

ed Mr. Biddle to Washington. What for?

The pressure of the times bears very heavily on the laboring classes. A petition of upwards of two hundred operatives was presented this evening to the board of Aldermen, stating that they were in great distress and destitute of work. We fear this is only the beginning of trouble.

MAUMEE EXPRESS.

SATURDAY, MAY, 6, 1837.

HENRY REED, JR., EDITOR.

VAPOURS.

"As a man thinketh, so is he," saith the scriptures, and very properly, but, if they had added, "As a man digesteth so thinketh he" they would have exposed the source from which flow all good and bad traits in the character of many of the children of men. It is said of a celebrated modern writer of romances, that she was, when engaged upon her works, accustomed to eat a hearty supper, before retiring, the effect of which invariably was to call up in her imagination visions of those dungeous, ruinous castles, secret passages, daggers, skeletons and blood, with which she has so plentifully besprinkled her productions. An equally savage effect is no doubt produced upon the mind of the waking dreamer, who is troubled with the like disease, with this exception, that an involuntary choice of subjects, in the one case, is made, instead of a voluntary one, as in the other. "Them's our sentiments," as the cockney would say, and so, if our readers should observe rather an atrabillious complexion in any of our remarks, they—&c.

The last Knickerbocker, or one of the last, for we do not recollect which, gives a long description of the honorable treatment which a certain Edwin Forrest has received in England; the said Edwin being an American. "His whole career, has been one of constant triumph, until at last, he stands on a prouder eminence, than in his most sanguine moments he could ever have hoped to attain," says the Knickerbocker. Well, who and what is this Forrest? He is a young man who has chosen for his business, the trade of learning and repeating in public and for hire, certain pieces out of the works of an antiquated author known as William Shakespeare. These works were intended by their author to portray the stronger passions of the heart, as love, hatred, revenge, fear, avarice, and the like, and it is the occupation of this Mr. Forrest, to imitate as far as possible the acts and appearances of those who are acting under the influence of such passions. But are these dramas of Shakespeare true to nature? They were written in a barbarous age, when the language in which they were written was in its infancy, when the prevailing manners of the day were high town, ceremonious, and foppish, and when the current language of genteel society was overstrained, pedantic and overloaded with epithet and compliment, and they partake of the defects incident to such a state of manners and the language. As an instance let us cite one passage. A certain Roman general, Coriolanus by name, is banished,—he raises an army, and returns intending to overthrow the city—his wife and mother go forth to beg him to desist, and are about to kneel, whereupon he holds forth thus:

"What is this!

Your knees to me! to your corrected son! Then let the pebbles on the hungry beach Fillip the stars; then let the mutinous winds Strike the proud cedars, 'gainst the fiery sun; Murd'ring impossibility, to make What cannot be, slight work.

There! if this is not a precious piece of bombast, what is it. But, another extract. A certain Romeo falls in love, at first sight, with the daughter of his fathers mortal enemy—He, in order to get a sight at his inamorata, steals unto her fathers garden, by night, and she appearing at the window, thus breaks he forth:

"But soft! what light through yonder window breaks?

It is the east, and Juliet is the sun! Arise, fair sun, and kill the envious moon, Who's already sick and pale with grief, That thou her maid, art far more fair than she."

This may be the manner in which lovers confabulated, but if it is, it is more than we know. Besides Shakespeare is very unequal. His heroes sometimes abound in high sounding and lofty periods, and anon we find that the same hero blubbling, and punning, lamenting and quibbling for half a page at a time, and from thence arises a monstrous want of consistency in the characters. Well, is Shakespeare moral? Were a modern work to contain an equal amount of evil, with the same quantity of good, it would be thrown from society, with a hiss of contempt. There are some beautiful moral sentences contained in Shakespeare, and there are too sentiments which ought to call up a blush of shame upon the cheek of every reader. The work contains more immodest allusions and filthy double entendre than any other work to be found in any family library. Shakespeare might with great propriety be termed the "Author of many defects." He is untrue to history, even in his historical dramas. He is untrue to nature, even when not confined by facts.—He is defective in moral, even in his moral speeches, and his antiquated and inflated style, often renders it impossible for his readers to discover whether he is intending to be serious or humorous. So much for Shakespeare, now for Mr. Forrest.

The enviable fame of Mr. Edwin Forrest, as well as an immense fortune, has been gain-

ed by the recitation of these dramas. He has not invented anything, nor do any of his acts display features of originality, in any degree, unless certain dubious changes of accent and emphasis, termed "new readings," may claim that merit. His scene of operations, too, is worthy of remark. It is called a theatre, and may be called a place where a few respectable people congregate, surrounded on one side, by loafers (in the pit) and on the other by women of ill fame and their paramours, (in the galleries) and by rogues and pickpockets, on every side.

Such is the employment, and such the scene of operations of the celebrated Edwin Forrest. A man who has never originated a new idea—whose scene of operations is in the neighborhood of grog shops, gambling establishments, and houses of ill fame—whose labors consist, and whose fame depends upon a barbarous and inflated declamation of a medley of bombast and drivelling, in such a manner, as shall be deemed true to nature, by those who never saw nature but in a play actor.—This man after being apotheosized by a "seasoned ticketed" press at home has gone to England to display his handsome form and roaring enunciation abroad, and has gathered, if we believe the 'plain dealers' and 'truth tellers' of the two countries, a rich harvest of fame and wealth from the admirers of his genius. At any rate he has been defeated and bested more than many better men have been. But with how much justice, let others determine.

ARRIVAL EXTRAORDINARY.—By the schooner Dolphin from Ashabula, the day before yesterday, was received the frame of a two story dwelling, of the dimensions of twenty-five by thirty feet, completely ready for raising. This to an ordinary observer, would seem like carrying coals to New-castle, and indeed it is somewhat difficult for us to account for this manner of doing business, except upon the supposition, that the immense demand for building timber here, has so raised the price as to render it an object to import it from other places.

The editors of the Toledo Gazette and Manhattan Advertiser, have been sparring for several weeks, about the grounding of the steamboat Columbus, at Toledo. The advertiser commenced operations, by stating the fact, whereupon he of the Gazette threw himself into a belligerent attitude, and retorted, that the Advertiser need not say much, for the Columbus also went aground at Manhattan. This drew forth a severe rebuke, and a denial of the fact charged from him of Manhattan. The parties being then at issue went to trial, when upon a hearing of the evidence, the Gazette concluded to withdraw his suit and pay the cost, acknowledging himself to have been misinformed. This magnanimous determination has again drawn forth the editor of the Advertiser, who now in the face of all the world, cometh into court, and declareth himself to be satisfied with the retraction before mentioned, and that his feelings are no longer bellicose towards his friend of the Toledo Gazette, and, that he will prosecute his suit aforesaid no further.

BUILDING.—The number of fine buildings going up in our town, gives evidence, that the pressure of the times has not broken the spirits, nor entirely destroyed the resources of our enterprising citizens. From what has come under our observation, we are inclined to believe, that there is raised on an average one building per day in this place. These are not insignificant huts, for the shelter of transient laborers, or calculated to answer a temporary purpose, but substantial brick and frame edifices, and many of them of a large size, and constructed upon an expensive plan. As an example, we would mention the new frame hotel, now going up at Miami. This building stands at the corner of Michigan Avenue and Detroit street, being 100 feet upon the former and 80 feet upon the latter, three stories high, beside the basement.

LIST OF STEAMBOATS AND SCHOONERS

Owned at and Running to the Foot of the Rapids.

The steamboat Monroe, 350 tons, built in 1835, owned by Forsyth and Hazard, Maumee city, and running from the foot of the rapids to Buffalo—commanded by Capt. Homans. The steamboat Com. Perry, 352 tons, built in 1835, owned by the Perrysburg navigation company, running from the foot of the rapids to Buffalo—commanded by Capt. Wilkeson. The steamboat Oliver Newbury, owned at Maumee City and Perrysburg, running to Buffalo, burthen 200 tons—Capt. Atwood. The steamboat Cincinnati, Capt. Bradley, running between Cleveland and the foot of the rapids—150 tons.

The steamboats, Victory, Mazepa, Andrew Jackson and General Brady, running to Detroit. The Phenomenon, destined to run from Perrysburg to Manhattan, and the General Wayne, owned at Maumee City, by S. A. & J. H. Sargent, and running between the head of the rapids and Fort Wayne.

SCHOONERS—Walter Joy, Capt. Nickerson, 120 tons, J. Hollister, & Co. Caroline, Perry, 70 tons, J. Hollister, & Co. Gazelle, Reed, 70 tons, Miami City, John Hollister. Baily, 100 tons, J. J. Bingham, Merchant, 70 tons, Miami City. Nucleus, 130 tons, Miller & Johnson, Perrysburg.

LIST OF VESSELS NOW BUILDING AT the Foot of the Rapids.

1st. Large steamboat, owned by the Perrysburg and Miami City navigation company, burthen 400 tons. This boat is nearly ready to launch, and, her engine being completed, and her joiner work ready to put in as soon

as she is launched, she will be ready for running in a few weeks. She is building at the wharf of J. Hollister, & Co. Perrysburg.

2d. Steam freight boat of the same size of the former, building by J. A. Scott, of Miami City. Her keel is laid and her work progressing rapidly.

3d. Schooner 150 tons, by S. A. & J. H. Sargent, Maumee, nearly ready to launch.

4th. Schooner of 70 tons, by Wolcott, Cheeney and others, Miami, nearly ready to launch.

5th. Schooner, large size, by D. Wilkeson and others, Perrysburg, just commenced.

6th. Schooner, 100 tons, building at Oregon, for R. A. Forsyth of Maumee, nearly ready to launch.

Besides those mentioned, the Perrysburg and Miami City S. B. company have timber for a boat of the same size of the one building, and they intend to lay the keel of the new boat, as soon as the present one is launched.

THE STEAMBOAT BUNKER HILL.—This fine and serviceable boat paid the foot of the rapids a visit on her return from her first trip to Detroit, on Friday morning. We stepped on board of her, as she lay at the wharf, and spent a pleasant half hour in surveying her huge form and stately proportions. She is in all respects an elegant and powerful boat, and to all appearance as well fitted to buffet the waves and defy the tempests of Lakes Huron and Michigan, as to ride the calmer and safer waters of Lake Erie. She measures one hundred and thirty eight feet in length of keel, forty six feet in width of guards, and nine feet in depth of hold, and is calculated to carry from 450 to 500 tons. The Bunker Hill is the largest steamboat which has visited the foot of the rapids, and we have been informed by the captain, that she was enabled to reach here, although drawing seven feet of water, with ease, and without meeting with any obstruction.

On Sunday last, the Universalist church in Perrysburg was struck by lightning. The electric fluid descended the spire, to the belfry, tearing to pieces one of the corner posts of the belfry, and injuring the spire considerably. From the belfry it passed to one of the pillars, supporting the gallery, which it split to atoms, nearly demolishing one half of the gallery, and throwing the pieces in every direction. The windows of the church were much broken. Loss estimated at \$500.

Every improvement in the manner of applying steam to the assistance of commerce is of immense advantage to this country, and every reduction of the cost, weight or size of steam engines, must proportionately effect the price of transportation, and through that, the value of all agricultural and mechanical productions, and all subjects of trade, throughout the inland navigation of the west. The following notice of an improvement in the steam engine cannot but be considered of vast importance, provided it can be carried into successful operation, as it will not only reduce the cost but the weight, size and friction of an engine in a very great degree, and will in fact remove one very formidable obstacle to the construction of very fast boats.

Among the various improvements that daily start into existence, there is none that has excited more attention than an improved steam engine for propelling boats. It is the invention of a person by the name of Hull, of Danford, Kent. The piston of the cylinder is attached to the crank of the shaft of the paddle wheel, and there is a contrivance within the cylinder for the piston to accommodate itself to the motion of the crank. It is now in operation on the Thames, and performs without the slightest defect. The boat to which it is attached goes from London to Gravesend.

A saving of a considerable power is effected, and the cost of the engine is reduced to nearly or quite half. I consider it one of the greatest improvements in steam engines, since Bolton and Watts, brought its great power into successful operation."

EDITORIAL SUMMARY.

We overheard a reverend clergyman remark, the other day, that, "there are half a dozen cities on the Maumee river, with not water enough to them all to float a canoe." We have our own reason for believing that the gentleman did not intend to include Manhattan, in his anathema, and with regard to the other cities, we have special reasons for believing that the clergyman told a—

At the late charter election in Perrysburg, Henry Darling was elected mayor, and Sidney C. Sloane, recorder.

The court of common pleas for this county, at their last session, made an order permitting the citizens of the township of Waineseid to elect one additional justice of the peace.

An act incorporating the village of Waterville, in Lucas county, was passed at the last session of the legislature. The inhabitants have held their charter election, in the manner pointed out by the act, and have elected Ralph Fainsworth Esq., to the office of mayor.

Boats have been running between Chicago and St. Josephs, for several weeks.

It is said, that the ice in Lake Huron is breaking, and that the Saginaw bay has broken up.

A steamboat is building, and nearly completed, at Sandusky city, which is called the Saginaw. She has been purchased by O. Newbury and others at Detroit, for the purpose of running between the latter place and Sandusky.

The last news of the ice below, is that it is out as low down as Portland, the port between Dunkirk and Erie.

A couple of rogues, named Sawyer and Storms were arrested in Montreal, with a thousand dollars in counterfeit Anherst bills.

The following communication from an esteemed friend, we recommend to the notice of our readers. The writer has viewed aright the prospects and advantages of this section of our country, and while we offer him our thanks for his labors, we would fain feel a hope that we shall soon hear from him again.—Ed.

For the Maumee Express.

FOOT OF THE RAPIDS.

The Maumee valley, which has often been overlooked in the rage for lands in Illinois, is now attracting attention and assuming a just importance in the public estimation. It is but a few years since this region has been much known. Previous to the late war, and, for part of the period since that event, it was inhabited by several tribes of Indians, who gained their subsistence by hunting, fishing and the cultivation of corn on the islands in the river, and the rich bottoms back from it. The Indian has gradually receded before the tide of emigration, which, for a few years past has rapidly set in; and every thing in this region now indicates the vigor of its growth and its future importance. Let any candid man take the map of the country and view the position of this valley—let him ascertain the excellent quality of its soil, the resources of wealth, and the elements of greatness imbedded in its bosom, and contemplate the facilities of intercourse with other parts of the nation already in agitation and progress, and he will at once be convinced of its prominence and of the certainty and rapidity of its growth, at no distant day, to be one of the richest portions of the Union.—Here, in time not far hence, will be congregated a vast population, industrious and happy—here will be seen the elegancies and here be enjoyed the luxuries of life. The free and unfettered enterprise of our citizens will bring to light and turn to account the resources of this valley, so magnificently fashioned and abundantly enriched by the hand of nature.

In the nature of things, there must be particular points in this region, which, from the advantage of location, will become more prominent than others, and bear away the palm of prosperity; such a point, it must be obvious to the least observing, and the most short-sighted, will the Foot of the Rapids become. Look at the central position—the rich country surrounding it—the immense amount of water power which will be there brought into requisition, and the channels of communication which must there come to a focus, and its destiny is easily read, a canal is in progress, passing through the fairest portion of the states of Ohio and Indiana, connecting this point with the navigable waters of the Wabash—another is in a state of forwardness uniting this place with Cincinnati. Rail-roads are in contemplation or progress extending east, south, and west, bringing into this immediate vicinity places of importance on the Ohio river, and the Ohio canal, and linking us to the Atlantic cities themselves. This place is the great thoroughfare by land between Buffalo and Detroit, and through here will pass the rail-road communication which in a few years will connect the Hudson river with the upper lakes and the Mississippi. When the canals in progress shall be completed, a vast amount of water power incident to their construction will be afforded.—On that part of the canal leading to Cincinnati, already constructed, there is a water power, which may be applied to hydraulic machinery, capable of operating 150 pairs of mill stones, four and a half feet in diameter, a considerable part of which is already occupied. On the unfinished portion of the line a still larger amount of power will be obtained. Water privileges in this case do not come alone, for they are necessarily connected with the advantages of canal navigation. Before many years then, we may expect to see canal navigation and a succession of manufacturing and commercial establishments stretching from the Ohio river, at the city of Cincinnati, to the foot of the rapids of the Maumee, a distance of about two hundred and fifty miles, through a country unsurpassed for fertility of soil, and together with its natural and artificial advantages holding out inducements to emigrants, not to be found in any other section of our widely extended confederacy.

The fertility and resources of this valley cannot long remain unknown. Nor will the advantages to be obtained, in a manufacturing and commercial point of view, at the foot of the rapids long be undiscovered or neglected. The current of public opinion, which by interested and designing men, have been turned to points below, is already fast setting further up stream—and when the mists created by interest and misrepresentation shall have passed away, it will be seen and acknowledged that the head of navigation on the river, is the point designed and fixed by nature for the most important place. G. B. K.

COMMERCIAL RECORD.

Flour is held here at \$9; at Cleveland \$7 is the price last heard; at Cincinnati \$6 is the highest price at the canal, and 6 25 from the stores. The stock on hand at the two last places is considerable, and there seems no present prospect of a rise in the price. At New Orleans, fine is quoted at \$6 25, and superfine at \$7, and prices declining, with a prospect of a large supply; at Baltimore the price holds at \$5 25 from wagons, and \$9 from the stores. The reason given by the papers for the advanced price of flour in Baltimore, is the conviction that there will be a light crop. At Pittsburg \$5 is the last price heard.

PORK.—At Cincinnati, the centre of transactions in Pork, the price quoted is \$16 for mess, and 14 for prime—and must recede, as there is no demand, and the New Orleans market is already glutted. The prices at the latter place are for mess \$18 50, prime 15 to 16. Large quantities of pork in bulk have been offered in New Orleans at 6 cents, and declined—\$20,000 hris arrived in one week. There is no doubt but the price of this article will come down, as the southwestern market being full, it will be sent in this direction.

LARD.—7 cents in Cincinnati, 7 1/2 in New Orleans, and declining.

BACON.—Very dull every where. Sales have been effected, say the Cincinnati papers, at 6 cents.

Maumee City Prices Current—May 6	
Flour, per barrel,	\$ 9 00
Pork, mess,	23 00
" prime,	18 00
" one hog,	20 00
Pork, per lb,	10 a 12
Beef,	9 a 10
Bacon, hams, per lb,	17
Shoulders,	15
SALT,	5 00
BUTTER, per lb,	25
CHEESE,	12
Eggs, per doz,	25
POTATOES, per bush,	75
CORN,	75
DRIED APPLES, per bush,	2

There is no good reason for the present advanced price of provisions with us. The lake is now open, and supplies of any kind of provisions are easily obtained from Cleveland, and by the canal from the Ohio river, and the interior. The prices of Flour, Bacon, Pork, Lard, and Dried Fruit, are too low at the great marts of sale of those articles, to warrant the prices at which they are held here.

An Irish gentleman once appeared at the court of the king's bench, as a security for a friend in the sum of three thousand pounds. Serjent Davy, though he well new the responsibility of the gentleman, could not help his customary impertinence. "Well, sir, how do you make yourself to be worth three thousand pounds?" The gentleman very deliberately specified the particulars up to two thousand nine hundred and forty pounds. "Ay," says Davy that is not enough, by sixty." "For this sum, replied the other, I've got a note of one serjent Davy, and I hope he will have the honesty soon to discharge it." This set the court in a roar; the Serjent was, for once abashed; and Lord Mansfield said, "well brother, I think we may accept the bail."

NEW YORK AND VERMONT.—New York will probably sustain herself as the "empire state" so long as she has Vermont to train men to fill her offices. The newly elected mayor of the city of New York is Vermont, the representative at Congress from that city, who received the most votes of any of the delegation, is also a native of this state. The leading senator in Congress from the state of New York is a Vermont man, so is the comptroller of their treasury, and several other important offices are supplied from the same source.—Vt. Mercury.

Dr. Franklin pleasantly observed, that the only animal created to drink water are those who, from their conformation are able to lap it on the surface of the earth, whereas all those who carry their hands to their mouth were destined to enjoy the juice of the grape.

Kings arose from the weakness of man, not from his wisdom; they were not in the beginning, neither will they be in the end. They are deities created by ignorance: men worship their own hurt; the law protects them, but they acknowledge not the law. This is a sore evil.

Two toadys wishing to be very civil to a certain judge, one of them began. "Your honour knows how to manage these rascallions equal to clock work." "Yes," cried the other, "when your honour gets a parcel of these ragmuffins around you, your honour is perfectly at home."

It is said of old, "Spare the rod and spoil the child;" but wisdom replies, "Break not the spirit of the child by correction, but rather teach him emulation. The dull ass moves not with many stripes, the willing beast needs none."

Lord Erskine, in a new edition of his Letter to Lord Liverpool, speaking of the threats of Austria, Russia, and Prussia, thus expressed himself: "With all the force they can collect, there is one empire which they can never hope to subdue—the empire of opinion, whose throne is the liberty of the press!"

FIRE.—Yesterday evening the premises occupied by S. & H. Platt, adjoining the Fulton Bank, corner of Fulton on Pearl street, was discovered to be on fire, and notwithstanding the speedy arrival of several engines and every exertion on the part of the firemen the interior of the building was completely destroyed.—Great fear was entertained for the safety of the Bank, but it escaped with little injury.—N. Y. Express April 25th.

FOOT OF THE RAPIDS—MARINE LIST.

- ARRIVED.
- April 20—St't Com. Cincinnati, Erie.
 - " O. Newbury, do
 - " Victory, Detroit
 - Schr Nucleus, Erie
 - May 1—St't Com. Perry, Cleveland.
 - Schr Swift Sure, Black River.
 - 2—St't Cincinnati, Cleveland
 - 3—Schr Dolphin, Ashabula
 - 4—St't Victory, Detroit
 - 5 " Bunker Hill, Erie
 - Schr Young Leopard, Cleveland.
 - " Walter Joy, do
 - 5—St't Com. Perry, Detroit
- CLEARED.
- 29—St't O. Newbury, Erie
 - 30—St't Victory, Erie
 - Cincinnati, Cleveland
 - May 1—St't Com. Perry, Erie
 - 2—Schr Nucleus, Fairport
 - 3—St't Cincinnati, Detroit
 - " Victory, Detroit
 - 5 " Bunker Hill, Cleveland
 - 6—Schr Atlas, downward
 - " Dolphin, Ashabula
 - " Swiftsure, Erie
 - St't Com. Perry, Buffalo

DISSOLUTION.—The co-partnership heretofore existing between the subscribers, under the firm of Woodruff & Spafford, is this day dissolved, by mutual consent. The notes and accounts are with C. D. Woodruff for collection. All persons indebted will call immediately and pay up, or they will find their accounts in the hands of some person legally authorized to collect them.

C. D. WOODRUFF,
J. M. SPAFFORD,
The Copper, Tin, Sheet Iron & Hardware business will be continued as heretofore by C. D. WOODRUFF.
Perrysburgh, May 7th, 1837.

NOTICE.
DR. EN. T. TREMAINE having closed his business in Perrysburg, would inform the inhabitants of Miami city and vicinity, that he has taken for the present, part of the store now occupied by J. Furey & Co., where he may be found at all times during the day. Dr. T. would further observe, that as soon as he can obtain a house, he intends to make Miami city his permanent residence.
may 6 6tf

CINCINNATI AHOY.—Just received 1500 doz. Eggs, and for sale by
may 6 6 R. HASTINGS.

TO LET.—Four new two-story Houses, pleasantly situated in Maumee city. Apply to
april 22 [4] G. S. HAZARD.

COOK WANTED.—Wanted, at the JERKINSON HOUSE, a first rate female Cook; to such, a liberal price will be paid.
april 22 4

WANTED—1500 bushels CORN, 2500 bushels WHEAT, 1000 bushels OATS, 1000 bushels of POTATOES, and all kinds of Produce, for which the highest price will be paid in barter, by J. FUREY & CO.
March 25. Port Miami.

WANTED—A number of Journeymen Carriage-makers, at the Mechanic Exchange, to whom liberal wages will be given.
T. T. WOODRUFF.
march 25 1

WANTED—1000 Cords Steam Boat WOOD, for which the highest will be given.
J. A. SCOTT.
Miami City, March 25. 1

WHARF TO RENT.—To rent for the ensuing year, a Wharf of 300 feet in length, on Wolcott's plat, put in last summer, by the subscriber. It is well adapted for a Wood or Lumber Yard. For terms apply to
J. J. BINGHAM.

500 LBS. SHOT, assorted sizes, for sale by
march 25 COBB, JAMES & Co.

On hand, a few pair of Brass Andirons, of the latest style, for sale by
march 25 COBB, JAMES & Co.

R. HASTINGS has for sale at his establishment, in Miami city, a well selected assortment of GROCERIES and PROVISIONS, which he offers to the public at low prices, for prompt pay.
march 25

SUGAR.—500 lbs Maple Sugar, a prime article, for sale by
april 22 R. HASTINGS.

WOODEN BOWLS.—A large assortment, for sale by
april 22 R. HASTINGS.

WINE.—15 different kinds of Wine, of a beautiful flavor, for sale by
march 25 COBB, JAMES & Co.

LADIES' and Misses' fashionable Tuscan Lace; Bonnets, of various patterns for sale by
COBB, JAMES & Co.

SPADES & SHOVELS.—20 doz. for sale
april 8 J. FUREY & CO.

READY MADE CLOTHING, of the latest fashion, for sale by
march 25 COBB, JAMES & Co.

SALT.—20 barrels Salt, cheaper than ever for sale by
april 22 R. HASTINGS.

600 PRS. WOOLEN SOCKS, at \$2 per doz for sale by
march 25 COBB, JAMES & Co.

POTATOES.—50 bushels Potatoes, just received and for sale by
april 22 R. HASTINGS.

APPLES.—20 barrels Green Apples, and 10 do. Dried, a superior article, for sale by
april 22 R. HASTINGS.

BOOKS.—A general assortment of School Books, of the latest and most approved kinds; also the popular writings of the Rev. John A. Clark, of Philadelphia, and other desirable works, may be found at the store of
IRA WHITE.

Maumee city, march 30, 1837. 2tf

PITCHFORKS.—10 doz. for sale by
april 8 J. FUREY & CO.

FIRE! FIRE!! FIRE!!!
PROTECTION INSURANCE COMPANY, of Hartford, Connecticut.—The undersigned, agent for the towns of Perrysburg, Maumee and Miami Cities, of the above Company, is now prepared to insure against loss or damage by fire, upon as favorable terms as can be obtained in the State, from any responsible institution; and every man has now an opportunity, for a trifling sum, to protect himself against the ravages of this destructive element, which often, in a single hour, sweeps away the earnings of many years.
D. C. DOAN,
Perrysburgh, march 28, 1837.