THE NATIONAL ROAD.

FROM THE PORT FOLIO FOR AUGUST, 1822.

Recollections of the National Road over the Allegany Mountains, extending from Cumberland, on the Potomac, to Wheeling, on the Ohio. By a late traveller in the west.

The town of Cumberland, better known in colonial history as Fort Cumberland, (for this was a frontier town in the old French war, and received its name from the then popular Duke of Cumberland, the favorite son of George II.) is situated at the foot of the Alleghany Mountains, which here consist of five or six distinct ridges, extending over a space of fifty or sixty miles, and covered, to their very summits with a strong growth of timber, mostly precluding the sight of every other object but the majestic road, which seems to stretch across an interminable wilderness, with the stride of a giant, in all the solemnity of silence and solitude.

Immediately after crossing Will's creek, a trifling current, but celebrated as (the then) *Colonel* Washington's point of departure on his first expedition to Fort Du Quesne, you ascend for a mile or two by a winding route, carried round the southern peak of the Cumberland range, from which you have a fine view, on the left, of an amphitheatre of hills; in the area of which may be traced the obstructed stream of the Potomac, running round to seek an outlet at the natural breach in the ridge, which permits the junction of the two branches at the Cumberland fork. A short descent, on the opposite side, leads the National Road to the foot of that ridge of the Alleghanies which is distinguished on the spot by the appropriate name of the *Big Savage*. Here commences an ascent of about nine miles, with little intermission, until the traveller arrives at a small settlement called Frost Town, at such a frigid elevation that frost takes place there, occasionally, in every month of the year, and fires are often wanted at night, in the middle of summer. We changed horses here about day break on the 15th of July, and a comfortable fire was blazing in the chimney.

The descent from this peak, on the western side, is rendered gradual and easy by a tributary swell, called the Little Savage; after descending which, this fine road takes a direct course for many miles, showing at a distance like a garden walk, struck by a line across the progressive elevations of that called the Dividing Ridge, which at length separates the eastern from the western waters; though its gradual predominance over parallel heights is not marked to the eye by any observable variation in the scale of the road, which seems to pursue an interminable course, sixty feet in width, one half of which is paved, leaving a summer track on either side of about fifteen feet, from which the woods have been cut away for twenty feet or more; thus forming a superb avenue of a hundred feet in width, bordered by primeval forests of gigantic growth.

Hitherto the continuous wood rarely interrupted by any other objects than log huts and zig-zag patches of cultivation, have been mostly decidious, consisting of chesnut, locust, maple, elm, ash, and the variegated tribes of oak; but now and then verse here and there majestic groves of pine, their tall shafts rising as strait as artificial columns, without the incumbrance of a limb, to the height of sixty or seventy feet, and forming natural porticos or colonnades of infinite beauty and grandeur.

No notice has been taken of the bridges, wing wall, &c. on this part of the route, though they are numerous and well placed wherever they were required by the inequalities of the track; because most of them are already in a state of shameful dilapidation, partly from the badness of the mortar with which they have been cemented, and partly from the mischievous activity of a certain class of passengers, who amuse themselves at the expence of the public, by throwing the upper stones into the adjacent precipices.

On descending to the western foot of this beautiful tract of road, throughout the whole of which the angle of elevation does not exceed five degrees, you pass two or three romantic bridges, at short intervals. They are still, like those before mentioned, totally devoid of artificial ornment, showing nothing from the road but low walls, overhanging dark precipices; yet they are strikingly picturesque as artificial objects, reflecting chequered light under the deep shade of the spruce pines, which tower over the adjacent swamps, and relieve the eye of the traveller with a change of verdure, and fresh objects of admiration. The massy trunks and swinging branches of these sons of the forest, tattered by a thousand storms, having been no way contracted in their dimensions by scantiness of nutriment, the soil upon these mountains being generally rich, black, & deep, at the greatest elevations, in consequence of the parallel clearings on the road side, are already almost obliterated by a rapid growth of young oaks, chesnuts, &c. whose luxuriant foliage affords a continual treat to the eye.

Having thus imperceptibly ascended the main ridge, or most elevated summit of the Alleghany, in this direction, and descended again, at ease, for some miles, amid the shifting scenery of rocks, in every variety of form, or stratification, as exposed to view, by the deep cuts of the road, into the swelling sides of the hills, or athwart their rounded summits, we arrived at the first bridge on the route, which is worth mentioning, as a piece of architecture. It is said to have cost the United States $20,000, though it consists of but a single arch. It is thrown over a branch of the Youghiogany, where the banks are high; and when the traveller reaches the centre of the bridge, he finds himself at an elevation of sixty feet above the stony bed of the river, or rather darksome torrent which here washes the foot of the Negro Mountain—a gloomy pass, so called, it is presumed from the deep shades of the pines and firs with which it is exclusively covered. These thick groves being totally impervious to the beams of the sun keep the ground beneath them perpetually moist and dripping; and by preventing the growth of underwood permit one to penetrate, athwart innumerable stems, the *darkness visible* by which he is surrounded, and which naturally suggests alarming apprehensions in a spot so solitary and sequestered.

Emerging from this gloomy tract we gladly rose, and again descended, by repeated stages, that called the Winding Ridge, from the summit of which we were gratified with a boundless prospect of woods and mountains—*lifting their green heads to the western sky.**

On descending this ridge we crossed the dividing line between the two states of Maryland and Pennsylvania, which though it was marked but a few years since, by clearing away the trees to a certain width, is now again become almost imperceptible from the rapid growth of underwood, in this genial climate; but a difference is readily perceived in the adjacent improvements, corresponding with the amelioration in the state of society accompanying the gradual abolition of slavery, which was so wisely, as well as humanely, provided for in Pennsylvania by the prospective law of 1780. Well-cleared fields, and houses neatly built, mark the change to the least observant eye, and utter more than volumes of declamation upon the impolicy of domestic slavery.

The lowest turn of the winding ridge leads round the brow of a projecting knoll into a beautiful little valley between three precipitous hills, from which it makes its circuitous way towards the Monongahela, the principal stream of the Youghiogany, over which the national road is carried by a fine bridge, which is said to have cost about 50,000 dollars. It is the finest bridge upon this road, and probably the largest stone bridge in the United States. It springs lightly and gracefully from the high bank, upon which a village of twenty houses, called Smithfield, has grown up within four or five years, forming an easy descent of three hundred feet to the opposite flat or bottom, over three majestic arches of 90, 75, and 60 feet span, in the order in which they are narrated, not as usual, with the widest arch in the middle—thus judiciously sacrificing beauty, or rather, perhaps, uniformity, to convenience. For this bridge eminently beautiful and picturesque, as seen in connexion with a conical mountain, which rises over it to a height of several hundred feet, clad in the richest verdure: whilst the rippling stream, occupying only the widest opening, except in time of freshets, ranges along the base of another precipitous height, down the side of which you may trace the almost perpendicular course of heavy timber which is shot over the hill top, and descends with such force as sometimes shivers the stoutest logs, and often plants them many feet deep in the bed of the creek.

There is coal found in an adjacent bank, and I picked up one of the exact size and shape of an ostrich's egg, composed of finer pebbles, so perfectly consolidated together, that when broken the component parts made but one fracture, without crumbling. This kind of grit-stone it seems is found in large masses upon the adjacent heights, and has been used for millstones instead of the French burrs, which were formerly transported at great expense, across the mountains as far as Pittsburg.

Wolves and bears still infest the neighboring mountains, and it was but a few days before we passed through this Alpine village, that a panther had been shot, for which a neighboring hunter had received the government reward of ten or twelve dollars a head.

A few miles beyond this village, upon the ascent of the Laurel Hill, a little to the left of the present road, may still be traced, although now covered with trees and underwood, the irregular outlines of Fort Necessity, where Washington, then at the head of a single regiment, encamped on his way to the Ohio. It covered three-quarters of an acre, including a natural spring, and at this time displays nothing more prominent than that scanty embankment, which afterwards protected the flying remnant of a British army, retreating from the fatal field of Monongahela.

(To be continued in the next Port Folio.)

* In the bosom of this ridge, about fifteen feet within the surface, were found some curious reliques of the former world. Among them were two considerable fragments of impressions from unknown vegetables; one of them has the appearance of having been long water-worn, the other is now as sharp as if it had been cut but yesterday with the finest instrument of art. These interesting objects were presented by the Superintendent of the road to the museum at Baltimore.

By the President of the United States of America,

A PROCLAMATION.

Whereas, by an act of the Congress of the United States, passed on the sixth day of May last, it was provided, that, on satisfactory evidence being given to the President of the United States, that the Ports in the Islands or Colonies in the West Indies under the dominion of Great Britain have been opened to the vessels of the United States, the President should be, and thereby was, authorized to issue his Proclamation, declaring that the ports of the United States should thereafter be open to the vessels of Great Britain employed in the trade and intercourse between the United States and such Islands or Colonies, subject to such reciprocal rules and restrictions as the President of the United States might by such Proclamation, make and publish, any thing in the laws entitled "An Act concerning navigation," or an act entitled "An Act supplementary to Act concerning Navigation," to the contrary notwithstanding.

And, whereas, satisfactory evidence has been given to the President of the United States, that the ports hereinafter named, in the Islands or Colonies in the West Indies, under the dominion of Great Britain, have been opened to the vessels of the United States, that is to say, the

Ports of Kingston, Savannah Le Mar,
Montego Bay, Santa Lucia,
Antonio St. Ann, Falmouth,
Maria, Morant Bay, in Jamaica
Saint George, - - - Grenada.
Rosseau, - - - Dominica.
Saint Johns, - - - Antigua.
San Josef, - - - - Trinidad.
Scarborough, - - - Tobago.
Road Harbor, - - Tortola.
Nassau, - - - - New Providence.
Pittstown, - - - - Crooked Island.
Kingston, - - - - St. Vincents.
Port George & Port Hamilton, Bermuda.
Any port where there is a custom house - - Bahamas.
Bridge town, - - - Barbadoes.
St. John's, St. Andrew's, New Brunswick.
Halifax, - - - - Nova Scotia.
Quebec, - - - - Canada.
St. John's, - - - New Foundland.
Georgetown, - - - Demarara.
New Amsterdam, - - Berbice.
Castries, - - - - St. Lucia.
Basseterre, - - - St. Kitts.
Charleston, - - - Nevis.
and Plymouth, - - - Montserrat.

Now, therefore, I, JAMES MONROE, President of the United States of America, do hereby declare and proclaim, that the ports of the United States shall hereafter, & until the end of the next session of the Congress of the United States, be open to the vessels of Great Britain employed in the trade and intercourse between the United States and the Islands and colonies hereinbefore named; any thing in the laws, entitled "An act concerning navigation," or an act, entitled "An act supplementary to an act concerning navigation," to the contrary notwithstanding, under the following reciprocal rules and restrictions, namely:—

To vessels of Great Britain, bona fide British built, owned, and the master and three fourths of the mariners of which, at least, shall belong to Great Britain; or any United States' built ship or vessel which has been sold to, and become the property of, British subjects; such ship or vessel being also navigated with a master and three-fourths of the mariners, at least, belonging to Great Britain: *And provided, always*, That no articles shall be imported into the United States in any such British ship or vessel, other than articles of the growth, produce, or manufacture, of the British islands and colonies in the West Indies, when imported in British vessels coming from any such island or colony, and articles of the growth, produce, or manufacture, of the British colonies in North America, or of the Island of Newfoundland, in vessels coming from the port of St. John's, in that Island, or from any of the aforesaid ports of the British colonies in North America.

Given under my hand, at the City of Washington, this twenty-fourth day of August, in the year of our Lord one thousand eight hundred and twenty-two, and in the forty-seventh year of the Independence of the United States.

JAMES MONROE.

By the President:
JOHN QUINCY ADAMS,
Secretary of State.

A Durham Cow was sold at auction in Boston last week for $200. She was purchased by Wm. R. Lee, of Dorchester, and is said to be a very fine animal.

FROM THE NEW-YORK STATESMAN.

NATIONAL PROPERTY.

One of the charges brought against the present administration, is a gross neglect and waste of public property belonging to the United States. A striking instance of this will be found noticed in the following extract relating to the vessels now lying at Sackett's Harbor. What is the use of building new ships, while those already moored in our waters are suffered to decay? In case of another war with Canada, it would be necessary to build and equip new fleets upon our lakes, at heavy expense to the nation.

FROM THE JEFFERSON REPUBLICAN.

Mr. Printer: Travellers passing through our village, are generally struck with the appearance of the United States' Navy. To see such an amount of public property "going to wreck and ruin," must give to every patriotic breast no pleasing sensations. "Thinks I to myself," it would not have been a difficult or expensive job to haul these ships upon dry land, and to have erected buildings over them, (after taking out the masts,) so that they might have been preserved a century, fit for future use if ever wanted. The Ontario steam boat, with her engine, was hauled out this last spring at a trifling expense; and as there is an abundance of rigging, blocks, and timber for frames, at this place, belonging to the United States, the whole expense would not probably have exceeded what it has cost government one year to support this station.

I perceive that the *Lady of the Lake* is dismasted and dismantled. It is to be hoped that this *inimitable* little vessel at least will be hauled out and preserved, as a *relic* of the fleet which once *floated* on our waters. As she now lies exposed to the weather, she must shortly, like the residue of the fleet, become totally useless.

It is to be regretted that the shipping should be allowed to rot where they now are, as their hulks, unless soon removed, will tend to obstruct and fill up the harbor. It will be in vain to attempt their removal after they are rotted to the water's edge; besides, too, the vegetable putrefaction that will be caused by their means, will not tend to improve the salubrity of the circumjacent atmosphere.

A CITIZEN.

WASHINGTON, Aug. 22.

PUBLIC VESSELS AT SACKETT'S HARBOR.

For the facts which are stated in the following remarks upon a letter, copied in our last from a New York paper, we are indebted to the politeness of a friend in the Navy Department:

"The 'Citizen' who notices the state of our public vessels of war at Sackett's Harbor, should remember, that the vessels built on Lake Ontario, were all built of green materials; were intended to effect a special purpose, too urgent in its nature to admit of such delay as waiting to procure seasoned timber would unavoidably have occasioned. The timbers were taken from the woods, fashioned to their proper shapes, and put in place, with all possible expedition. The 'Citizen' will surely not undertake to censure the government for not being able to prevent vessels *thus built* from decaying.

"All that could be done for the preservation of these vessels, consistently with a due regard to the interests of the government, and with every calculation that could reasonably be made as to their future usefulness, was done *as early as the year* 1815. It was at that period presumed that the greater part of the vessels, thus hastily built of green materials, would decay in the course of a few years; but it was *possible* their services might be required, and, therefore, measures for their preservation were taken, which probably could not, on any other ground, be well defended.

"Houses were built over some of them; others were immerged under water, and the *Lady of the Lake* was retained in service for the protection of the revenue. The following shows the present state and condition of these vessels. The information is given to the 'Citizen,' to let him see that the state of the vessels is as well known at Washington as at Sackett's Harbor; and if there be any incorrectness in their statement, he being, it is presumed, on the spot, can correct it.

Ship *New Orleans*, well covered, and in a state of preservation.
Chippewa, do. do. do.
Superior, has fallen over on her bilge, dismantled roof taken off all the spars, tops &c. off her decks.
Mohawk, dismantled, covered with a roof, gone down, with her gun deck above water, on an even keel, and soft bottom.
Pike, same situation in all repects.
Madison, same situation in all respects.
Brig *Jefferson*, dismantled, covered with a roof, on her bilge—the water having receded almost entirely from her.
Jones, gone down, gun-deck above water, water too low to attempt getting her up, without incurring more expense than she is worth.
Sylph, dismantled, and gone down on a good soft bottom, gun deck above water on an even keel.
Oneida, useless.
Gun boats, decaying.

Lady of the Lake, a vessel of one gun, has been in commission for the protection of the revenue, was reported on the 3d April last, as requiring such extensive repairs, as to render her repair inexpedient, for any service she could possibly render to the NAVY of the United States.

"All these vessels, with the exception of the two first named, viz: the New Orleans and the Chippewa, 106 gun ships, are in a state of decay. The New Orleans and the Chippewa (the only vessels of the line among them) are in a state of preservation. Were Congress to decide that the others should be repaired, the government would soon execute its duty if the *means* were placed in its hands; but would it be worth while to appropriate half a million of dollars for such a purpose, when, in all human probability, the vessels will never again be required for service of any description?

"As to preserving the "*inimitable Lady of the Lake* as a *relic*," we have, I trust some *imitable* of infinitely more value to preserve. If it was the business of the government to enshrine relics, indeed the Lady of the Lake might be preserved as suggested; but it is difficult to surmise to what other purpose she could ever be converted, after the expense of covering her in should have been incurred." *Nat. Int.*

Extract from a work lately published in London, entitled "a voice from St. Helena.

BURNING OF MOSCOW.

It was in the midst of a fine city, provisioned for a year, for in Russia they always lay in provisions for several months before the frost sets in. Stores of all kinds were in plenty. The houses of the inhabitants were well provided, and many have even left their servants to attend upon us. In most of them there was a note left by the proprietor, begging the French officers to take care of their furniture & other things, that they had left every article necessasary for our wants, and hoped to return in a few days, when the Emperor Alexander had accommodated matters, at which time they would be happy to see us. Many ladies remained behind They knew that I had been in Berlin and Vienna with my armies, and that no injury had been done to the inhabitants; and moreover they expected a speedy peace.—We were in hopes of enjoying ourselves in winter quarters, with every prospect of success in the spring. Two days after our arrival, a fire was discovered, which at first was not supposed to be alarming but to have been caused by the soldiers kindling their fires too near the houses, which were chiefly of wood. I was angry at this, and issued very strict orders on the subject to the commandants of the regiments and others. The next day it advanced, but not so as to give serious alarm. However, afraid that it might gain upon us, I went out on horseback and gave every direction to extinguish it. The next morning a violent wind arose, & the fire spread with the greatest rapidity. Some hundred miscreants, hired for the purpose dispersed themselves in different parts of the town, and with matches which they concealed under their cloaks, set fire to as many houses at windward as they could, which was easily done, in consequence of the combustable materials of which they were built. This together with the violence of the wind, rendered every effort to extinguish the fire ineffectual. I, myself narrowly escaped with life. In order to shew an example, I ventured into the midst of the flames, and had my hair and eyebrows singed, and my clothes burnt off my back, but it was in vain, as they had destroyed most of the pumps, of which there were about a thousand; out of all these I believe that we could only find one that was serviceable. Besides the wretches that had been hired by Rostopchin ran about in every quarter, dissemminating fire with their matches, in which they were but too much assisted by the wind. This terrible conflagration ruined every thing. I was prepared for every thing but this. It was unforeseen, for who would have thought that a nation would have set its capital on fire?. The inhabitants themselves, however, did all they could to extinguish it, and several of them perished in their endeavors. They also brought before us numbers of the incendaries with their matches, as amidst such a *populazo* we never could have discovered them ourselves. I caused about two hundred of these wretches to be shot.—Had it not been for this fatal fire, I had every thing my army wanted; excellent winter quarters; stores of all kinds were in plenty; and the next year would have decided it. Alexander would have made peace, or I would have been in Petersburg." I asked if he thought that he could entirely subdue Russia. "No." replied Napoleon; "but I would have caused Russia to make such a peace as suited the interest of France. I was five days too late in quitting Moscow. Several of the generals, continued he, were burnt out of their beds. I myself remained in the Kremlin until surrounded with flames.—The fire advanced, seized the Chinese and India warehouses, and several stores of oil and spirits, which burst forth in flames, and overwhelmed every thing. I then retired to a country house of the Emperor Alexander's, distant about a league from Moscow, and you may figure to yourself the intensity of the fire, when I tell you, that you could scarcely bear your hands upon the walls or the windows on the side next to Moscow, in consequence of their heated state. It was the spectacle of a sea and billows of fire, a sky and clouds of flame—mountains of red rolling flames, like immense waves of the sea, alternately bursting forth and elevating themselves to skies of fire, and then sinking into the ocean of flame below. O! it was the most grand, the most sublime, and the most terrific sight the world ever beheld!!!"

The idea that the Emperor of Russia will not abandon the Greeks to the tyrannical rule of their task-masters, the Turks, recommends itself to our hopes although it may prove a vain delusion. The fortunes and fate of a brave people are now dependent, in some degree, on the policy of an arbitrary monarch. He may stipulate at all events for the security of their persons and properties. Since the Greeks are unable to work out their independence by their own arms and resources, the other alternative presents itself, of a seperate empire under the protection of the powers of Europe. Much will have been gained by a change of masters. If it be even Russian despotism, it is better than Turkish. If it be the destiny of Poland, or that of the Ionian Islands, it is preferable to the bigotted and ferocious rule of the Musselman. The grinding tyranny of Oriental barbarism receives no mitigation from sympathies of any kind. There is nothing in common between Turk and Greek.

Nothing can again reconcile to the sovereignty of the Turk the oppressed Greek, who has seen the ministers of his faith butchered in the sight of their temples, and even before the altars at which they officiated—who has witnessed his wives and children carried into captivity to be sold as slaves or destroyed by sword and flames, and who has been a spectator, though not an unresisting one, of his property burnt by a brutal soldiery, after being saved from the rapacity of as brutal Prefects from Constantinople. We cannot, therefore, admit the supposition, that the Emperor, who has his armies assembled and ready to enforce his decision, will abandon this ill fated people without some guarantee at least for the security of their lives and liberties.

To erect a Greek Commonwealth may not be possible; the elements of a plan of confederated government may not be there, or if there they may not unite, or if the scheme be feasible, the mutual jealousies of the powers of Europe may prevent its establishment. But the mitigation of Turkish rule is practicable, & the humanity of the age, the feelings of our common nature, the principles of justice and the obligations of religion, call trumpet-tongued on the beneficence of the Emperor to place this injured and insulted people within the pale of his power and the protection of the laws and usages of civilization. That such a rule so ferocious and fanatical and sanguinary as that of the Musselman, should be permitted over a nation, whose country and ancestors are endeared to all the world by so many noble recollections, is a disgrace to the age and to the potentates who tolerate it.

At the execution of the Duke *De Enghein*, a thousand swords seemed ready to leap from their scabbards to avenge his death. The loss of a single individual appeared the common cause of almost all Europe. The usages of civilized states were trampled on in the violence offered to his person. The sympathy of thousands was excited for his fate, and their curses lavishly poured out on the head of the tyrant who made this sacrifice to a cruel policy. But the cold-blooded massacre of thousands of defenceless Greeks—the pillage of their property—the conflagration of their cities and churches—the murder of their priests—the captivity and slavery of their women and children; meet with no sympathy in similar quarters—raises no outcry—excites no horror for the violence offered to the rules of civilized warfare—produces no resistance to these fanatical outrages.

[*Southern Patriot.*

COMMODORE PORTER.

FROM THE ALBANY ARGUS.

This gentleman has been severely censured by many of our brother editors, for having, as is alleged, threatened the *independence* of the press. Whatever difference of opinion may be entertained with respect to the prudence of the course adopted by Com. Porter, we can discover nothing in it, which can with any propriety be considered as an attack on the independence of the press. The editor of the Federal Republican (we believe it was) had received an *ex parte* report of the trial of Lieut. Abbot, and announced to his readers his determination to shew that Com. Porter, & others, constituting the court who tried Lieut. Abbot, *had prostrated law and justice*. It was well known that the fairness and correctness of the report was questioned, and that an official account of the trial was preparing for publication. Under these circumstances, it must be conceded that the attack made on Commodore Porter, in the Federal Republican, was in the highest degree improper. The individuals who constituted the court, had not only their characters as men and as officers at stake, to bind them to a faithful discharge of their duty, but were bound by the solemn obligation of an oath to give the accused a fair and impartial trial. Against men acting under such high responsibilities, and sustaining unimpeached and unblemished characters, charges implicating their integrity, should not lightly be made, because, all reasonable presumption is in favor of their innocence.

The threat made by the editor of the Federal Republican, was such as could not fail to create a strong feeling of indignation in the breast of Com. Porter. It was an intimation that he possessed evidence to prove to the world, that Com. Porter, regardless of his honor as an officer, and in violation of his oath, *had prostrated law and justice*, in the trial of Lieut. Abbot. We can well excuse the gallant Commodore for the irritation he evinced under so foul and odious an imputation, nor are we disposed to scan too nicely the manner in which he may have given vent to his outraged feelings.

BRITISH COLONIAL TRADE RE-OPENED.

We present the President's proclamation today, announcing this satisfactory event: and in anticipation of it our readers were yesterday furnished in our columns with the British act of Parliament, at large, to regulate the West India Trade, &c. The freedom of commerce is thus once more restored to British America. That nation first commenced restrictive measures in 1815, in relation to her colonial ports in America, which compelled us, as an act of self defence, in 1818, to resort to a measure of exclusion, by a law of Congress, and prohibit *British* bottoms from entering our ports with the produce of those colonies which excluded *us* from their markets. Britain has thus persevered nearly seven years in her obstinate attempt of monopoly. The firmness of our government has conquered her; the severe losses of the West India planters have opened her eyes; and she is abandoning reluctantly a worn out policy, that has been partially pursued for nearly two hundred years; that is, ever since the passage of her navigation act, which was as far back as the middle of the seventeenth century. This unjust restriction has just lasted long enough to put our southern planters in the way of raising sugar, and our western farmers in the *spirit* of distilling whiskey, which is now almost exclusively substituted for West India rum; and if Britain had continued to restrict our commerce among her islands a little longer, we could have done without her *coffee*: for we entertain no doubt that our southern latitudes might supply that essential article in abundance, and in perfection, but little inferior to Mocha. *Florida is now ours*; and we hope our men of capital, who are not blind to our national interests, will *yet* try the experiment; and we have not doubt of a successful result. If we persevere in the principles of demanding a free and liberal trade to all parts of the world, we shall soon break up that system of European monopoly, that has created so much war and bloodshed, and been productive of so much injustice in its operation.

This trade being thrown open, may operate as a stimulant, and give a new spur to *piratical depredators* in the West Indies; but we hope the John Adams and the Spark, which have just left Norfolk for that station, will seasonably arrive, and protect our merchantmen on the ocean, from the outrages of wretches, whose cupidity and cruelty tempts them to plunder & murder.

WE HAVE GAINED OUR POINT. The deportment of our government in meeting the *scare crow policy of British monopoly*, without shrinking from the honorable stand prescribed by the act of 1818, is a just cause of triumph to the friends of free trade: our firmness has driven a selfish commercial rival, after a long *experiment*, to dispense an act of justice to her suffering colonies, highly profitable to our intercourse with them. Wash. City Gaz.

PRODUCTS OF FLORIDA.

A writer in the Floridian, published in Pensacola, states a fact which may be interesting to many persons—"It may perhaps be gratifying to your readers to learn that among the abundant vegetable productions of West Florida, the Quercus Cerris or Oriental Oak stands in the first class. It owes its importance principally to the production of Nut galls—they have hitherto been imported from the Mediterranean at great expense, and their importance in manufactures is well known.—They are the production of an insect or an HYMENOPTEROUS species, the CYNOPS QUERCIFOLII, who deposit their eggs on the leaves and tender branches of the tree—an excrescence is soon formed around their egg, which enlarges to a ball the size of a bullet, enclosing the egg—which in process of time is hatched, and the embryo often undergoing several changes, finally eats its way out of its prison. This excrescence is the Nut gall—and those found in Florida are equal in every respect to those imported from the Levant. This tree seldom attains the height of ten feet, and grows principally in low and wet situations, and the galls cover the branches in great profusion. The writer of this gathered in the space of a few moments several pounds.—When it is taken into the importance of this production in Dying and Medicine, their present high price (from 50 to $60 per cwt.) and their not being indigenous in any other part of the United States, we know of nothing that would so well repay the enterprize of any of our citizens, as collecting and sending them to the northward for sale."

LATEST FROM SPAIN.

Gibraltar papers to the 11th ult. have been received at Boston.—Four battalions of the Guards, comprising about 1800 men, marched out of Madrid on the 1st, and on the 4th were at the PARDO. Their object was to enforce the Royal authority in Navarre, &c. The government had sent Gen. Morillo to prevail upon them to return and submit to the constituted authorities. He had made several offers to them to come back, but without success. The accounts from the provinces were unfavorable.

The town council of Cadiz made known to the inhabitants on the 6th, that a committee had been appointed to inspect the fortifications of their island, in order to render that "strong hold of liberty" impregnable under any circumstances.

The plague had made its appearance at Algiers, and precautionary measures had been adopted in Gibraltar in consequence.

The London Sun of June 24, says—On Wednesday Mr. Randolph, the late candidate for the office of President of the United States of America, who lately arrived in this city for the benefit of his health, dined with Admiral Sir J. H. Whitshed, K. C. B. commander in chief at Portsmouth. Every suitable attention was paid to this distinguished gentleman; he visited the Royal George yacht and ships in the harbor, and afterwards proceeded to Ryde.

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