of rivalry, insult and injury, and induces wars,

while manufactures being within our country, are exempted from such treatment and consequences.

It is the wish of the manufacturers, that the foreign trade, the coasting trade, and the fisheries may be treated with wisdom, justice and liberality; and it is hoped and believed that with such treatment they will steadily thrive, but it is reasonably expected that the mercantile body will feel towards the manufacturers the same good dispositions.

SWIFTNESSES OF BIRDS AND BEASTS.

Henry IV. king of France, had established a falconry at Fontainebleau; a hawk escaped from it, and in 24 hours afterwards was found at Malta. Thus, in the course of so short a time, this bird had traversed a space of 450 leagues, that is to say 19 leagues in an hour.

The swiftest fish scarcely swim at the rate of 1 league an hour. Naturalists, however, are in doubt upon this point, considering the yearly passage of herrings from the Frozen to the Southern ocean.

Those who are accustomed to make voyages in the Baltic relate, that they frequently fall in with shoals of herrings, which generally keep pace with the ship, sometimes however, when the weather is very cold, and the weather favorable to their emigration, they will outstrip the most rapid vessel.

It would take fifty three days for a tortoise to run one league.

The race horse is the swiftest of animals, they outstrip the wind in velocity. Hamiltonian, the English race horse, cleared a space of 4 miles in 8 minutes.

After having spoken of the swiftnesses of animals, it would be curious to inquire into that of man.

The Hemerodromes will run a whole day without fatiguing themselves. The American Indians will run down the swiftest animals.—Buffon says in his miscellanies, that he knew an Indian, who, notwithstanding the obstructions of forest and underwood (for his course lay through a wilderness) ran over a space of 98 miles in one day.

Philomides, the courier of Alexander the great, ran in 9 hours a space of 1200 stadii; according to our computation, 40 leagues.

In 1767 a Bohemian, of the name of Focke, a courier of the dutchels of Weimar, was the bearer of some important dispatches to Garlbad, he went in 21 hours, and returned to Weimar in the same time.—The distance of these cities is 33 leagues from each other. This Focke, ran over a space of seventy six leagues in 42 hours.

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PRINTER TO THE TERRITORY AND OF
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