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POETRY.

From the Expositor and Universalist Review.

THE MOTHER'S WAIL.

How sad the silence of the place of death,
Where the stern victor strives a slave to chain;
How solemn even the softest sigh or breath,
When life's last whisper tells the end of pain;
Yet is it well to mark the change, to view
The living grace obscured, the filmy eye,
The fading of the cheek's most crimson hue,
And feel and know earth's beauteous ones must die!

It was the house of mourning, and the power
Of dread disease had rested on the place;
A blight had touched upon the fairest flower
That ever bloomed in childhood's winning grace;—
Deep anguish paled the mourning mother's brow,
And from her lip the frequent wailing broke,
And the tear-founts poured out a ceaseless flow,
As thus the dying infant feebly spoke:

'There is a sighing of sweet voices o'er me,
And notes of heavenly music breathe around,
And shadowy forms are hovering before me,
And waving wings give out a soothing sound;
Yet, mother, whisper; for thy voice is dearer,
Sweeter than angel-music to mine ear:
Come to me, mother, that I may be nearer
To those sweet sounds my heart leaps up to hear.

'Sing to me, mother, for my life is failing,
And gloomy shades obscure the cheerful light;
Oh grieve me not with the sad tone of wailing,
But rather soothe my dying bed to-night.
Sing as thou oft has done when pain oppressed me,
As thou wert wont whene'er I turned to weep;
Oh, sing as when thy mellow voice has blessed me,
And calmed my senses to a gentle sleep.'

'Oh, can the wounded bird take wing,
And carol in the fields of air;
Or can an anguished mother sing,
Oppressed with weariness and care?
Yet let me strive to cheer my child,
Giving her yet one parting token;
And be her dying hour beguiled,
Even though the mother's heart be broken.'

Then with faint tone and quivering lip she sung,
And on the ear the mother's wailing stole,
So soft, so sweet, it seemed an angel-tongue
Was gently whispering to its parting soul.

'Rest, dearest, softly rest'
Upon this faithful arm
Slumber;—thy mother's breast
Shields thee from every harm,
Though near no earthly father be
To guard thy silent sleep,
God is thy father now, and He
A ceaseless watch shall o'er thee keep.

'God of the widowed one!
God of the fatherless!
Thou gav'st thine only Son
A wandering world to bless;
Praise to his name our lives who bought,
By whom the precious words were given,
'The infant ones, forbid them not;
Such are sainted hosts of heaven.'

'Oh, sleep, my child, my blest,
For sinless thoughts are thine,
No dreams disturb thy rest
As anxious visions mine;
Still are the fountains of thy peace
Unstirred, unstained by tears,
And sleep to thee brings sweet release
From transient woes and fleeting fears.

'Sleep on; though shadowed night
May shroud the earth in gloom,
Still shall her starry light
Thine hour of rest illume;
Soon shall a bright and glorious morn
Send forth its living ray,
And thou, in strength renewed be born
Into a new, and glorious day.'

Hush! there's crimson flushing of the cheek,
A sudden beaming of the pain-dimmed eye,
The lip unclosed, a vain essay to speak,
A soft outbreathing of a gentle sigh;
The infant's head hath sought its pillowed rest,
The wo-worn mother turns again to weep,
Yet pain no more shall rend its angel-breast;
The song hath soothed it to a dreamless sleep.

S. F. S.

From Dr. Dekay's Sketches of Turkey.

AMERICAN TREATY WITH TURKEY.

It has been the invariable custom of the Ottoman government to consider commercial treaties as privileges which they conferred upon foreign nations, and, as a matter of course, an equivalent in some shape was always expected. It was manifestly impossible to purchase a treaty: and yet it was a matter anxiously desired by our government. In this dilemma it occurred to our negotiator, that a permission to build ships in American, a subject upon which the Ottoman government had expressed much anxiety, would be considered by them as a full equivalent for the treaty.—As this secret article was afterwards the subject of much discussion, we give it here entire, suppressing merely the titles and useless repetitions, in order that our readers may form an opinion for themselves.

SECRET ARTICLE.

"The object and motive of this writing is, that as until the present there has existed no treaty or official and diplomatic convention between the Sublime Porte and the United States, we, the undersigned, clothed with the high rank of Riasset (chancellor of State,) and authorised by the Sublime Porte to negotiate with our friend the honorable commissioner and plenipotentiary of the United States, Charles Rhind, who has arrived here, to conclude separately or conjointly with the two other commissioners who are at Smyrna, we have concluded and exchanged between us the articles of the treaty. In consequence of this treaty being concluded, and by reasons of the most sincere and perfect friendship which nas been established between the two powers, and the reciprocal advantages that must result therefrom, this secret and separate article has been drawn up. In consideration of the abundance and excellence of ship timber in the United States, and its cheapness, and in testimony of the sincere friendship entertained by the United States towards the Sublime Porte, it is agreed that whenever the Sublime Porte wishes to build any number of two deckers, frigates, corvettes or brigs, the foreign minister Riasset, &c. shall address himself to and concert with the minister of said power upon the mode of making a contract for such vessels. This contract shall contain all the conditions relative to price and time, and the mode of delivery at Constantinople, so that vessels may be built after the models is furnished by the imperial admiralty as strong and as durable as vessels belonging to the government of the U. States, and at no greater expense.—And if the Sublime Porte wishes the commissioners on both sides shall so arrange it that vessels thus built in the United States may take as cargo the timber for building another vessel as large as the vessel transporting it, and at no greater cost than is paid by the United States.

"14 Zibidhay, Cherissay, 1245 (7th May, 1830)."

This is the famous secret article which was subjected to a strict scrutiny in the Senate of the United States. On one hand it was contended that it would be intrenching upon our settled policy of strict neutrality, and that it might by possibility embroil us with foreign nations; that it was at variance with frank and open policy to have any secret articles at all; and that in treating with foreign nations we had always acted on the footing of equals, neither asking or granting a boon. It was also urged that the very article in question was one which we could ill spare, and that all our efforts should be directed to keep it in the country for the use of government.

On the other hand it was maintained, that we were bound to respect the usages of other governments, if we desired to establish an intercourse with them. That with respect to the article in question, our government had shown themselves incompetent to protect that small portion which was public property, and that the stipulations with respect to the price amounted to nothing, inasmuch as it was well known that armed ships could be better built in private dockyards. It was also maintained that secret articles were no novelties in our diplomatic intercourse, and that its adoption would lead to the encouragement of an important branch of domestic industry. Finally it was urged that the secret article, in point of fact, however important it might be considered by the Turkish Government, conceded no privileges which any other foreign nation did not equally possess, which they already enjoyed, and could avail themselves of without any treaty at all.

Such were the arguments used on this occasion; but whatever might have been their weight or importance they had no influence on the decision of the question. The treaty was ratified, and the secret article rejected by a party vote. There was a circumstance connected with the ratification of this treaty which it may be necessary to advert to as connected with its diplomatic history: The original treaty was of course written in Turkish, and a French translation of it was made by the dragoman of the United States, a Mr. Navoni, a person whose services in negotiating the treaty had been highly important. In order to give this translation an official authority, it was formally certified to be correct by the dragoman of the Porte, and that every precaution was taken to avoid mistake or misconception. In the discussion which took place in the Senate, this translation, in which elegance had been sacrificed in order to ensure verbal accuracy, was severely handled, & even the Turkish original was declared to be suspiciously obscure. We are at a loss to understand how any person could have ventured to give an opinion on such a subject, for at that time there was not a person in the United States competent to decide the question. A new translation was made out, and it was this translation which the Senate ratified.

The administration were desirous of giving the exchange of ratifications an imposing form, in order to conciliate the Turkish government. With this view it was deemed highly important that a minister or envoy should be despatched to Turkey to exchange the ratified treaty; but in this they were thwarted by the opposition. An outcry was raised against the extravagance of appointing a minister, when a simple Charge d'Affaires would be competent to transact all the business; and doubtless there were numerous disinterested persons who would have willingly undertaken to contract even a business of much more delicacy for half the money. The opposition carried their point, and a Charge was appointed.

Before his arrival at Constantinople the Turkish government had been apprised of all that had passed, they had also learned, and their oriental pride was not a little disturbed at learning, that the horses presented by the Sultan to Mr. Rhind, had been seized by the government of the United States, and sold at public auction. Accordingly one of the first questions agitated was to know why a minister plenipotentiary had not been employed to negotiate so important a matter as a public treaty. It was explained that we were a very economical people, and that in fact we recognized no difference between the two ranks, except on the score of salary; that we were as yet young among nations, and scarcely older, as one of our agents told the seraskier, than the beard of his highness. "I understand all that," said the old man; "but you send a minister to Russia, and even to the petty republics in the southern part of your continent, and why do you insult us by sending us an inferior officer?" With regard to the seizure and sale of the horses, although an exceedingly small matter on the part of our government, it was explained to their satisfaction that the law on this subject was too imperative to be disregarded; that no disrespect was intended to the Sultan. At this juncture our Charge d'Affairs Commodore Porter arrived, and required all the good sense and firmness which distinguished that gallant officer to prevent open rupture. After several conferences, in which these preliminary matters were fully discussed, the rejection of the secret article was taken up.—It required considerable address to explain to the Turkish government why we had refused them privileges which every nation possessed; and they even adduced the example of those vessels which had been built for their rebellious subjects the Greeks. They were informed that the secret article granted them no privilges which they had not already; and that the Ottoman government could cause a fleet to be built, if they wished it, in the United States, without any molestation.

* * * * * *

We are now approaching the denouement of this diplomatic drama. Every thing was ready to sign, seal and deliver, when suddenly the unfortunate Washington translation was brought forward, and declared by the Turkish authorities to be a false and spurious document. As by the terms of the treaty, if not ratified by a certain day, which was near at hand, it would be null and void, and as there was no time to send home for instructions, it was taken for granted that the whole affair would fall through. Much chuckling ensued among the agents of those powers supposed to be most interested in excluding us from the Black Sea; but their triumph was of short duration; Commodore Porter, with that straight forward decision which renders all the cobweb tissues of diplomacy unavailing, boldly cut through the entangled snare. He is represented to have stated, that as the senate supposed they had ratified the original Turkish treaty, he was willing to act upon that principle, and would take upon himself the responsibility, if any there was, of signing the original Turkish document instead of the Washington translation. To this there could be no objection, and thus, after a wearisome negotiation of two months, in which intrigues of all kinds were at work to defeat our minister, the exchange of ratifications has finally taken place, and the Americans here feel as if they were now on an independent footing.

From the Turf Register, of Sept. 1833.

A REMARKABLE FACT IN NATURAL HISTORY.

Kaskaskia, Ill., July 30, 1833.

MR. EDITOR:

I have noticed but one communication in your useful Magazine of which the turkey buzzard of our country was the subject; and that is by Don Juan, in the fourth number of your first volume. That bird is certainly one of the most *useful* we have, and its preservation, in some of the western states, is protected by legislative enactments. But I am not writing now with a view to amplify its merits, but to state a remarkable fact in regard to it, which, though well authenticated, will doubtless stagger the credulity of most of your readers.

Major John Pillers,—a farmer of great respectability, in this county,—informed, many years ago, while he lived at his father's, in Missouri, that twenty years ago a buzzard was taken alive, having gorged itself over a carcass to such a degree as to prevent its flying—its weight being too heavy for its wings: when he, together with his father, brother, and a neighbor, with a small shoemaker's awl, *ripped open its eyes, so that no part of the ball of either remained.*—The head of the bird was then put under one of its wings, in which position it remained a few minutes when to the surprise of all, he gradually relieved his head from his wing, shook himself, as if to arrange his disordered feathers, and re appeared with two good sound eyes—free from blemish, and possessing in every degree the power of vision? The seemingly cruel experiment was repeated with the same bird on different occasions, in the presence of different persons, fifty times, and always with the same result; and not the least injury appeared to have been occasioned by it. After the lapse of a few months, this bird flew away to its accustomed haunts.

I have mentioned this fact to several persons,—practical, uneducated men,—who, tho' they had "never seen the like," expressed no surprise or doubt of its truth, but replied that they always *heard* that the *down* from the inside of a buzzard's wing, was a cure for *blindness* in horses, and one man remarked that he cured a most inveterate case of approaching blindness, in himself by it. He procured the down, spread it on a bandage, applied it to his eyes, and recovered.

In corroboration of the statement of Major Pillers,—whose deposition is hereto subjoined,—I can state my own experience on the subject. Travelling some three years since in the American Bottom, I staid part of a day with a friend of mine, whose step son had the day before taken a half grown buzzard, disabled from flying by over eating. So soon as I saw the bird, the above statement of Major Pillers came fresh upon my recollection; and, as I had always been incredulous, I was determined to put it to the test of experiment, and accordingly mentioned the fact to the young gentleman who had the bird, and desired him to operate upon it. Having no sharp pointed instrument at hand, other than a common *pin*, with that he punctured one of the eyes: the aqueous humor flowed out, a whiteness like film came over the eye, and all its lustre instantly disappeared. The head was then placed under the wing of the bird, where it remained a few minutes only; and when taken out, the eye had resumed its usual brilliancy, appearing as sound as the other, with not a speck upon it. In this experiment, it is true, the eye-ball was not ripped open—that operation seeming too cruel to have my participation; but, as far it goes, it serves to inspire belief in the statement of Major Pillers.

And why should there not be a healing virtue in the down of a buzzard's wing? No man can say *why not*. Do we know whence those animal, mineral and vegetable substances, resorted to for the cure of all maladies, derive their healing powers? The fact that certain substances possess such qualities has been ascertained by experiment; and until that infallible test has disproved the efficacy of the *down*, no one can say it will not cure blindness. And why should not the buzzard have the power to reproduce its eyes? There are many mysteries in nature that we shall never be able to fathom. It is a mystery that an acorn can develope itself and become an oak; that an unsightly and disgusting worm can, in a short time become a most beautiful fly: in short, the whole world is but an open volume of mysteries, which all can wonder at; but few can unravel. It is true too that

"There are more things in heaven and earth
Than have been dreamt of in *our* philosophy."

We know that many insects and reptiles have the power of casting their old *skin* every year and appearing in an entirely new one; that the common *house spider* gets a new skin and a *new set of legs* every year; and that if you pluck off one of its legs, it will, in two or three days, have a *new* one in its place. The shedding the *teeth* and reproduction of the *nails*, in the human species, are certainly remarkable, and would be so considered, were they not of daily occurrence. Upon sober consideration, it cannot be regarded more wonderful that a buzzard should have the power to reproduce its eyes than a spider its skin and legs—a horse his teeth and hoofs—our species their teeth and nails, or a deer his antlers They are all remarkable phenomena of animal physiology; and as they cannot be accounted for on any known principles, we must, with our present limited knowledge of nature and her mysterious operations, be content to know the existence of the facts alone. The fact stated in the conclusion of the deposition, relative to the bald eagle, has not, I venture to say, arrested the attention of any one. Who would believe that the feathers of that bird *cannot* be plucked out? The ideas of *feathers* and *plucking* are ever associated; yet you cannot get those of the bald eagle without taking the skin with them; unless, perhaps, through the agency of some chemical application, of which we, "far west in the back woods," know nothing.

SIGMA.

Deposition of Major John Pillers.

I, John Pillers, a citizen of Randolph county, Illinois, do depose and say, that I am the individual alluded to in the above communication, and that the facts stated therein, so far as I am concerned, are true in every particular. The experiment of ripping open the buzzard's eyes, during the time we kept it, from February until May, was repeated, I dare say, fifty times, and once, at a log rolling, ten times in one day. An old African negro, belonging to Mr. Francois Valle, Sen. of St. Genevieve, named Joseph, (then supposed to be upwards of one hundred years old,) first told me of it, and I have tried it frequently since on different buzzards, with the same result. The negro told me that the feathers could not be plucked out of a bald eagle. This is true.—You may try it in any way, and scald it and you cannot *pull out a feather.*

JOHN PILLERS.

Sworn to and subscribed before me a justice of the peace of Randolph county, this 6th day of August, 1833; and I do further certify, that John Pillers, the subscriber to the above, is well known to me as a gentleman of character and respectability.

JAMES HUGHES, J. P. (Seal.)

From the Baltimore American.

Internal improvement in the South.—Every Southern State has recently made strong movements, on this important subject. In South Carolina, their rail road has been prosecuted and completed with zeal in the highest degree creditable, and with results the most encouraging. In Virginia the efforts to complete the subscriptions necessary to make the James River improvement are unremitting, and the prospect of success appears to brighten. In Georgia and North Carolina, the public feeling is awakened and active exertions are in progress to fix public opinion upon the most desirable points and routes at which to concentrate their means.

In the last "Georgian" received at this office sanguine calculations are made of the effect of some of the various schemes in progress, upon the prosperity of the State, and especially of the city of Savannah. One of the arguments in favor of the Augusta and Athens rail road, is not a little striking, considering the general opinion heretofore held in the South generally, on the practicability of manufacturing there, so as to compete with the Eastern manufacturers. Clark county, it is said, is becoming a manufacturing county, and the demand is already greater than can be supplied for home consumption. At present the cost of transportation to the sea board is so great that exports could not be made, but it is contended that if an easy and expeditious mode of communication could be provided, manufactories could be profitably extended, and "from the superior cheapness of the raw material and labor" they would soon "supersede the northern manufactures in a southern market." It is earnestly to be desired that the experiment be fairly made, and, judging from the fact stated that an "extensive factory has just been erected at Athens, another a few miles from it, and $200,000 more are shortly to be invested," the right spirit of enterprise is at work.

The people of Savannah are deeply interested in opening a communication between their city and Augusta, in order that the trade of the upper counties of Georgia, in which these efforts are made, should not be diverted to Charleston by the rail road. For this purpose, a rail road is proposed to connect Augusta with the head of low water navigation of the Savannah, which is navigable for nearly 500 miles. It is added, that a communication between Columbus and New Echota, where the Blue Ridge can be crossed at the lowest point in its whole range—having an elevation of less than 160 feet,—would ensure to Savannah the whole trade of East Tennessee, in preference to any other port.

These are spirited speculations, and apparently well sustained by facts and surveys. A new start will be given to the whole country South of the Potomac, in the career of prosperity, when zeal in the advancement of State welfare, and enterprise in developing State resources, shall have occupied the minds of the leading politicians of the country, instead of metaphysical studies how to contrive cause of reproach and pretences for jealousy against the federal government.

At the Hillsborough Convention, in North Carolina, mentioned in this paper some days since, two reports were made, one on the subject of a rail road to commence at a point on the Roanoke where the Virginia rail road will strike the river, and passing through Warren, Nash, Granville, &c. westward towards Tennessee; and the other a report made by Judge Mangum, U. S. Senator, on the subject of rail roads in general.

From the Troy (N. Y.) Press.

A STEAM BOAT ON A NEW PLAN.

Mr. Burden of this city, already favourably known to the public as a most ingenious mechanic and the author of an important invention, whereby he has secured a fortune to himself, and conferred a great benefit upon the country—we mean his patent wrought spike machine—has undertaken no less a task than that of effecting an entire overturn in the construction of steamboats, and steam navigation. He is now constructing a steamboat, on a plan peculiarly his own, to run twenty five miles the hour, and to make a trip fron Albany to New York and back by day light.

It is not, however, speed only, which is to constitute the chief excellence of Mr. Burden's boat; both in regard to materials, weight, cheapness of construction, and the power necessary to propel it, is designed to effect a saving of 50 per cent. over the most approved models now in use.

The plan is this: Mr. Burden has constructed two trunks, which for the want of a better similitude we shall compare to two huge sea serpents. They are constructed of staves, except instead of hoops on the outside, they are drawn together from the inside by iron rods, having a head at one end and screws cut at the other. These at regular intervals pass from the outside of the trunk through each stave and through a stout iron in the centre, and are there drawn up and secured fast by a nut. The staves of pine timber, 4 inches thick, and from 30 to 80 feet in length.—These two trunks are to be placed side by side, 16 feet apart, at the centre, and suitably and efficiently connected together by traverse timbers, upon which the deck is to be laid and the machinery placed. It is designed to propel the boat with one wheel only, which is to be placed between the trunks at the centre.—The bucket will be 16 feet long, and the diameter of the wheel considerably greater than in common boats. The engine will be horizontal, like that of the Novelty; and is designed ordinarily to exert a 75 horse power, but is so constructed that greater may be had if necessary. Mr. B. however, does not calculate that more will be required.

The trunks were constructed at Merritt's Mills, below the city, and were launched or rather rolled into the Hudson yesterday. We had the pleasure of seeing one deposited in the watery element. The other was launched before we arrived. It is designed immediately to frame them together, and lay the deck This done the machinery will be applied, and the invention tested by actual experiment.—It is proper, however, to say that an experiment has already been made with a boat of smaller dimensions, and trunks eighty feet long; the success of which in the opinion of Mr. B justifies the present undertaking, and is the basis of his entire confidence in its success.

Mr. Burden has undertaken a great enterprize—if he succeeds he will have his reward, but experiment alone can determine that point. His boat three hundred feet in length, with an average width of about forty feet, will look more like a floating, perhaps we should say, flying island, than any thing that has yet been witnessed in the line of water craft.

SOUTH CAROLINA RAIL ROAD.

One hundred and six miles of the above Rail Road is now in use; and, in a few days, the whole extent of the road between Charleston and Hamburgh which is on the N. E. side of Savannah river, opposite to Augusta, in Georgia, is expected to be completed.—It will also be seen, that sixty-three miles of the rail road in use is part of the mail route from Charleston to Columbia, the capital of South Carolina. The facilities which will be afforded by this important work for travelling, and the transportation of produce and merchandize, must produce a revenue which will richly compensate the stockholders who furnish the means for its construction—but the advantages to the state and people of South Carolina will be much more beneficial. Travellers from other states will also derive advantages in reduction of expense and increase of comfort, which will have their full influence in adding to the revenue of the road.

Extension of the Rail Road.—It will be perceived from the advertisement of the Company that the Rail Road will be extended on the 16th inst. to "Aiken," a town laid out recently, 120 miles from Charleston, only 16 from Augusta, and about 20 from Edgefield Court House, the whole distance being now opened excepting about one mile at the inclined plane. In a few days after, the entire length of the road will admit of being traversed either for freight or passengers. Aiken is said to be admirably adapted in its central position, as a depot for the interior, being nearer than either Columbia, Camden or Augusta, to the upper districts of this State. The celebrated Coker Spring is within half a mile of Aiken, and promises to afford, in a resort to its salubrious waters, an admirable retreat for the invalid, being situated in a remarkably healthy part of the country.—*Charleston S. C. Patriot.*

Quaker Trial, State of New York.—By a hastily written letter, received this morning, we learn that the case of Field, vs. Field, otherwise "the famous purchase," came on for a *new* trial, in Westchester, (N. J.) on Wednesday morning last. Mr. King, opened for the plaintiff in a masterly style. Our informant states that the first witness examined was *Richard Mott*, on the side of those called Orthodox Friends. Mr. Mott, is a distinguished and eloquent minister of the Society, Charles Griffin, the clerk of the Preparative Meeting of the Orthodox Friends was also examined on the same side. Thomas M'Clintock of Philadelphia, and Samuel Mott, of Cow-Neck, (L. I.) the clerk of the New York yearly meeting of Hicksite Friends, as they are often styled, were examined on the opposite side. The plaintiff, who is a member of the Hicksite party, so called, claims as Treasurer of a School Fund belonging to Purchase Preparative meeting, from defendant who is an Orthodox Friend, a certain portion of that fund, loaned him on his note. The defendant, having recognized and paid the note, which is for $500, to Mr. Carpenter, the treasurer of his own party, of course refuses payment to plaintiff. The case appears to involve the same principles as the one recently decided in New Jersey, and we shall probably be able to give our readers, from time to time some account of its progress.—*Phil. Gaz.*

From the Baltimore American.

New Orleans accounts to the 10th instant, represent the yellow fever to be raging with unabated violence. The sufferings of the poorer classes are said to be very great. On the 7th, the Directors of the Charity Hospital passed the following resolution:

Resolved, That during the prevalence of the present epidemic, the doors of the Hospital *be thrown open to all persons requiring its aid*, and that although unprepared to accomodate the numerous applicants that have and may present themselves, every exertion shall be made to succor them as far as possible. All destitute persons may accordingly present themselves directly at the Hospital, without applying for a ticket of admission.

From the Baltimore American.

PEDESTRIANISM.—The Boston Evening Gazette mentions that Col. Haskett, of South Carolina, finished his undertaking of walking two thousand miles in seventy days, on bread and water, on Friday last. "He has, as will appear from his certified report, exceeded the distance nearly four hundred miles, and gained in weight 2½ pounds.—He has visited nearly all the towns in the New England States, and will return home on his abstemious diet, travelling on foot. On his return he will proceed south to Philadelphia, at which place, to comply with the wishes of some professional gentlemen, he will undertake to walk forty miles a day for six days on a prescribed amount of food.—After this, it is said he will prepare for publication his notes on diet, and publish them to be distributed gratis in the places he has visted. His object, as he states, has been not to exhibit himself as possessing more physical power than others—for he says, he believes that any man can perform the same. The time and distance was selected to prove this. First, the distance per day is answerable to ten hours labor, and this time (the heat of summer) to show the effect of the diet in predisposing the body to stand the effect of heat.

There are seventy six Omnibuses running in the streets of New York city; one hundred and ninety four licensed hackney coaches; at the different stands, two thousand four hundred and forty nine carts, and one hundred and fifty seven porters, with either barrows or hand carts.

From the Baltimore American.

Mr. DURANT.—Some uneasiness was felt yesterday morning in the city in consequence of the non appearance of Mr. Durant—which was happily dispelled about noon by the intelligence of his safe arrival at Bel Air, and about half past three o'clock, P. M. he reached Barnum's Hotel safely, with his balloon and car. We have been favored by him with the following journal of his voyage, which will prove very interesting to our readers:—

JOURNAL OF MR. DURANT'S AERIAL VOYAGE.

The Balloon was unmoored at 5 hours 27 minutes, the barometer standing at 29 42, and the thermometer at 80. In a short time let go the Rabbit, and saw it land safely. At 5 h. 35 was over a road, and thought of descending, but kept on. At 5h. 46 was within hailing distance of the earth, and conversed with several men; understood them to say the distance to Baltimore was 4 miles; understood their names to be Thomas and Philip Burgan. At 5h. 50 was within hailing distance again, and conversed with several persons—understood them to say, Baltimore was distant 7 miles.—On inquiring the name of the first town, in the direction I was going, understood them to say Abington, and afterwards Bel-Air. At 5 h. 55 saw the Sun set, and heard the report of two guns; judged the sound came from W. by N. About 3 minutes previous to which, tried an experiment which, if it proves successful, will be given to the world. At 6h. 2, barom. 28.02, therm. 72, I was suspended over Gunpowder River. At 6h. 9, conversed with an inhabitant; understood his name to be Mr. Carroll, and the name of the place Perry Hall—understood the name of another gentleman to be Isaac Holland, who was very communicative; he informed me I was 13 miles from Baltimore, and the next town was Bel Air—and desired I would not forget his name. At 6h. 16, again conversed; understood Bel Air was distant 5 miles. Felt anxious to see the town, having heard a good account of it before starting, by persons who told me I should go in that direction. At 6h. 22, barom. stood at 24,43, therm. 62. At 6h 33, both anchors grappled with the earth about 200 feet from the Court House in that town. About 200 persons immediately ran up, and politely proffered help, evincing a great desire to assist me. I remained suspended about one hundred feet, until towed by them to a clear field in the middle of the town; at 6h. 44, the car touched the earth. At 6h. 53 I stepped from the car. At 7h 12, every thing was secured—packed up and taken to Mr. Richardson's hotel, where I was politely received and entertained. Among the gentlemen who assisted me to alight were Benj. Bond, Hy. Richardson, Major W. Richardson, Dr. Aug Bond, Dr. Munnickhuysen, Col. H. Dorsey, Col. J. D. Maulsby, Joseph Robinson, Maj. Bradford, Mr. Dimmit, Ralph Slee. The persons over whose farms I had passed, also came up with alacrity. I must not omit to mention the attention of the ladies in taking charge of my barometer, &c. Tea was soon prepared and I partook heartily, having tasted nothing since half past 7 A. M. The tea table was graced with the presence of a large company of ladies, and my satisfaction was heightened by the presence and attention of the Revd. R. H. Davis, and Mr. Charbonnier. After tea we called on Col. H. Dorsey, where a bottle of very superior old wine was produced, he having promised it to his friends in case the balloon should descend in the Village. In the morning I breakfasted by invitation with Mr. Robinson, Postmaster. I was here waited on by Mr. M'Kenny, deputed by the ladies of the lower part of the town, to express their thanks for having selected their village as the place of descent. A number of ladies called, personally, and were each presented with a flower from the decorations of the Car. Left Bel-Air 9 h. 30, and was escorted by a cavalcade of gentlemen to the county line; the cavalcade was composed of Colonel Maulsby, Mr. Boulden, Mr. Elliott, Mr. McKenney, Mr. Fury, Mr. Jones, W. P. Maulsby, Mr. Davis, Dr. Bond, and Dr. Munnickhuysen. Arrived at Barnum's at half past 3 A. M. I should have mentioned that Mr. Richardson sent me to Baltimore in his gig, for which, as well as for my entertainment, he would receive no remuneration

In conclusion I beg leave to present my thanks thus publicly to those gentlemen of the city who kindly afforded me their aid in the preparations for the ascent at the Garden, and especially to acknowledge with a sense of obligation the courtesy which has been extended to me by the citizens generally in all my preparations and arrangements. At Bel Air no less civility and kindness were afforded me on alighting there, and in returning to the city.—Nothing of personal attention has been wanting any where to make the ascent and the descent agreeable to my feelings.

C. F. DURANT.

The misapprehensions which existed in reference to Mr Durant's ascension on Thursday, having reduced the receipts at the garden

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