

PROPOSALS,

FOR CARRYING

The Mails of the United States,

On the following Post Roads, Will be received at the General Post Office, Philadelphia, until the 10th day of July next.

1. FROM Portsmouth, by Hampton Falls, Newburyport, Ipswich, Beverly, Salem and Lynn to Boston, three times a week.

From April 15 to October 15. Leave Portsmouth every Tuesday, Thursday and Saturday at 4 A. M. and arrive at Boston the same days by 6 P. M. Returning, leave Boston every Monday, Wednesday and Friday at 4 A. M. and arrive at Portsmouth the same days by 6 P. M.

From October 15 to April 15. Leave Portsmouth every Tuesday, Thursday and Saturday at 4 P. M. and arrive at Boston on the following days, Wednesday, Friday and Sunday at 6 P. M. Returning, leave Boston every Monday, Wednesday and Friday at 6 A. M. and arrive at Portsmouth the next days, Tuesday, Thursday and Saturday at 10 A. M.

2. From Boston by Worcester, Brookfield, Springfield, Suffield, Hartford, Wethersfield, Middletown, Durham, Wallingford, New-Haven, Milford, Stratford, Fairfield, Norwalk, Stamford, New Rochelle, East Chester and Harlem to New-York, three times a week.

From April 15 to October 15. Leave Boston every Monday, Wednesday and Friday at 11 A. M. arrive at Worcester by 6 P. M. Leave Worcester every Tuesday, Thursday and Saturday at 3 A. M. Arrive at Brookfield by 10 A. M. at Springfield by 2 P. M. at Suffield by 5 P. M. and at Hartford at 9 P. M. the same days. Leave Hartford every Monday, Wednesday and Friday at 5 A. M. arrive at New-Haven by noon; leave New-Haven at 1 P. M. and arrive at Stamford by 9 P. M. same days. Leave Stamford every Tuesday, Thursday and Saturday at 3 A. M. and arrive at New-York same days by 12 o'clock, noon. Returning, leave New-York every Monday, Wednesday and Friday at 11 A. M. arrive at Stamford in the evening; leave Stamford every Tuesday, Thursday and Saturday by 3 A. M. arrive at New-Haven by noon; leave New-Haven at 1 P. M. and arrive at Hartford by 9 P. M.; leave Hartford on Wednesday, Friday and Monday by 3 A. M.; arrive at Springfield by 10 A. M. and at Worcester by 9 P. M.; leave Worcester every Thursday, Saturday and Tuesday by 3 A. M. and arrive at Boston same days by 1 P. M.

From October 15 to April 15. Leave Boston every Tuesday, Thursday and Saturday by 8 A. M.; arrive at Worcester by 8 P. M.; leave Worcester on Wednesday, Friday and Monday at 4 A. M.; arrive at Suffield same days by 8 P. M. Leave Suffield Thursday, Saturday and Tuesday at 4 A. M. and arrive at New-Haven by 8 P. M. Leave New-Haven every Friday, Monday and Wednesday at 4 A. M. and arrive at New-York the next days Saturday, Tuesday and Thursday by 11 A. M. Returning, leave New-York every Monday, Wednesday and Friday at 11 A. M. arrive at New-Haven on Tuesday, Thursday and Saturday by 8 P. M. Leave New-Haven every Monday, Wednesday and Friday at 4 A. M. arrive at Suffield by 8 P. M. Leave Suffield Tuesday, Thursday and Saturday by 4 A. M. and arrive at Boston the same days by 4 P. M.

3. From New-York by Newark, Elizabethtown, Rahway, Woodbridge, New-Brunswick, Princeton, Trenton, Bristol and Frankford to Philadelphia, every day, Sunday excepted. Leave New-York every day, Sunday excepted, at 1 P. M. and arrive in Philadelphia the next day at 7 A. M. 18 hours. Returning, leave Philadelphia every day, Sunday excepted at 1 P. M. and arrive at New-York the next day by 7 A. M. From November 1 to May 1, the hour of arrival at Philadelphia and at New-York shall be extended to 8 A. M.

4. From Baltimore by Bladenburg to Washington every day, Sunday excepted. April 1 to November 1. Leave Baltimore every day at 11 A. M. and arrive at Washington by 6 P. M. Returning, leave Washington every day at 3 A. M. and arrive at Baltimore by 11 A. M.

November 1 to April 1. Leave Baltimore every day at 4 A. M. and arrive at Washington by 2 P. M. Returning, leave Washington every day at 10 A. M. and arrive at Baltimore by 7 P. M.

5. From Washington city by George town, Alexandria, Colchester, Dumfries, Aquia, Falmouth, Frederickburg, Bowling Green and Hanover court house to Richmond, c. h. every day, Sundays excepted.

From April 1 to November 1. Leave Washington every day at 8 A. M. and arrive at Frederickburg by 7 P. M. Leave Frederickburg every day at 3 A. M. and arrive at Richmond by 6 P. M. Returning, leave Richmond every day by 3 A. M. and arrive at Frederickburg by 6 P. M. Leave Frederickburg every day by 3 A. M. and arrive at Washington by 4 P. M.

November 1 to April 1. Leave Washington every day at 4 P. M. and arrive at Alexandria by 7 P. M. and arrive at Frederickburg the next days by 7 P. M. Leave Frederickburg every day at 4 A. M. and arrive at Richmond the next days by 10 A. M. Returning, leave Richmond every day at 2 P. M. and arrive at Frederickburg the next days by 9 P. M. Leave Frederickburg every day at 4 A. M. and arrive at Washington the next days by 8 A. M.

6. From Richmond to Petersburg every day, Sundays excepted. Leave Richmond every day at 4 A. M. and arrive at Petersburg by 10 o'clock, A. M. Returning, leave Petersburg every day at 2 P. M. and arrive at Richmond the same days by 7 P. M.

7. From Richmond by New Kent court house, Williamsburg, Yorktown and Hampton to Norfolk, 3 times a week.

April 1 to November 1. Leave Richmond every Tuesday, Thursday and Saturday at 3 A. M. Arrive at New-York by 6 P. M. and arrive at Norfolk the next days, Wednesday, Friday, and Sundays by 1 P. M. Returning, leave Norfolk every Tuesday, Thursday and Saturday, at 10 A. M.; arrive at York in the evening. Leave York every Wednesday, Friday and Sunday by 3 A. M. and arrive at Richmond the same days by 6 P. M.

November 1 to April 1. Leave Richmond every Monday, Wednesday and Friday at 3 P. M.; arrive at Norfolk in two

days on Wednesday, Friday and Monday by 10 A. M. Returning, leave Norfolk every Monday, Wednesday and Friday at 3 P. M. and arrive at Richmond in two days on Wednesday, Friday and Monday by 10 A. M.

8. From Petersburg by Cabin Point Surry court house, Smithfield, Suffolk and Portsmouth to Norfolk three times a week.

Leave Petersburg every Monday, Wednesday and Friday at 12 o'clock, noon, arrive at Suffolk the next days by 1 P. M.; leave Suffolk at 1 P. M. and arrive at Norfolk by 8 P. M. Returning, leave Norfolk every Monday, Wednesday and Friday at 4 A. M.; arrive at Suffolk same days by 10 A. M. Leave Suffolk at 11 A. M. and arrive at Petersburg every Tuesday, Thursday and Saturday by noon.

9. Petersburg by Harrisville, Goldsborough and Warrenton to Louisa three times a week.

Leave Petersburg every Monday, Wednesday and Friday at 2 P. M. and arrive at Louisa in two days on Wednesday, Friday and Sunday at 10 A. M. Returning, leave Louisa every Monday, Wednesday and Friday at 1 P. M. and arrive at Petersburg in two days on Wednesday, Friday and Monday at 10 A. M.

10. From Louisa by Raleigh, Averysboro and Fayetteville to Mc Falls, three times a week.

Leave Louisa every Sunday, Wednesday and Friday at 3 P. M. arrive at Mc Falls on Tuesday, Friday and Sunday by 9 A. M. Returning, leave Mc Falls on Monday, Wednesday and Friday at 3 P. M. and arrive at Louisa on Wednesday, Friday and Monday at 10 A. M.

11. From Mc Falls by Chereau court house to Camden three times a week. Leave Mc Falls every Sunday, Tuesday and Friday at 1 P. M. and arrive at Camden on Tuesday, Thursday and Sunday at 10 A. M. Returning, leave Camden every Tuesday, Thursday and Saturday at 2 P. M. and arrive at Mc Falls on Thursday, Saturday and Monday at 10 A. M.

12. From Camden by Stateburg and Jamsville to Charleston, three times a week. When the river is so high as to make long Ferries, the mail shall be carried from Camden on the south side of Santee river.

Leave Camden every Sunday, Tuesday and Thursday at 2 P. M. and arrive at Charleston on Tuesday, Thursday and Saturday at 10 A. M. Returning, leave Charleston every Sunday, Tuesday and Thursday at 1 P. M. and arrive at Camden the next Tuesday, Thursday and Saturday at 10 A. M.

13. From Camden by Columbia, Edgefield, court house, and Campbell town to Augusta, three times a week. Leave Camden every Sunday, Tuesday and Thursday at 1 P. M. and arrive at Augusta on Tuesday, Thursday and Saturday at 10 A. M. Returning, leave Augusta every Sunday, Tuesday, and Thursday at 3 P. M. and arrive at Camden on Tuesday, Thursday, and Saturday at 10 A. M.

14. From Charleston by Jacksonborough and Coosawhatchy to Savannah twice a week. Leave Charleston every Tuesday and Thursday at 6 P. M. arrive at Jacksonborough on Wednesday and Friday at 8 P. M. arrive at Coosawhatchy on Thursday and Saturday by 5 A. M. and arrive at Savannah on Friday and Sunday by 8 A. M. Returning, leave Savannah every Saturday and Tuesday by 4 A. M. arrive at Coosawhatchy by 8 P. M. and arrive at Charleston on Tuesday and Thursday by 10 A. M.

15. From Augusta by Louisville to Savannah, once a week. Leave Augusta every Saturday at 3 P. M. arrive Louisville on Sunday by 6 P. M. leave Louisville on Monday at 8 A. M. and arrive at Savannah on Tuesday at 5 P. M. leave Savannah on Wednesday at 8 A. M. and arrive at Louisville on Thursday by 5 P. M. leave Louisville on Friday at 6 A. M. and arrive at Augusta on Saturday at 10 A. M.

16. From Augusta by Waynesborough to Savannah once a week. Leave Augusta every Tuesday at 2 P. M. arrive at Waynesborough on Wednesday by 8 A. M. and arrive at Savannah on Friday by 3 P. M. Returning, leave Savannah every Saturday at 9 A. M. arrive at Waynesborough on Monday by 3 P. M. and arrive at Augusta on Tuesday by 9 A. M.

17. From Waynesborough to Louisville. Leave Waynesborough every Wednesday at 9 A. M. and arrive at Louisville by 3 P. M. Returning, leave Louisville every Thursday at 5 A. M. and arrive at Waynesborough by 1 P. M.

18. From Savannah by Sunbury, Riceborough, Darien and Yonkwick to Stary's once a week. Leave Savannah every Wednesday at 9 A. M. arrive at Riceborough on Thursday by 10 A. M. and arrive at Stary's on Saturday by 9 A. M. Returning, leave Stary's every Saturday at 3 P. M. arrive at Riceborough the next Monday by 3 P. M. and arrive at Savannah the next Tuesday by 7 P. M.

NOTES. Note 1. The mail on the route No. 9, 10, 11 and 12 is to be carried in a wheel carriage or by a led horse. A penalty at the rate of 12 cents a mile will be incurred by the contractor for each time and mile that he shall carry the same without making use of either a carriage or led horse. No alteration will be made in the times fixed for the arrival and departure of the mails in these routes.

Note 2. The Postmaster-General may alter the times of arrival and departure at any time during the continuance of the contract, he previously stipulating an adequate compensation for any extra expence that may be occasioned thereby.

Note 3. Fifteen minutes shall be allowed for opening and closing the mail at all offices where no particular time is specified.

Note 4. For every fifteen minutes delay (unavoidable accidents excepted) in arriving after the times prescribed in any contract, the contractor shall forfeit one dollar; and if the delay continue until the departure of any depending mail, whereby the mails destined for such depending mail lose a trip, an additional forfeiture of five dollars shall be incurred.

Note 5. Newspapers as well as letters are to be sent in the mails; and if any person, making proposals, desires to carry newspapers, other than those conveyed in the mail, for his own emolument, he must state in his proposals for what sum he will carry it with that emolument, and for what sum without that emolument.

Note 6. Should any person, making proposals, desire an alteration of the times of arrival and departure above specified, he must state in his proposals, the alterations desired, and the difference they will make in the terms of his contract. This note does not apply to the routes No. 9, 10, 11 and 12. No alteration will be made in those times.

Note 7. Persons making proposals are desired to state their prices by the year—Those who contract will receive their pay quarterly, in the month of January, April, July and October.

Note 8. The contracts for the routes numbered 1 to 13, are to be in operation on the 1st day of October next, and are to continue in force until the 1st of October 1804. Contracts for the routes number 14, 15, 16, 17 and 18, are also to be in operation on the 1st day of October next, and are to continue in force until the 1st of April 1804.

JOS. HABERSHAM, Postmaster-General. General Post Office, Philadelphia, March 20, 1800. eot Jy.

Baltimore and New York Mail Stage Office.

Is removed from No. 13 South Fourth Street, to No. 18 South Third Street. An Office for those Stages is also kept at Mr. Hardy's Inn, No. 97 Market Street. General Post Office, April 18.

FOR GREENOCK, THE SHIP HANNAH, Of Philadelphia, DAVID BROWN, Master.

WILL sail in about ten days, she is between 3 and 4 years old, newly repaired, till fast, and is expected to return early in the Fall.—For freight or passage apply to the captain on board at Latimer's wharf, or to WILLIAM YOUNG, No. 52, South Second Street. dtf.

THE PARTNERSHIP OF ISAAC & EDWARD PENINGTON, SUGAR REFINERS, Expired the 1st instant.

The Business is now conducted by Edward Penington who is authorized to settle all accounts relative to the said partnership. ISAAC PENINGTON, EDWARD PENINGTON. April 17. dtot

ON FRIDAY, The second of May at 7 o'clock in the evening, will be sold by Public Auction, at the Merchant's Coffee House, the following VALUABLE PROPERTY:

A Three Story Brick House, WITH extensive back buildings, situate in Front between Pine Street. The house contains two large rooms on each floor, and is 32 feet 8 inches in front, and 52 feet 6 inches deep. The piazza is 19 feet 6 inches in length, and 23 feet 6 inches in width, in which is carried up an elegant stair case. The back buildings are 45 feet in depth and 23 feet and 8 inches in width, and contain on the first floor, a parlour, kitchen, pantry and stair case. The second and third stories are divided into convenient chambers; the lot is 1 1/2 feet 6 inches deep, and has the privilege of a court into Lombard Street. The house is not plastered, but the carpenter's work is newly finished.

Persons wishing to view the premises previous to the day of sale, will please to apply to No. 168, South Front Street, for the keys.

A Lot of Ground, Nineteen feet 11 inches front, and 37 feet in depth, upon the court leading into Lombard Street; the purchaser of the house will be entitled to this lot.

Conditions as follows, viz. One 1/4 in 60 days—one 1/4 in 6 months—one 1/4 in 12 do, approved Security and interest on the three last payments. JOHN CONNELLY, Auctioneer. April 18.

A GOOD THREE STORY BRICK HOUSE & LOT, FOR SALE IN THE CITY OF BURLINGTON.

SITUATE on High Street, the 8th door below James Sterling's, on the same side of the way. The front has been occupied for several years as a Shoe store, and there are commodious back buildings, which with its advantages of situation, renders it a very eligible stand for business, as a retreat for a person wishing to remove from Philadelphia.—The lot is in a high state of cultivation as a garden, and is flored with a variety of choice fruit trees.

ALSO, A VALUABLE TAN-YARD, With building thereon, which are large and nearly new, situate on the east side of Wood Street, and is adjoining to the above described premises.

On the west side of the same street a lot well situated to build upon. Containing upwards of one acre, about 300 feet in depth and 150 feet front. It may be sold, either altogether or in separate lots of from 20 to 30 feet, so as to suit the purchaser.

LIKewise, About 39 Acres of Land, Two and an half miles from Burlington on the road to Dunk's Ferry, having a prospect of the Delaware, and handomely situate for a Country Retreat, or suitable for raising truck for the Philadelphia market, to be sold together, or divided to suit the purchaser.

The foregoing property will be sold on easy terms with respect to payments.

For further particulars enquire of Joshua R. Smith, No. 111, North Fifth Street, John Smith, Jun. No. 99, Arch Street, or of Smith and Allison, Burlington. 4th mo 17. taw6w

Forty Dollars Reward.

RAN AWAY from the Subscriber, living in Sassafras Neck, Cecil County, State of Maryland, on Friday the 14th inst. a negro man named PETER, about twenty-five years of age, tolerably black, and left handed. He has been used to sailing by water in the Chesapeake Bay about twelve months, and is smart and active.—He has been formerly used to farming and taking care of horses. His clothing he took with him is unknown.—It is expected he has shaped his course for Philadelphia or Cheller Town, and the above reward will be paid for securing him in any part in the United States, and reasonable charges paid if brought home, by JOHN FERGUSON.

N. B. All masters of vessels and all other persons are forewarned of harboring the said negro. Sassafras Neck, March 18. aaw6w

The Gazette.

PHILADELPHIA, TUESDAY EVENING, APRIL 29.

In Claypole's paper of Thursday a credited PORCUPINE is advertised as a show. This is rather an unlucky name for the interest of the proprietor of the animal. The name of Porcupine; though once "more tuneable than lark to shepherd's ear," now jars the auditory sense of many a Philadelphian. There is a credited Porcupine at New York, with crest full lofty, and quills acute; go not near him, ye men of five thousand, shun him, visionary republicans, "flee far away;" thou, true American, the original credited Porcupine will not brook your approach.

Specimen of the Sublime in American composition.

The following is from "New York Advertiser," and is the true and only style of writing, popular and encouraged in America. If a scholar of the European model, could forget his classical lore, throw away his taste, quench his imagination, falsify his judgment, and become a "motley fool, a miserable varlet," and write Geographical, Biographical, Eulogic, &c. in the manner of the following, there is no doubt, but he would bask in the broadest sunshine of success, and be hailed a beautiful, patriotic, true-American writer. If he should fit down, and in this file, compose a panegyric upon a certain country, proving it to be, "as far as words and terms can go," the most free, sovereign and enlightened of any upon the globe, it would at once exalt and enrich the patriot author. He might be a Governor of a State or a Major General in the Militia. "Blushing honours" would thicken about him, opulence would give him Eagles by the handful; even the gripe of our Pedlar avarice would relax, and the Franklins of the time would tear out half a page of their economical diary. It is therefore modestly suggested, in a spirit of friendship and good will, that, from and after the date hereof, the literary tribe, in all our great national works assume the manner of the immortal writer below; a manner exactly suited to the meridian of the times; a manner, that would rescue him, who employed it, from every imputation of servility to Roman or English combinations of style; a manner so fullsome, so stupid, so truly American as could not fail of delighting "millions." But it is ungenerous to keep impatient curiosity so long waiting in the anti-chamber. Without more delay, we introduce said curiosity to the famous

New York Description of the Launch of The Frigate President.

Yesterday morning, at 10 o'clock precisely, the Daughter of the Forest and the Heir of the Ocean, embraed, in peerless Majesty, her destined element. The order, beauty, grandeur and godlike sublimity of the scene, the pen of man cannot depict. The beholders alone can know the mingled sensations of Pleasure, of Joy and of National Glory that the scene excited. The harbor on both sides for some distance was thronged with vessels, whose decks were covered with admiring beholders. The neighbouring hills, bousetops, and even the shores of Long Island were crowded with spectators whose exclamations echoed the Glory of America! Several Artillery and Volunteer Companies according to the arrangements of Gen. Hughes, paraded near the shore, and after she entered the water closed the scene with a feu-de-joie. On the whole we think it the most noble scene ever exhibited on this side the Atlantic. Her construction, timber and workmanship, reflect much honor upon her builders, and great merit is due to the judgment of Mr. Cheeseman, under whose direction she moved with the most perfect ease and harmony, and with a Noble Bow, bade the Land ADIEU.

COMMENTARY BY CRISO.

"At ten o'clock precisely, the Daughter of the Forest and the Heir of the Ocean embraed.—Considering the very lofty and sonorous file of this nautical poet laureat, he certainly begins in a dry, hard and matter-of-fact manner. It is quite an astronomical or rather almanack exordium. It is by no means inflated, and pompous, and foolish, like the rest of the poem. The author does not strike a grand key note at the beginning; "ten o'clock precisely," is a low, dull, obtuse sound, and "plads its way" through our ears. Passing by this prosaic phrase, we come now to notice the unfeasible hour of assignation, between "the Daughter of the Forest and the Heir of the Ocean," and the indelicacy of our poet in thus publicly expending their amour. We must confess that ten o'clock in the morning is a very early season for enjoyment in the works of the learned and pious STERNE, mention is made of Saturday night as a sort of Carnival of Love and Matrimony; and, as we are credibly informed, it is the fact in many families that Hymen, Cupid, and Venus sometimes prophandly and wantonly revel together on a Sunday. But "ten o'clock precisely!" Ay, ten in the morning. This is too much! Fie, Mr. Poet!

Your closely clinging loving pair, Poet's daughter, Ocean's heir, With throbbing veins, and bosoms bare, Commence their joys too early.

Should fondest brillgroom of our land So soon provoke the delirious bland, Ere many an hour glad thod its sand, I trow he'd look most furly.

Solomon who was an experienced lover, remarks that there is "a time to embrace, and a time to refrain from embracing. This rule is strangely confounded by those illustrious and most amorous lovers the "Heir of the Forest and the Daughter of the Ocean."

But stop. This is a ticklish subject. "Give me an ounce of Civer, good Apothecary, to sweeten my imagination." The frolicsome powers of ridicule have laughed long enough at the morning amours of tar and timbers, and salt water.

"Claude jam rivot, pieri, fat prata biberant."

"Peerless Majesty." It would not be fair to suppose that our poet was in the habit of studying English authors; but, as MILTON was a republican, Paradise Lost might have been consulted. The "moon, rising in cloudy majesty" suggested "peerless majesty." Peerless is a most unfortunate word to be a companion to majesty. A more improper and unappropiate epithet could not be chosen from the mighty maifs of the English language. But, "peerless majesty" is a fine nonensical, bombastical rumbling phrase, and therefore is the very pink of taste for an American newspaper, and is sure to be popular among a majority of our loving countrymen, and cause them to salute the author as a clever man and a wonderful genius.

"The godlike sublimity of the scene, the pen of man cannot depict." Here is a wonderful flight. Montgolfier and Blanchard, with all their balloons, crept upon the ground in comparison of the audacious, lofty, empyreal excursion of our poet from one of the docks of New York. It is uncertain whether this paragraph had its origin in a Pagan or a Jew, but he applies a religious phrase to an ordinary occurrence very much like a Heabren. It should seem, from the concluding member of this extraordinary sentence that the pen of a celestial being could alone describe this heavenly sight. What blasphemy and non-sense are here; but this is the fashionable rant of the day, and many a wondering American, with moony eyes, flares enraptured by whole pages of such kind of Eulogy.

The beholders alone can know the mingled sensations of pleasure, of joy and of national glory, that the scene excited." This is rather a selfish and libelous remark. It is devilish hard that absent friends could not feel these "mingled sensations." How deeply it is to be regretted that the "pleasure," and "joy," and "national glory," resulting from a launch, were confined entirely to the Jack Tars, and "admiring beholders" at New York.

"The harbor was thronged with vessels." "Thronged." A very forcible word, and strikingly exemplifying that propensity to exaggeration and fulsian, for which we are the laughing stock of foreign critics. The fact is, the above harbor was not thronged, nor choaked, nor overflowing with vessels. When the Americans have a better education, and study Greek and Roman and English authors, instead of vulgar newspapers, and the Sancho Panza proverbs of old FRANKLIN, they will learn to express themselves with simplicity and truth, and IN THE IDIOM OF THEIR ANCESTORS.

"The neighboring hills, bousetops, and even the shores of Long Island, were crowded with spectators, whose exclamations echoed the glory of America!" Another example of braggart and hyperbical, so much in request among the minor scribblers in America. This new, and wild, and foolish mode of composition first shone the light in a Wigwam, was "cocked and swaddled and dandled" by Committees of Correspondence and Safety, was introduced into good company at Oliver's Dock and now in its adult state stalks in the highest vigour through many a column of our impartial, or many colored newspapers. To a classical ear nothing can be more dissonant than such jargon. To sound judgment, and correct taste nothing can be more offensive than such puerile tumidity. From simple narrative to vivid description this extravagant, bloated style is too prevalent. Whatever is seen, or heard, is "unequaled," "wonderful," "vastly great," and "immensely prodigious." If a man die, then "a universe is in tears;" if a cannon explode, the world reverberates the deafening sound; if two or three are gathered together, it is an immense multitude, thronging, and pressing; it is Milton's "numbers without number;" it fills and covers the whole earth. Now this bombast will answer very well for a town meeting bawler, anxious to gull the miserable populace, gaping to be instructed whether their natural benevolence and malignity shall be employed to quench genius, or to fire a city, to rip open a FEATHER BAG, or unlhead a TAR BARRIL. But it is too low, and absurd, and vicious to enter into any sentence of legitimate composition. It is to be hoped that from such specimens of style, the whole of American authors will not be judged, by transatlantic criticism. For there is a correct band in this country, who to genius, add taste, and to taste, judgment, and to judgment, skill in the various arts of pure and elegant composition. The individuals, who compose this corps are not confined to the Eastern or the Southern States. They

A wretched, patchwork, Gallic and corrupt file has long prevailed in our country. It is not English. But it is very current in the compositions of our editors, geographers and pretence politicians. Every word and phrase in this new vocabulary is detected and branded at once by the British reviewers, whenever they notice a Columbian production of this class. They call it, in derision, an Americanism. It is original. It has no affinity to the manner of Addison, Swift, or Bolingbroke. It is a sort of revolutionary dialect, and was begotten and born in the month Fensile. It is the fashionable jargon of witwold editors, and cloaked jacobins.

Oliver's Dock. A low quarter of Boston fam us both for the stench of its fish, and its politics. Men are commonly tarred and feathered in this agreeable place. Liberty poles are always exalted here, French flags have often waved over this suburb of St. Antoine. Here wretched oxen are roasted and devoured, and if a Genet should again appear, yours poor oxen would be sacrificed by the votaries of St. Oliver.