

THE GRAND RIVER TIMES.

VOLUME V.

GRAND HAVEN, MICHIGAN, WEDNESDAY, APRIL 23, 1856.

WHOLE NUMBER 239.

THE GRAND RIVER TIMES

IS PUBLISHED EVERY WEDNESDAY EVENING, BY
JOHN W. BARNES.

Office on Washington street, 3d door below the
Washington House, second story.
TERMS.—Payment in Advance.
Taken at the office, or forwarded by mail, - \$1.00
Delivered by the carrier in the village, - - - - 1.50
One shilling in addition to the above will be
charged for every three months that payment is
delayed.

No paper discontinued until all arrearages are
paid, except at the discretion of the publisher.

Terms of Advertising.

One square (12 lines or less), first insertion fifty
cents, twenty-five cents for each subsequent inser-
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1 square 1 month, \$1.00 | 1 square 1 year, \$5.00

1 " 3 " 2.00 | 1 column 1 " 30.00

1 " 6 " 3.00 | 1 " 1 " 20.00

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out and charged for. When a postponement is
added to an advertisement, the whole will be
charged the same as for the first insertion.

Letters relating to business, to receive at-
tention, must be addressed to the publisher.

BUSINESS DIRECTORY—1856

1856 FERRY & SONS, 1856

Forwarding and Commission Merchants,
DEALERS IN
LUMBER, LATH, SHINGLES, FLOUR,
PLASTER, &c.

Grand Haven, Mich.,

Owners and Agents of Steam Line on the
Lakes, and the "Grand River" and "Col-
lins" Steamboat Companies and Con-
signees of the Western Transpor-
tation Company.

Goods via Chicago, deposit with Jas.
R. Huguin.

1856-----1856

CUTLER & WARTS,
Storage, Forwarding & Com-
mission Merchants,

Dealers in Lumber, Shingles, Produce,
Salt, Flour and Plaster.

GRAND HAVEN, MICHIGAN.

D. CUTLER, H. L. WARTS.

**Ottawa Iron Works, Ottawa Point, Ot-
tawa County, Mich.**

FERRY & CHANDLER, Manufacturers of
Stationary and Marine, high or low pressure
Engines, Mill Gearing, Iron and Brass Castings,
Post Office address, Grand Haven, Mich.

Wm. M. Ferry, Jr., M. T. E. Chandler.

TIMOTHY FLETCHER, County Clerk and
Register of Deeds, for Ottawa County. Grand
Haven, Mich.

WILLIAM HATHAWAY, Jr., Judge of Pro-
bate for Ottawa Co. P. O. address, Crocker,
Ottawa Co., Mich.

GEORGE PARKS, Treasurer of Ottawa Co.,
and Justice of the Peace.

R. W. DUNCAN, Attorney at Law, and Solicit-
or in Chancery; also agent for obtaining Bon-
nity Lands, and collecting claims against the United
States, in connection with a General Agency
at Washington. Office third door below the
Washington House.

CROSVENOR REED, Attorney and Counsel-
or at Law. All business intrusted to me will be
promptly and satisfactorily attended to. Resi-
dence, Charleston Landing, Ottawa Co. Mich.

Dentistry,

DR. L. A. ROGERS, Surgeon Dentist, Office in
Dr. Shepard's New Block, Monroe st., Grand
Rapids, Mich., where he may be found during
business hours.

FERRY & WALLACE, Dealers in Fancy
Goods, Clothing, Boots and Shoes, Hardware
and Groceries. Water st., Grand Haven, Mich.

Thos. W. Ferry, Noah H. Ferry.

FERRY & CO., Manufacturers of Lumber, and
Dealers in all kinds of Merchandise, Provisions,
Shingle-Bolts, and Shingles. White Lake, Ocea-
na Co., Mich.

FOSTER & PARRY, Wholesale and Retail
Dealers in Hard and Hollow-Ware, Iron, and
Manufacturers of Tin and Sheet-Iron Ware, foot
of Monroe street, Grand Rapids, Mich.

STONE & CHUBB, Manufacturers of Plows,
Cultivators, and Grain Cradles, and dealers in
all kinds of Agricultural Implements, and Ma-
chines. Agricultural Warehouse, Canal street,
Grand Rapids, Mich.

STEPHEN MUNROE, Physician and Sur-
geon. Office one door west of J. T. Davis'
Tailor Shop, Washington street.

FERRY & SONS, Forwarding and Commis-
sion Merchants. Central Dock, Grand Haven,
Mich.

JOHN T. DAVIS, Merchant Tailor. Shop on
Washington street, second door west of H. Grif-
fin's store.

HOPKINS & BROTHERS, Storage, Forward-
ing and Commission Merchants; general dealers
in all kinds of Dry Goods, Groceries, Grain and
Provisions; manufacturers and dealers whole-
sale and retail in all kinds of lumber. Mill
Point, Mich.

C. DAVIS & CO., Dealers in Dry Goods, Groc-
eries, Provisions, Hardware, Crocker, Boots and
Shoes, &c. Muskegon, Mich.

OTTAWA HOUSE (formerly William Tell Hot-
tel), Levi Shackleton Proprietor, Water street,
Grand Haven, Mich.

WASHINGTON HOUSE, By Henry Pennoyer.
The proprietor has the past spring newly
fitted and partly re-furnished this House, and
feels confident visitors will find the House to
compare favorably with the best in the State.

HENRY GRIFFIN, Commission Merchant and
General Agent, Dealer in Salt, Flour, Dry and
Green Fruits, Provisions, Family Groceries,
Drugs, Medicines, Perfumery, &c., &c., at his old
stand opposite the Washington House, Grand
Haven, Michigan.

A. B. BIDWELL & SON, Confectionery and
Bakery, Grand Rapids, Mich. C. B. Albee agent
for Grand Haven and vicinity.

ORIGIN OF SLAVERY.

Mr. Baneroff, in his first volume of his
History of the United States, gives an ac-
count of the early traffic of the Europeans in
slaves. In the middle ages, the Venetians
purchased white men and Christians, and
others, and sold them to the Saracenes, in
Sicily and Spain. In England the Anglo-
Saxon nobility sold their servants as slaves
to foreigners. The Portuguese first imported
negro slaves from Western Africa into Europe
in 1442. Spain soon engaged in the traffic,
and negro slaves abounded in some places
of that kingdom. After America was discover-
ed, the Indians of Hispaniola were imported
into Spain and made slaves. The Spaniards
visited the coast of North America, and kid-
napped thousands of Indians, whom they
transported into slavery in Europe, and the
West Indies. Columbus himself enslaved
500 native Americans, and sent them into
Spain, that they might be publicly sold at
Seville. The practice of selling North Amer-
ican Indians into foreign bondage continued
for nearly two centuries. Negro slavery was
first introduced into America by Spanish
slaveholders, who emigrated with their ne-
groes. A royal edict of Spain authorized
negro slavery in America, in 1503. King
Ferdinand himself sent from Seville fifty
slaves to labor in the mines. In 1511, the
direct traffic in slaves between Africa and
Hispaniola was enjoined by a royal ordinance.
Las Casas, who saw the Indians vanish away
like dew before the cruelties of the Spaniards,
suggested that the negroes, who alone could
endure severe toils, might be further em-
ployed. This was in 1518. The mistaken
benevolence of Las Casas extended the slave
trade which had been established.

Sir John Hawkins was the first English-
man that engaged in the slave trade. In
1652 he transported a large cargo of Afri-
cans to Hispaniola. In 1657 another expedi-
tion was prepared; and Queen Elizabeth
protected and shared in the traffic. Hawkins
in one of his expeditions, set fire to an
African city, and out of 3000 inhabitants,
succeeded in seizing 260. James Smith, of
Boston, and Thomas Keyser first brought
upon the colonies the guilt of participating
in the slave trade. In 1650 they imported
a cargo of negroes. Throughout Massachusetts
the cry of justice was raised against them
as malefactors and murderers; the
guilty men were committed for the offense,
and the representatives of the people ordered
the negroes to be restored to their native
country at the public expense. At the lat-
ter period there were both Indian and negro
slaves in Massachusetts. In 1620, a Dutch
ship entered James river, and landed twenty
negroes for sale. This was the epoch of the
introduction of slavery in Virginia. For
many years, the Dutch were principally con-
cerned in the slave trade in the market of
Virginia.

The Mosquito King.—In his lecture on
Nicaragua, at the Lyceum Hall, on Monday
night, Dr. McBean gave an amusing account
of an interview he once had with the young
Mosquito King, who was dressed in the full
costume of his country, to wit: a straw hat
and a sgar. The young sovereign said that
his father, the old King Bob, was very drunk
when he sold his lands to Capt. Sheppard,
of Greytown, and that therefore the grant or
sale was not valid. This is the grant which
Col. Kinney has purchased, and under which
he claims a vast region of territory. It is
about as valid as the English claim to Grey-
town and the Mosquito coast, and neither
party appears to have consulted the Govern-
ment of Nicaragua, the only real and un-
doubted owner.

This old King Bob, by the way, was a cu-
riosity. He was excessively fond of rum
and tobacco, in which he was supplied by
the English from Jamaica. About the time
the latter first began to turn their serious at-
tention to the acquisition of territory in Cen-
tral America. King George the Third sent
his sabbie brother a richly ornamented gen-
eral's coat and cocked hat. King Bob was
excessively delighted with his present, and
took every occasion to exhibit himself in his
new dress. The captain of the English war
vessel which conveyed the present wishing to
do honor to the recipient of his sovereign's
bounty, gave a grand entertainment on board,
invited King Bob and his court to be present.
The latter came, and as they approached the
vessel, the captain was gratified to perceive
that King Bob was dressed in the coat and
hat he had just received. But what was the
astonishment and consternation of all to per-
ceive, when he boarded the vessel, that he
had nothing else on. The ludicrous appear-
ance which the old Indian must have present-
ed, dressed in a richly laced red coat, with
tails hanging down behind, and a full plumed
cocked hat, and no other article whatever
can be better imagined than described.—
His court, of course, wore only the usual
straw hat.

Among the productions of Nicaragua, enu-
merated by Dr. McBean, none appeared to be
more valuable than the different varieties
of woods. In addition to the mahogany and
others well known in commerce, there is one
kind, the name of which we could not catch,
but which, when polished, exactly resembles

rich green velvet. The lecturer stated that
he had seen a set of furniture made of this
wood, and nothing could exceed it for rich-
ness or effect. Another species, also com-
mon, looks, when properly prepared, like a
piece of fawn-colored watered silk. The lec-
turer thought that any person with capital,
who should take down a saw mill, would
make a rapid fortune.

EXCUSE FOR MATRIMONY.—There is, says
Rev. Charles Kingsly, in Blackwood, some
excuse to be made for girls who enter into
matrimony purely from interested motives.
Many of the poor things know perfectly well,
that unless they marry and effect a settle-
ment for life, they may be left in utter in-
dignity; for papa's terrible extravagant, drown-
ed his debt at Christmas. Others are not hap-
py under the paternal roof, from which they
would be glad to escape on almost any con-
dition. Others are weak in violation, or
have been so educated, in the article of duty,
that they dare not express any repugnance
to any proposals which may have found favor
in the eyes of their mammas. Yet every one
of these may have her secret attachment.—
Always in the background there appears a
vision of that slim and curly youth who danced
the polka so delightfully, and whose atten-
tions at the picnic were so gratifying. But
then Clara is aware that the annual income
of the unhappy Julius is short of one hundred
pounds, and that he has no prospect of mak-
ing any more. If, indeed, it were five hun-
dred pounds! But the age of fairies is gone;
and Julius is a man without expectations,
and what is worse without the average of
brains. So poor Clara, with a heavy sigh,
takes farewell of her day dreams, and in due
course of time appears, covered with lace,
at the hymenial altar, to give her troth to a
coarse elderly savage, with sandy whiskers,
who has cleared an immense fortune by a
successful speculation in cotton. As for men
who marry solely for money, we cannot find
terms strong enough to express our contempt.
They at all events have no excuse to proffer
for an act of base hypocrisy and degrading
selfishness. If fortune by inheritance has
been denied, they can exert their brains; if
brains are wanting they have hands and can
earn their daily bread. The sense of inde-
pendence is among the first of manly virtues,
and the being who barter it for gold is short-
ly and emphatically a serf.

AN INCIDENT AT SEA.—Among the start-
ling incidents with which the papers are
filled, of the sufferings and losses that have
recently occurred on the ocean, the following
account of the escape of the ship *Wisconsin*,
Captain Scott, from Havre to this port, from
destruction by lightning, and the unusual
phenomena attending it, will be read with
interest.

The ship's position was lat. 37.30 N., long.
70.40 W. Temperature of water, 60 deg.,
air 28 deg. Fahrenheit. The weather dark
and lowering, with sharp lightning, and bar-
ometer falling fast; ship under double reefed
topsails fore and aft. At 2 o'clock A. M.
commenced blowing hard, with heavy rain
and sleet. At 2:30 A. M., while shortening
sail, an immense ball of fire struck the main
mast-head, and then fell on the main
hatch, where it exploded with tremendous
force, filling the deck with fire and sparks,
with continual explosions of the particles
like detonating powder or torpedoes. Owing
to the ice, sleet and snow, with which the
decks, bulwarks, rigging and sails were cov-
ered, the fire was soon extinguished. About
ten minutes afterwards a second ball struck
near the same place, but was driven by the
force of the wind just clear of the ship's side
to leeward, when it exploded with a loud re-
port, and great commotion.

There were several men furling the jib at
the time, and the concussion was so great
that it lifted them nearly clear of the boom.
The tornado lasted all next day and night,
from N. W. by N. The air very cold and
water 69 degrees, causing an immense exhal-
ation from the Gulf, which congealed as soon
as it rose, and was driven furiously over the
ship, excluding the very light of day. One
of the crew was knocked down and stunned,
for a time, but was not seriously injured.—
The mate was blinded by it, and probably
will not recover the sight of both eyes. Had
it not been for the ice, sleet and rain which
deluged the ship, there can be no doubt but
that she would have been on fire from the
trunk to the water. The fore-top-sail was
blown out of the belt-ropes, and the royal
mast-head seared as it was with a red-hot
iron, being all the damage the ship received,
which to say the least was very providential.

[N. Y. Courier and Enquirer.]

NEW STEAMER FOR THE MUSKEGON RIVER.
—The keel has been laid, near the Barnard
House, for a new steamer, to run on the Mus-
kegon River. She is to be built by CHAS.
P. PARKS, for a joint stock company, under
the direction of SARELL WOOD, JOHN A.
BROOKS, A. B. WATSON, and others interest-
ed in business on that river. Her keel is 90
feet in length; breadth of beam 20 feet.—
She is to be propelled by two thirty-horse
power engines, and is intended, in all re-
spects, to be a servicable boat. Success to
the enterprise. [Grand Rapids Eagle.]

A TRUE STORY.—A little Irish girl thir-
teen years of age, without father or mother,
ignorant of even her alphabet, lately came
to live with us. Knowing she had been re-
ceiving very good wages, we asked her, rath-
er reproachfully, we fear, why her wardrobe
was so miserably poor and scanty—cleanly,
and in good order as it was—she having the
bare necessities of clothing. "Ma'am," said
she, and her bright, honest eyes filled with
tears, "my mother did not always do right.
She owed a woman who had ever been kind
to us, eight dollars for bread. My wages
have been saved to pay that debt for it was
an honest one. Until I had payed it, I felt
I had no right to buy a single article that I
could do without." "Is it all paid, Mary?"
"Yes, and now I can spend the wages you
pay me on myself." Generous and brave
girl—she has her patent of nobility direct
from God, and it was ever from among the
poor and lowly Christ chose those who should
bear his cross here, and reign with him here-
after.

THE ELECTORAL VOTE.—The electoral col-
lege will consist of two hundred and ninety-
six votes. Necessary to a choice, 149. Of
the Northern States,

Connecticut gives	6	California,	4
Illinois,	11	Indiana,	23
Iowa,	4	Maine,	8
Massachusetts,	13	Michigan,	6
New Hampshire,	5	New Jersey,	7
New York,	35	Ohio,	23
Pennsylvania,	27	Rhode Island,	4
Vermont,	5	Wisconsin,	5

The Republican candidate can afford to
lose Pennsylvania, or any number of the
lesser States, the aggregate vote of which
shall not exceed 27, and still be elected by
the people.

There is only one contingency under which
there is a reasonable ground for apprehension
in losing Pennsylvania, viz:—in the nomina-
tion of Mr. Buchanan.

Professor EHRENBURG's microscope, which
did such good service in procuring undeniable
proof of the Simoniades fraud, has been made
use of again, in Prussia, to detect the thief
that stole a barrel of specie, which had been
purloined on one of the railways. One of a
number of barrels, that should all have con-
tained coin, was found, on arrival at its des-
tination, to have been emptied of its precious
contents, and refilled with sand. On Pro-
fessor EHRENBURG being consulted, he sent
for samples of sand from all the stations
along the different lines of railway that the
specie had passed, and by means of his micro-
scope identified the stations from which the
interpolated sand must have been taken.—
The station once fixed upon it was not diffi-
cult to hit upon the culprit in the small num-
ber of employees on duty there.

**FURTHER INDIAN OUTRAGES IN SOUTH
FLORIDA.—EIGHT PERSONS KILLED AND
SCALPED.**—The following thrilling report of
Indian depredations we copy from an extra
of the *Ethical Companion*, dated Ocala,
March 12, 1856:

Since our regular number has been worked
off and distributed, we have just been in-
formed by Colonel Paine, who has just ar-
rived from the South, that while he was stop-
ping at the house of Col. Williams, on the
Withaloochee, on Sunday evening last, that
gentleman, in company with another, re-
turned from the post at Captain Kendrick's,
bringing the following thrilling report:

News had just arrived at that post of an
attack by the Indians on the settlers on the
Alapla, about thirty miles east of Tampa.—
Four men, one woman and three children
were killed and scalped, their houses were
burnt, and all the outrages and barbarities
that savages could invent were committed.

The Indians who made this attack were
supposed to be the ones who made the at-
tack near Manatee, mentioned in this week's
paper. Most of the men, at this settlement
it would seem, had volunteered to protect
their more exposed neighbors, believing their
own families comparatively safe.

Citizens of Florida, what shall we do?—
Shall we remain idle, see the savages butcher
our neighbors, their wives and children?—
Could we hear the echo, ten thousand voices
would answer "No!" What then shall we
do? Appeal to Government till our petition
is heard and answered. But, above all, let
us work for ourselves, and God and a grate-
ful people will reward us. Citizens are you
ready?

A gentleman who recently visited Lewis
county, New York, tells some tall stories
of his adventures. He says he traveled sixteen
miles on snow shoes on his way back over the
tops of the primeval forests, only the tips of
the tall pines emerging a few feet like young
scrubs. He finally took a sleigh for Boon-
ville, and he states that he drove right over
the tops of the tall grasses, which were buried
in the drifts. In one instance an old lady
came up to the road on a ladder, and de-
manded seven cents toll. He demurred on
the ground that the company did not own
as "high up" as where he was traveling.

Every body must live by his own labors.

RAILROAD TO LAKE SUPERIOR.—We have
received a copy of a map with facts and ex-
planations, showing the route of a railroad
from Chicago to Lake Superior. This map
was adopted and the facts laid before a meet-
ing of the citizens of Ontonagon and Mar-
quette in December last. Fond du Lac is
already in railroad communication with Chi-
cago, by Milwaukee, and in a few months
the Chicago, St. Paul and Fond du Lac
Railroad will give us another and more di-
rect route.

From Fond du Lac one main trunk is pro-
posed to run due north to the Michigan State
line, where one line branches east to Mar-
quette, in the heart of the iron district, and
the other is to run northwest to Ontonagon
with a branch from the Minnesota Mine to
Copper Harbor, near the extremity of Keew-
naw Point. The facts presented are so in-
teresting to our merchantile and manufactur-
ing interests that we present them nearly in
full. [Chicago Dem. Press.]

Through the State of Wisconsin the route
is over a remarkably level country, with little
required grading. It is well wooded; is a
rich farming and grazing region, and also
has extensive and very valuable pineries
along the route. It is now an unproductive,
unsettled wilderness, and needs but the rail-
road to induce the influx of an enterprising
population and the cultivation of one of the
best natural portions of that thriving State.

From the junction at the State line, the
branch to Ontonagon will pass with ease up
the valley of the east branch of the Ontonagon
River, until near the Minnesota Mine; it can
pass through the Mineral Range by a natural
gorge, and over the intervening table-land to
the port of Ontonagon. The branch thence
to Copper Harbor along the Mineral Range,
with the exception of crossing Portage Lake,
is not difficult of construction, not as much
so, it is believed, as most of the New Eng-
land roads.

From the State Line Junction the Branch
to Marquette is of a very favorable character.
The most difficult portion of this route is al-
ready constructed by the Iron Mountain T.
R. R. and Railway Companies from the Iron
Mountains to the Lake—16 miles. The
summit of the entire route is gained in that
distance at an altitude of about 750 feet.—
From the Iron Mountains southward on the
proposed route is a gradual descent to the
waters of Lake Winnebago. The whole
route is believed to be as easy of construc-
tion as any line of the same length now built
in the State of New York.

DISTANCES IN STRAIGHT LINES.

From Oshkosh to State Line,	137 miles.
" State Line to Marquette,	65 "
" State Line to Ontonagon,	72 "
	274
Min. Range Branch to Copper Har.,	80
Total length,	354

"We Will Subdue You."—These words
the N. Y. *Tribune* put into Senator DOUG-
LAS' mouth as having been addressed to the
"Spirit of Freedom in the North," in the
course of a late speech in the Senate; and
it is surprising how the small fry of the black
republican press have resounded them.—
Senator DOUGLAS never uttered such words,
or any words of such purport. The words he
did utter follow: [Alleged Record.]

"The Senator stakes himself on the minor-
ity report. I say that report justifies fore-
ign interference in Kansas; while the ma-
jority report denies the right of foreign in-
terference. Taking the minority report, I
can justify, under its principles, every act
that has been done in regard to Kansas,
either by persons from Massachusetts or from
Missouri. The majority report denies the
right of any man to violate the law, to per-
vert the principles of the Kansas-Nebraska
act, whether he comes from the North or the
South. The minority report advocates fore-
ign interference. We are ready to meet
the issue; and there will be no dodging.—
We intend to meet it boldly; to require sub-
mission to the laws and to the constituted
authorities; to reduce to subjection those who
resist them, and to punish rebellion and
treason. I am glad that a defiant spirit is
exhibited here; we accept the issue."

Senator DOUGLAS will stand to these words
and so will the democratic party.

NEW TONNAGE OF THE LAKES.—The Buf-
falo *Commercial* publishes a statement of
the tonnage now on the stocks and under
contract at Buffalo, Cleveland, Cattaraugus,
Conneaut, Detroit, Manitowoc, Milwaukee,
Milan, Newport, Oswego, Perysburg, Port
Clinton, Port Huron, Saginaw, Sandusky,
Trenton, Toledo, and Vermillion. The total
steam tonnage is 17,775, valued at \$1,263,
500; total sail tonnage, 31,183, valued at
\$1,457,000; grand total of tonnage, 48,958,
valued at \$2,720,500. The total number
of vessels is 121, viz: 1 steamer, 24 propel-
lers, 5 tugs, 91 sail craft. There were lost,
last season, 3 steamers, 7 propellers, 6 barques,
8 brigs, 33 schooners, and 1 tug, with an es-
timated tonnage of 20,850. Excess of new
tonnage over that lost, 28,108.

The happiness of a wife, and the cultiva-
tion of a vine, depends upon the care of a
man.