

Constantine Republican

VOLUME I.

CONSTANTINE, ST. JOSEPH CO. MICHIGAN, AUGUST 3, 1836.

NUMBER 5.

CONSTANTINE REPUBLICAN,
PUBLISHED BY
MUNGER & COWDEY,
Every Wednesday Morning, at the stand formerly occupied by Maj. I. J. Utman, corner of Canaris and Water streets.
Terms—Two dollars per annum in advance, two dollars and fifty cents within the year, or three dollars at the expiration of the year.
Advertising at the usual rates.



LIMA AND CONSTANTINE STAGE LINE, will commence running regularly for the season, leaving LIMA on Friday the 15th inst., and CONSTANTINE on Saturday the 16th inst., via WHITE PIGEON. The regular days of running will be, leaving Lima on Mondays, Wednesdays, and Fridays; and Constantine on Tuesdays, Thursdays, and Saturdays, at 8 o'clock, A. M. each day.
Also, from LIMA to SHERMAN, and running in connection with the Chicago Stage Line.
For seats apply to the Stage Offices at Lima or Constantine.
WILLIAM M. CARY, Proprietor.
Lima, July 13, 1836.

TAVERN STAND AT AUCTION.—The subscriber will sell at public auction, on the 10th day of August next, the well known tavern stand, now occupied by Mr. Nash, at White Pigeon. The lot consists of nine and a half acres, the houses about forty feet front, two stories high, and very commodious, with good barn and out-buildings, and a good well of water. Being situated in a flourishing village, on the Chicago road, one of the greatest travelled roads in Michigan, so good a chance for a bargain is seldom offered. Sale to take place at one o'clock on said day.
JOHN REDFERN,
White Pigeon, July 13, 1836.

CARRIAGE MAKING.
The subscriber has on hand a large assortment of Carriages, Buggies, and Sulkies, of the latest and most improved patterns, and of the best materials, and at the lowest prices. He is also a maker of Carriage Seats, and Harnesses, and has on hand a large stock of Saddles, Bridles, and Harnesses, of the best quality, and at the lowest prices. He is also a maker of Carriage Springs, and has on hand a large stock of the same, and at the lowest prices. He is also a maker of Carriage Axles, and has on hand a large stock of the same, and at the lowest prices. He is also a maker of Carriage Wheels, and has on hand a large stock of the same, and at the lowest prices. He is also a maker of Carriage Frames, and has on hand a large stock of the same, and at the lowest prices. He is also a maker of Carriage Seats, and has on hand a large stock of the same, and at the lowest prices. He is also a maker of Carriage Springs, and has on hand a large stock of the same, and at the lowest prices. He is also a maker of Carriage Axles, and has on hand a large stock of the same, and at the lowest prices. He is also a maker of Carriage Wheels, and has on hand a large stock of the same, and at the lowest prices. He is also a maker of Carriage Frames, and has on hand a large stock of the same, and at the lowest prices.

W. T. REID & CO. would respectfully inform the citizens of Constantine and St. Joseph county, that they still carry on the CARRIAGE and WAGON Making business at their old stand, where they will be happy to attend to all calls in their line. They have the best of workmen in their employ, and feel assured that they can and do turn out as good work as any other establishment of the kind in the western country.
STAGE COACHES repaired on short notice.
Repairing done cheap for cash and on short notice. Their shop is No. 2, Mechanics' Row, Second street Constantine.
June 29, 1836.

BLACKSMITHING.—A. & W. PENLAND, would most respectfully inform the citizens of this village and vicinity, that they continue to carry on the above business in all its various branches, at their new Shop, No. 3, Mechanics' Row, Constantine, where they hold themselves ready to do every variety of Smithing which may be called for. Those who favor them with their work, may be assured that all orders in their line of business will be promptly executed, as from long experience in their business they feel themselves that they shall be able to give every satisfaction.
Horse Shoeing and Ironing Wagons done in the most approved manner, and with due dispatch.
PLOWS and AXES made to order on short notice.
ANDREW PENLAND,
Constantine, June 29, 1836.

Farmers Look at This.
PATENT FANNING MILLS.—P. E. GROVER would inform the citizens of St. Joseph and adjoining counties, that he is now making at his shop, in Constantine, the best article of FANNING MILLS ever offered for sale in the Western country, of an improved patent, and warranted to do a first rate business. Persons wishing to purchase the above articles are invited to call and examine them; as they will have them constantly on hand.
P. E. GROVER,
Constantine, June 29, 1836.

SADDLERY.—The Subscriber respectfully informs the public, that they continue to carry on the above business, at their Shop, on Motville street, Constantine, where they may be found or will be made to order, on the shortest notice.
SADDLES, BRIDLES, MARTINGALES, HARNESSES, VALISES, TRUNKS,
Portmanteaus, and Military Equipage, which will be exchanged on good terms, for HIDES, GRAIN or Cash. They hope, by paying strict attention to business and filling orders promptly, to merit a share of the patronage of the citizens of this village and St. Joseph county generally.
BAROUCH, STAGE, and WAGON Trimming will be done in the neatest manner.
From the long experience which the undersigned have had in their business, they feel warranted in assuring the public that the work done in their shop will be turned out, in point of style and workmanship, inferior to none in West Michigan.
BENHAM, DOOLITTLE & CO.,
Constantine, June 29, 1836.

N. B.—The above firm continues to Manufacture SADDLERY, as usual, at their shop in the Village of White Pigeon, sign of the Golden Saddle, Main st., where they will receive Hides, Grain or Cash, also, for any work wanted in their line of business. B. D. & C.

SAMUEL H. ABBOTT, SADDLE AND HARNESS MAKER, Constantine, will soon lay in a supply of leather and other materials, in addition to his present stock, when he will be prepared to accommodate his old friends and customers in good style.
Constantine, June 29, 1836.



STEAM BOAT CONSTANTINE. Two Shares of Stock in the above Boat can be had by application to
WILLIS T. HOUSE & CO.,
No. 7, Water st. Constantine.
June 29, 1836.

STORAGE, FORWARDING, AND COMMISSION BUSINESS.—Willis T. House & Co. beg leave to inform the public that they have a large and commodious Ware House at Constantine, and are prepared to store and ship goods to order.
WILLIS T. HOUSE & CO.,
No. 7, Water st. Constantine.
June 29, 1836.



Orning one half of the Keel Boat CONSTANTINE will be prepared to ship to any Ports on Lake Michigan, Lake Erie or Lake Ontario, as the owners of freight may choose.
Constantine, June 29, 1836.

CABINET MAKING.—CHRISTIAN KUCH would respectfully inform the citizens of Constantine and its vicinity, that he still continues the CABINET MAKING business, in all its various branches. He would be happy to attend to all orders in his line, and begs leave to assure the public that his work shall be turned out in a manner inferior to none in Michigan, in point of elegance of style and durability.
BUREAUS, SECRETARIES, SIDEBOARDS, SOFAS, BOOK CASES, WARDROBE, PIER, CENTRE, CARD and TOILET TABLES, LADIES' WORK TABLES and STANDS, MUSIC STOOLS, etc. etc. made to order on short notice, and out of as good materials as can be found in Michigan. His shop is on Canaris street, two doors from the corner of Water and Canaris streets.
Constantine, June 29, 1836.

THE KEEL BOAT CONSTANTINE is expected here in a few days, when she will be ready to receive down freight. She is an excellent covered boat, and Goods will be perfectly secure from the inclement weather. Enquire of
W. T. HOUSE & CO.,
Water st. Constantine.
June 29, 1836.

BOOTS & SHOES.—A large assortment, comprising Men's Coarse Boots, Shoes, and Brogans, Ladies' Morocco, Prunella and Kid Boots and Shoes. Those wishing to purchase will find it to their advantage to call and examine the stock now on hand at the Store of
A. E. MASSEY & CO.,
No. 10, South side Water-st., Constantine.
June 29, 1836.

NEW ESTABLISHMENT.—P. E. GROVER, of the PLOUGH FACTORY, REID, TESSAL & Co. would state, for the information of the public, that they have entered into a partnership, in the PLOUGH business, and opened a shop in Mechanics' Row, Constantine, for the purpose of Manufacturing and Repairing Ploughs, where they will be glad to receive orders for work in their business. The public are assured that they will give strict attention to their business. Patrons solicited.
Ploughs WOODEN in the most approved style. Handles, Beams, &c., kept constantly on hand, so that Old Ploughs can be repaired on short notice; also, repairing of all kinds, done on the most reasonable terms, for Cash.
Farmers are invited to call and examine their Ploughs, and judge for themselves.
ISAAC BENHAM, SAMUEL TEESDAL, WILLIAM REID.
Constantine, June 29, 1836.

HARDWARE AND CUTLERY.—A general assortment for sale by
W. T. HOUSE & CO.,
No. 7, Water-st.
Constantine, June 29, 1836.

BOOTS & SHOES.—The Subscribers have on hand an extensive supply of Boots and Shoes, among which may be found Men's fine Calf, Kip and Brogan Boots and Shoes, Ladies' Kid, Seal, Calf, Morocco and Prunella Boots, Shoes and Slips; also, Children's Morocco and Calfskin Shoes. As their assortment of Brogans were made to order, and of the best material, they feel confident in saying that Shoes of a better quality were never before offered in this market.
W. T. HOUSE & CO.,
No. 7, Water street.
Constantine, June 29, 1836.

AXES.—SIMMONS' CAST STEEL AXES of approved patterns for sale by
JOHN S. BARRY,
June 29, 1836.

TEA, COFFEE, ALL-SPICE, PEPPER, GINGER, SALARATUS, etc. etc. kept constantly on hand and for sale by
A. E. MASSEY & CO.,
No. 10, Water-st.
June 29, 1836.

GLOVES.—An assortment of Ladies' and Gentlemen's GLOVES. Call and examine for yourselves.
W. T. HOUSE & CO.,
No. 7, Water street.
Constantine, June 29, 1836.

LOOKING GLASSES.—The subscriber has on hand an extensive assortment.
W. T. HOUSE & CO.,
No. 7, Water street.
Constantine, June 29, 1836.

The following pure lines, from the pen of one who, "like the flowers, drinks nought but dew," are copied from Foster's reprinted Metropolitan Magazine. The Rochester Gen says, "He is none of your half-way temperance men, who will break the poor man's whiskey jug with a bottle of champagne, and sneer at brandy car-buncles, when his own nose is decorated with the 'fleshy hillocks' of the wine cask." No, indeed!—the inditer of such thrilling rhymes has drawn from water, pure, cold and bright, the sparkling 'ors of vigor and health,' of which the wine drinker has no experience.

SONG OF THE WATER DRINKER.
BY E. JOHNSON.

Oh! water for me! bright water for me,
And wine for the tremulous debauchee!
It cooleth the brow, it cooleth the brain,
It maketh the faint one strong again;
It comes o'er the sense like a breeze from the sea,
All freshness—like infant purity.
Oh! water, bright water for me, for me!
Give wine, give wine to the debauchee!

Fill to the brim! Fill, fill to the brim!
Let the flowing crystal kiss the rim!
For my hand is steady, my eye is true,
For I, like the flowers, drink nought but dew.
Oh! water, bright water's a mine of wealth,
And the ores it yieldeth are vigor and health.
So water, pure water for me, for me,
And wine for the tremulous debauchee!

Fill again to the brim! Again to the brim!
For water strengtheneth limb and limb!
To the days of the aged it addeth length,
To the night of the strong it addeth strength.
It freshens the heart, it brightens the sight,
'Tis like quaffing a goblet of morning light.
So, water, I will drink nought but thee,
Thou parent of health and energy!

When o'er the hills, like a gladome bride,
Morning walks forth in her beauty's pride,
And, leading a band of laughing hours,
Brushes the dew from the nodding flowers;
Oh! cheerily then my voice is heard,
Mingling with that of the soaring bird,
Who flingeth abroad his matins loud,
As he freshens his ying in the cold gray cloud.

But when Evening has quitted her sheltering yew
Drowsily flying and waving away
Her dusky meshes o'er land and sea—
How gentle, O sleep, fall thy poppies on me!
For I drink water, pure, cold and bright,
And my dreams are of heaven, the liveliest sight;
So, hurrah! for thee, water! hurrah, hurrah,
Thou art silver and gold, thou art ribbon and star;
Hurrah! for bright water! Hurrah, hurrah!

WESTERN ENTERPRISE.
Manhattan Advertiser.—The first number of this journal is before us, which we cheerfully admit, in point of typography, size, and neatness of execution in general, is not inferior to the best paper published on the upper lakes. Notwithstanding our political differences, we welcome friend SNEAD, the editor and proprietor, whom we happen to know to be as clever a fellow as you will often meet, to the common joys and cares of the craft. We discover, in looking through four columns of editorial matter in this number, a sort of off-hand scribbling talent, which promises to render the Advertiser of rather more than country-newspaper interest. We beg the gentleman's pardon for calling his "country paper"; and we know he will forgive us this once, as cities are not so far off as they are made out to be. Truly this is an age in which "nations (cities rather) are born in a day." But nine months since the site of Manhattan was a wilderness, and now the advertising patronage of this paper would seem to present it as being already a thriving business village. We say to friend SNEAD, as well as to the thorough-going proprietors of that place—go on! (Buffalo Daily Commercial Advertiser.)

Manhattan.—It may not be uninteresting on the introduction of our paper to the public, to give a brief description of the town and vicinity which we have adopted as our future abiding place—its location, its prospects and its advantages.
The town of Manhattan is situated at the mouth of the Maumee river, on its left bank, at its entrance into the bay, and at the lowest point of the river where a safe and convenient harbor can be made. The great importance of this river, as a key to the vast western interior, is generally admitted; its central locality, in relation to the whole country; commanding one of the most important passes between the eastern and western extremities of the Union; holding a position distinguished by nature, and about to be doubly strengthened by art, peculiarly favorable as a general mart for the interchange of northern, southern, eastern and western products and manufactures: all combining to render this valley a point of deep interest and attention to the public generally.

Add to our natural advantages the numerous public improvements now in progress: the Dayton canal, connecting us with Cincinnati, and opening a route from that city to Buffalo, 65 miles nearer than the present, and with 100 miles less canal navigation; and the Wabash and Erie canal, opening to us the whole valley of the Wabash, and a free communication with the warm regions of the south, the Mississippi and all its tributaries, and with the city of New-Orleans; affording the most direct and speedy intercourse between the whole south, and a large extent of country to the north. Besides these, we may add the railroad about to be commenced, connecting the Maumee Bay with the south end of Lake Michigan, [crossing the St. Joseph at CONSTANTINE, and terminating at New-Buffalo, at the mouth of Galien river.] forming one of the most important connections in the United States. This road cannot fail to give us the business of Chicago, New-Buffalo, Michigan City, and all their western dependencies, through the northern route to the eastern cities; for at least five months of the year, as the navigation around the peninsula of Michigan will be closed by ice at least that length of time; and at all

seasons of the year the passengers and light goods destined for Chicago and the great west, which makes the northern route their choice, must pass through this channel. [See the act, annexed to this article.] In making this calculation, we say nothing of the south part of Michigan—a fine, fertile country, with a mild and genial climate, and embracing a width of 160 miles, a large portion of which must naturally become tributary to this point on the lake.
In addition to all these, there are charters for SIX DIFFERENT RAILROADS—one from the Pennsylvania line to this river; one from Sandusky City, one from Akron, one from the Ohio canal, one from Detroit, and one from Kalamazoo. These roads will undoubtedly all be built.

Besides these, our local position affords extensive advantages, being situated at the extreme western end of Lake Erie, at a point easy of access to vessels of the largest class, which enables us to participate largely in the immense trade which has already begun to float from Lake Champlain to the southern extremity of Lake Michigan, the extent of which is to be increased by improving the river St. Marys, at the outlet of Lake Superior, and by locking and improving the river St. Lawrence, so as to let vessels capable of navigating the ocean pass freely from Quebec and Montreal, through the Welland canal, to this point, where they can come in fair competition with New-York, Philadelphia and Baltimore, in the trade and business of the great west; thus creating a point not only for transit but exchange, and as we confidently believe, making this the focus of an immense inland commerce and general trade, which at no very distant day will vie with our most flourishing towns on the sea coast.

The water power on this river is of the utmost importance, when we consider its general scarcity throughout this region. The stream is large, and in the distance of 18 miles falls 62 feet, running rapidly over a bed of lime rock. The foot of these rapids is about 15 miles from the mouth of the river, and will undoubtedly give rise to a large and flourishing manufacturing town. The town of Manhattan was commenced and the first house erected in October last. We now have over 40 buildings, and contracts for 200 more, a first rate Hotel, two large warehouses and wharves and another wharf and warehouse under contract to be completed this season; two turpicks nearly finished, a post office established, two lines of stages; a bank will go into operation on the first of August. The state of Ohio will probably terminate the Wabash and Dayton canals at this point, as by doing so the state will acquire a title to 47,000 acres of government land, lying on both sides of the river, and near its mouth, which would be worth at least \$1,500,000, if the canals should be terminated here. This can be done without any injustice to the towns above, and save that amount of money to the state.

No one at all conversant with the history of past events, and in any way familiar with the nature of causes and effects, can doubt for a moment, that in a country 3000 miles long and 1500 broad, possessing every variety of soil and climate, with such vast rivers and inland seas, and such innumerable avenues and facilities for interior communication; and inland commerce must eventually be carried on, as important at least, if not as extensive, as that which has given importance to so many of our great Atlantic cities, and which in the ordinary course of events must build up rich and flourishing inland emporiums. That some point on this river is reserved for that high destiny, is beyond our doubt—and we predict with the same confidence, that its growth will be more rapid than that of any other town of the United States. That this town will be located at a point best adapted to the safe and convenient ingress and egress of the vessels employed is equally certain. Where that point is, time must speedily determine.

AN ACT to amend an act to incorporate the Maumee Branch Rail Road Company, passed by the Legislative Council, August, 1835.
§ 1. Be it enacted by the Legislative Council of the Territory of Michigan, That the Maumee Branch Rail Road Company are hereby authorized to extend said Rail Road through the southern tier of counties of Michigan Territory, to the mouth of Galien River, on Lake Michigan, and for that purpose and no other, said company are hereby authorized to increase their capital stock to any amount not exceeding fifteen hundred thousand dollars.

§ 2. So much of said road as lies between the Maumee River and the point where said road shall intersect the Erie and Kalamazoo Rail Road, shall constitute the first section of said road; so much of said road as lies between said intersection and the eastern boundary of St. Joseph county, shall constitute the second section of said road, and the residue of said road shall constitute the third section thereof.

§ 3. If the second section be not commenced within five years, and completed within fifteen years from the passage of this act, and if the third section shall not be commenced within fifteen years and completed within twenty-five years from the passage of this act, then in either case, this act shall be null and void, so far as it relate to such unfinished part or parts, and no further.

Approved August 25, 1835.
\$500,000 in Gold, part of the French indemnity money, by the ship Formosa, arrived at New-York from Havre, on the 15th of July.

From the Rochester Gen.

Paulding's Life of Washington.—We have read this excellent work with great pleasure and profit. We are never tired of contemplating the character of the Father of his Country. Every new contemplation but more clearly develops to our mind his exalted purity and patriotism, and more firmly prove to us how worthy he is of the fond admiration of a grateful country. These volumes were primarily designed for the young, and from their beautifully attractive style, they are eminently calculated to win the attention of that class; but they will be read with great delight by any who wish to imbibe the genius of the greatest man that ever ruled a nation or led an army to battle.

These volumes are happily interspersed with excellent moral reflections, and the leading virtues of the patriot's life are most judiciously held up for admiration and imitation. They add new laurels to the brow of Mr. Paulding, and prove him to be a chaste and elegant writer, and peculiarly adapted to the historic department of literature.

We subjoin a description of General Washington's reception at Trenton, when on his way from Mount Vernon to New York after his election to the Presidency. It is beautifully drawn and exceedingly affecting:
"His reception at Trenton was peculiarly touching. It was planned by those females and their daughters whose patriotism and sufferings in the cause of liberty, were equal to those of their fathers, husbands, sons, and brothers. It was here, when the hopes of the people lay prostrate on the earth and the eagle of freedom seemed to flap his wings, as if preparing to forsake the world, that Washington performed those prompt and daring acts, which, while they revived the drooping spirits of his country, freed, for a time the matrons of Trenton from the insults and wrongs of an arrogant soldiery.—The female heart is no sanctuary for ingratitude; and when Washington arrived at the bridge over the Assumpink, which flows close to the borders of the city, he met the sweetest reward that, perhaps, ever crowned his virtues.
Over the bridge was thrown an arch of evergreens and flowers, bearing the affecting inscription in large letters:
"DECEMBER 26, 1776."
"The hero who defended the mothers, will protect the daughters."

At the other extremity of the bridge were assembled many hundreds of young girls of various ages arrayed in white, the emblem of truth and innocence, their brows circled with garlands and baskets of flowers in their hands. Beyond these were disposed the grown-up daughters of the land, clothed and equipped like the others; and behind them the matrons, all of whom remembered the never to be forgotten twenty-sixth of December, 1776. As the good Washington left the bridge, they joined in a chorus, touchingly expressive of his services and their gratitude, strewing, at the same time, flowers as he passed along. That month whose muscles of gigantic strength indicated the firmness of his character and the force of his mind was now observed to quiver with emotion; that eye which looked storms and tempests, enemies and friends, undauntedly in the face, and never quailed in the sight of man, now glistened with tears; and that hand which had not trembled when often life, fame, and the liberty of his country hung on the point of a single moment, now refused its office. His hat dropped from his hand, as he drew it across his brow."

Self Education, by William Wirt.—And this leads me gentlemen, to another remark to which I invite your attention. It is this:—The education, moral and intellectual, of every individual, must chiefly be his own work. There is a prevailing and fatal mistake on this subject. It seems to be supposed, that if a young man be sent, first to a grammar school, and then to college, he must of course become a scholar; and the pupil himself is apt to imagine that he is to be the more passive recipient of instruction, as he is of the light and atmosphere which surround him. But this dream of indolence must be dissipated, and you must be awakened to the important truth, that, if you aspire to excellence, you must become active and vigorous co-operators with your teachers, and work out your own distinction with an ardor that cannot be quenched—a perseverance that considers nothing done whilst any thing remains to be done. Rely upon it the ancients were right—*Quisque sua fortuna faber* both in morals and intellect, we give their final shape to our own characters, and thus become, emphatically, the architects of our own fortunes. How else should it happen, that young men, who have had precisely the same opportunities, should be continually presenting us with such different results, and rushing to such opposite destinies? Difference of talent will not solve it, because that difference is very often in favor of the disappointed candidate. You shall see issuing from the walls of the same school—nay, sometimes from the bosom of the same family—two young men, of whom the one shall be admitted to be a genius of high order; the other scarcely above the point of mediocrity; yet you will see the genius sinking and perishing in poverty, obscurity, and wretchedness; while on the other hand, you will observe the mediocre plodding his slow but sure way up the hill of life, gaining steadfast footing at every step, and mounting at length to eminence and distinction.

an ornament to his family, a blessing to his country.

Now whose work is this? Manifestly their own. They are the architects of their respective fortunes. The best seminary of learning that can open its portals to you, can do no more than afford you the opportunity of instruction, but it must depend at last on yourselves, whether you will be instructed or not, or to what point you will push your instruction. And of this be assured—I speak from observation, a certain truth—There is no excellence without great labor. It is the fiat of faith, from which no power of genius can absolve you. Genius unexercised is like the poor moth that flutters round a candle till it scorches itself to death. If genius be desirable at all, it is only of that great and magnanimous kind, which, like the condor of South America, pitches from the summit of Chimborazo, above the clouds, and sustains itself at pleasure, in that empyreal region, with an energy rather impoverished than weakened by the effort. It is this capacity for high and long continued exertion—this vigorous power of profound and searching investigation—this soaring and wide-sweeping comprehension of mind—and these long reaches of thought, that

Fluck bright honor from the pale faced moon,
Or dive into the bottom of the deep,
Where fathomless could never touch the ground;
And drag up drowned honor by the locks.
This is the prowess, and these the hardy achievements which are to enrol your names among the great men of the earth.
But how are you to gain the nerve and the courage for enterprises of this pith and moment? I will tell you:—As Milo gained that *hoc signo vincas*: for this must be your work, not that of your teachers. Be you not wanting to yourselves, and you will accomplish all that your parents, friends and country have a right to expect.

The Suspension Bridge over the Niagara River, at Lewiston, for the construction of which charters were granted last winter, by the Legislature of the state of New-York, and the Parliament of Upper Canada, will be one of the proudest triumphs of art in the known world. The banks of the river at Lewiston and Queenston, are 125 feet high, chiefly composed of limestone rock. The bridge will be built in the form of an inverted arch. The flooring will be laid on the iron chains on suspension rods, the links of which, are to be nine feet nine inches long, capable of sustaining a weight of 1600 tons. It has been computed by the engineer, that if the whole length and breadth of the bridge should be covered with iron standing close to each other, the whole weight would be 250 tons less than the estimated weight it will be capable of sustaining.

The cables will pass over freestone columns or abutments, on either side, and be firmly fastened to the rocks below. Two plans have been proposed for the construction of the bridge:—one to place the columns close to the bank of the river, at the foot of the mountain;—the other, to place them at the top.

On the first plan the columns will be 200 feet high; the length of the chord 1000 feet, in this case there will be eight suspending cables—two carriage ways, twelve feet wide, and one foot way five feet wide in the centre; the estimated expense in round numbers \$131,000. On the second plan, the columns will be 90 or 100 feet high; the length of the chord 1000 feet; expense \$93,000. In either case, the lowest point in the inverted arch, will be 120 feet above the water.

When this work is completed, this country will truly be a museum of wonders. Several bridges of this kind have already been built in this country but none on a scale so magnificent as this. Here there will be rich materials for the historian—the philosopher—the poet—the devotee of art, and the worshipper of nature.—*Buff. Com. Adc.*

Curious Wills.—From the Will of J. Cross, Mariner, of Bristol, proved 1795.—My executrix ———, to pay (out of the first moneys collected) to my beloved Sarah, if living, one shilling, which I give her as a token of my love, that she may buy hazel nuts, as I know that she is better pleased with the cracking of them than she is in mending holes in her stockings.

From the Will of the Rev. Dr. Applebee of St. Bride's, proved 1773.—I leave my body to be dressed in flannel waistcoat, an old surcoat coat, and breeches without lining or pockets, no shoes, (having done walking), and a worsted wig, if one can be got, in order that I may rest comfortably.

From the Will of Gen. Blatchett, Governor of Plymouth, proved 1782.—I desire my body to be kept so long as it may not be offensive; and that one of my toes or fingers may be cut off, to secure a certainty of my being dead. I further request my dear wife, that as she has been troubled with an old fool, she will not think of marrying a second.

Awful warning.—A woman recently died in Italy at the age of 142 years! Her surviving husband married her after she had turned the first century, in the natural expectation of a speedy demise, and the possession of her fortune. He was twenty years of age when he became the happy bridegroom. Retributive justice ordained that his wife should live fifty years.

The amount of appropriations made at the last session of Congress, is \$34,577,019.