

Communicated.

BELLEFONTE & PHILIPSBURG TURNPIKE ROAD.

The completion of the Bellefonte & Philipsburg Turnpike road, has been announced, and "the voluptuary," the "convalescent," "the fault-finding Cynic in his carriage," and to crown the whole, the "man of pleasure," are severally, and respectively, and collectively invited to travel upon it by your correspondent.

Every person in the community knows that for some years past there has been a most wonderful outcry about internal improvement, and one of the weightiest charges against Mr Findlay was that he was inimical to it, or was most culpably negligent, in not recommending to the legislature to make appropriations for that purpose. I confess I was always fond of the notion of good turnpike roads, conceiving that if we had them, our waggons could haul much greater loads and travel with greater safety and expedition, than on our common township roads. Under these impressions, I hailed the appropriation bill as a part of a very liberal policy, about to be adopted by our rulers, and flattered myself that in this section of our country, those kind of roads would abound, and that they would soon connect the most remote towns and cities in our state. I believe that the legislature when they appropriated money for the purpose of making those roads, intended that they should be constructed of such materials, and in such a manner, that they could be travelled upon by, and accommodate every description of people: as well the farmer with his waggon of burden, as the "man of pleasure," &c. in his carriage. I would conceive too, that the convenience of the farmers ought to be first considered, being in every respect the most useful class of our citizens. I cannot say, whether or not, this was made the chief consideration with those who superintended the construction of the Bellefonte and Philipsburg turnpike road; indeed one would suppose the very contrary, if he were solely to rely upon the information contained in the communication of your last week's correspondent. That gentleman would lead one to believe that the trouble of making the road, and the money expended thereon was for the sole purpose of accommodating the "voluptuary, the convalescent, the fault-finding cynic in his carriage, (God bless the mark) and the man of pleasure;" for these are the only characters he invites to travel on his road. These people, I presume, are the Philadelphia and New York dandies, that sometimes come amongst us; and, if the money of the people has been expended for the purpose of making a smooth mud road for these lads to travel upon, verily it has been laid out "for that which is not bread, and that which satisfieth not"—For my individual part, I do say, I would much rather that he had told us it was an excellent road for waggons hauling 3 or 4 tons burden, and that it would lead to a much better market for our iron and produce:—I confess I cannot see what advantage a Haines or Miles township, farmer, or any other farmer, could derive from a road made for the accommodation of debauchees, who may choose to ride out to the western country in their carriages to endeavor to recover that health which they ruined with "riotous living." Nor can I see what public good it would lead if all the sensualists in Pennsylvania or New York, would gormandize in Bellefonte, at the Rattlesnake hotel, at Craddocks or at Philipsburg. Give us, say the farm-

ers, roads which will enable us to carry our produce to market with greater ease; we are only for internal improvement when it leads to this end.

I rather suspect 'tho' that the Bellefonte & Philipsburg Turnpike Road, is not alone calculated for the accommodation of Dandies with their VELOCIPEDES; but that it will be alike useful to the FARMERS of our county, and of the counties west of us. I should, nevertheless, like to know whether or not it is the case? and respectfully request the information from the Gentleman who has so politely invited the "voluptuary," the valetudinarian, the cynic in his carriage, the convalescent and the man of pleasure, (the Lice and Locusts of Egypt) to travel upon the road. If his notion is that good roads are only for the use of such cattle, it is strange indeed; and if he is a patriot, and a good citizen, he will renounce it. He mentions something about National advantages in his communication, but quits rather abruptly, which would lead one to believe that he could state none, and that none exist.

—JAKE.

JULY 12—AT THE RATTLE-SNAKE.

TREATY OF GHENT.

Gen. Perer B. Porter, the Hon. Anthony Barclay, Commissioners under the 6th article of the Treaty of Ghent, together with the agents and secretaries, met in this village on Tuesday last, and after a session of four days, concluded amicably the decision of the article submitted to their arbitration. We understand nearly 3,000 islands have been surveyed and adjudicated upon, many of which are of great value and national importance. We may therefore soon expect to see the fertile islands of the North and West, cleared of the bands of smugglers and renegades who have infested and squatted on them, and their place supplied by the enterprising and industrious farmers of this and the eastern states. *Oneida Observer.*

New York, July 4th.

PAINFUL INTELLIGENCE.

By the ship Carolina Ann, Capt. Coffin, from Valparaiso, the editors of the New York Gazette have received letters from officers on board the Franklin 74, confirming the report and detailing the painful particulars of the loss of a boat's company belonging to that ship. The following is an extract of one of the letters.

"On Tuesday the 19th inst, a most melancholy and deplorable event occurred in this Bay. On the morning of that day, a party consisting of seven officers, to wit: Lieut. James N. Perry, Dr. Cornelius C. De Puy, Midshipman Robert Marshall, John Cremer, Edward Preble, Robert B. Coffin and Reuben R. Pinkham, and three seamen, name! John Smith, 1st, Melancton C. Reed, and William M'Daniels, all belonging to the Franklin 74, left the ship in one of her boats, with the design of visiting Quintera, a small town sixteen miles to the northward of this place, formerly the residence of Lord Cochrane. On nearing the shore, they unexpectedly found a high surf rolling in, and attempting to pass through, in order to gain the usual landing place, the boat was overwhelmed by a tremendous surge, which capsized her and threw the whole party into the sea. Mid'n Pinkham and the lad M'Daniels were the only persons that escaped to relate the dreadful tidings. Messrs. Marshall and Creamer, although excellent swimmers, disappeared very soon, and it is supposed were carried down by one of the seamen who was unable to swim, as he was seen holding Marshall by the coat.

Dr. De Puy and Preble, neither of whom could swim, were supported,

and repeatedly placed on the bottom of the boat, through the cool and intrepid exertions of Lt. Perry and Mid'n Pinkham; but they were as often overwhelmed and dashed asunder. When every effort had been baffled, and the two former had disappeared, Lt. Perry and young Coffin were seen buffeting the waves, and cheerfully encouraging each other in their endeavours to reach the shore. Another and another surge engulfed them, and their fate was irrevocably sealed! It is believed that Perry, being an excellent swimmer, might have gained the shore; but his strength was completely exhausted in nobly exerting himself to save his unfortunate companions.

On this painful occasion, I feel unequal to the task of delineating the characters or touching upon the individual worth of the deceased. The tear which still glistens in the eye of every one on board, from the Commodore to the youngest lad in the ship, and the sympathetic sorrow depicted in the countenances even of strangers on shore, declare in mute eloquence that we have suffered a heavy and irreparable loss!

On the 21st, the flag of the Franklin was displayed at half mast, which token of respect was followed by Com. Hardy's ship, the Chilean squadron, and the ships of all nations in port; and on Sunday last, the Rev. Mr. Andrews (Chaplain of the Franklin) delivered an impressive and appropriate discourse on board, which was listened to with deep interest by the ship's company and a large number of our countrymen from shore.

The body of one of the seamen was found several days since, and decently buried at Quintera. Four more bodies were found yesterday, and the party which was detached this morning to pay the last sad tribute to their remains has not yet returned. If I can procure their names in time, they shall be inserted in this letter."

Another letter observes, "It may be truly said the service has experienced a severe loss in these young men; they were universally esteemed, and the effect it has produced throughout the ship is astonishingly great.

Our worthy Commodore could not have been more seriously afflicted if he had lost one of his own family." The same letter states that several parties had previously landed at the same place without meeting any difficulty, which probably induced them to venture further than they would otherwise have done.

LATEST FROM THE SPANISH MAINE.

Curracoa, June 15th, 1822.

The paragraph that appeared in our last respecting the Spanish squadron having had an engagement with that of Colombia, appears to turn out in some respects incorrect. By an arrival from Porto Cabello we have been favoured with the particulars of this circumstance, which may be relied on, and by which it appears that the Spanish frigate Ligera saw her convoy safe into Porto Cabello in sight of the blockading squadron. The brig of war Hercules remaining outside was attacked by the Colombian vessels, who immediately desisted upon perceiving the frigate going out to the assistance of her consort.

By the last accounts the Spanish vessels were anchored off Punto Bravo, in consequence of the outward bay being commanded from the heights round Porto Cabello now in the possession of the Colombians, who have 4 heavy cannon and a howitzer mounted on the Vigia. The Spaniards still maintain their ground although a very heavy fire is continually pouring into the town.

On Wednesday the spanish sch-

Juanita came into this harbor from Porto Cabello, with nearly 150 invalids from the spanish army, bound to Havana. We have not learned any particular news by this vessel, except that Porto Cabello remained in the same state. The object of this vessel coming into this port is to obtain a supply of provisions for the voyage.

IMPORTANT INTELLIGENCE.

By an arrival yesterday from Coro, the following official important intelligence has been received here, with which we have been politely favoured and hasten to lay the same before our readers.

Official dispatch from Gen. Morales to Gov. Carera Colino.

Yesterday morning at day light, I commenced my march from Juitiba, for the purpose of attacking the enemy, according to information I had received, were in the vicinity of Bu-chivacoa. On my arrival I learned that the enemy had marched to Davajuro, I immediately ordered that the division should counter-march by the road to Hato del Padro, for the purpose of refreshing the troops, it being about 12 o'clock. They had not finished when I found myself suddenly attacked in the rear, with great impetuosity, and after a vigorous resistance made by the rear guard, assisted by several columns which I ordered to advance on the enemy, I succeeded in completely routing them, and dispersing them in every direction, hotly pursued by my troops.

The loss of the enemy consists of the enemy consists of Col. Pinango and seven officers, who have fallen into our hands, and upwards of 200 rank and file in killed, wounded and prisoners.

Our loss has been very trifling in comparison with that of the enemy; and as soon as I receive the returns I shall inform you of the result.

I have ordered col. Lorenzo to pursue the enemy in the direction of the Pedregal, by which road they are flying in the most shameful manner.

I have the honor to communicate this important intelligence to you for your own satisfaction, and that of the troops and town under your command.

God preserve you many years. Given on the field of battle, Davajuro, 8th June, 1822.

(Signed) F. THO. MORALES.

General in Chief.

To His Honor Don Manuel de Carera Y. Colino, Governor of Coro.

Extract of a proclamation of the Governor of Coro.

I have this moment received the following dispatch from colonel Don Juan Tello—

I have just surprised this town and have made 20 prisoners. The troops of general Soublotte were completely routed and dispersed yesterday. I still continue pursuing his flying forces, which at every moment falling into my hands.

I communicate this for your satisfaction, and that of the loyal inhabitants of Coro.

God preserve you many years. Commandancia General, Zarsarilla, 8th June, 1822.

Signed, JUAN TELLO

Extract of a dispatch of Col. J. Tello, to general de la Torre, in Puerto Cabello.

Among the articles taken on the field of battle in the late action, are 200 cargoes of provisions, 200 mules, the military chests, music and colours, and the private papers and military correspondence of Gen Soublotte. The battalion of Boyaca has suffered severely, very few having escaped.

The following are extracts from several letters received by the same

opportunity, and we are inclined to give them credit from the respectable sources from which they have emanated.

Coro, June 11th.

The remains of the division of Soublotte, Reyes Vargas and Torelles, have been pursued by Lorenzo and Tello, and there is no doubt but they will be entirely destroyed. The loss of the enemy up to this date is more than 400 rank and file, among which are 23 officers, 500 new muskets with all their ammunition, camp equipage, baggage and provisions. Among the slain is an English colonel Pinango is among the prisoners, and has been treated with great generosity and the respect due to his rank, by the brave Gen. Morales. The Spanish army have to deplore the loss of three of her bravest officers, viz. Bo-Fresno and Fernandez, who fell in the hottest of the action, leading on their troops to victory and glory. Our loss has been, killed and wounded, 97 rank and file.

Later intelligence states, that the loss of the enemy amounts to upwards of 600 men—and sanguine hopes are entertained that gen Soublotte, who who escaped with only two attendants, would finally fall into our hands.

New York, July 6.

An officer on board of the Franklin, writes from Valparaiso to his friend in this city, "that they are surrounded by a set of people, whose equals are not to be found in the known world for villainy of every description. Liberty is a mere name, not practised even in thought by any one in the country, and independence a nickname for beggary and want. There is not a man from the Supreme Director down to the lowest rank in their service, who is actuated by any other than mercenary motives; and perhaps you have never seen so many miserable, disappointed creatures in your life, as we have on board, from the Commodore down to the youngest midshipman. We all have the horrors and sickness, and nothing but pride will keep the officers from asking leave to return."

From the Savannah Republican. GENERAL BERTRAND.

Henry Gratien Bertrand, general, peer, aid de camp of Napoleon, grand marshal of the palace, was born at Chateau Roux, in France, his father being the sub-delegate, and lord of the manor. He served at first in the engineer department, was distinguished for his talents and honorable conduct, and at length obtained the rank of general of brigade. It was while employed in 1804 at the camp of St. Gmer, that Napoleon particularly appreciated those qualifications which he had already noticed in Egypt, and which created in the mind of the emperor that particular preference which was always afterwards shown towards him. Bertrand in fact followed him in all his campaigns, distinguished himself on many occasions, and particularly at the battle of Austerlitz in 1805, where he was appointed aid de camp of Napoleon. In 1806 he carried the citadel of Spandau after an investment of a very few days; contributed next year to the success of the battle of Friedland against the Russians, and received the applause he so justly merited: but what elevated his reputation to its utmost height and drew towards him the attention of all the army, was the construction, in 1809, of those beautiful bridges over the Danube, which excited the astonishment and admiration of the Austrians themselves, and occasioned the emphatic observations of the soldiers, "there is no longer a Danube." Engaged again in the campaigns of 1812 and 1813, he exhibited renewed proofs of talents and courage, and was particularly noted for his valor at Lutza and at Baatzon. During the whole of the month of October 1813, he successfully defended different positions against an enemy very superior in numbers, preserved the communications with the main army, fought with fury but with varied success during the three days of the battle of Leipsic, and afterwards made an orderly retreat. After the retreat of Bavaois at Hanau, where he also distinguished himself, he covered Cassel and Mayence for several days, in order to give time to the rest of the army to pass the Rhine, but returned to Paris too late for his services to be efficient on that position. Such a success of brilliant services could not remain without recompense, and Bertrand was appointed on the 20th of November marshal of the palace. A moment of repose was soon succeeded by renewed hostilities. The campaign of 1814 opened upon the French territory, and count Bertrand followed Napoleon in the fields of Brienne, Mantmirail, Auber, and Craime, furnishing in every instance proofs of an unexampled devotion. After the fall of Napoleon in 1814, he unhesitatingly followed him to the Island of Elba, and returned with him in 1815. Even a second ex-